



SA TOMORROW SUB-AREA PLANNING:
UTSA AREA REGIONAL CENTER PLAN

ADOPTED: OCTOBER 3, 2019

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MIG, Inc.
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Auxiliary Marketing Services
SJP|A
BowTie

Special Thanks

District 8 City Council Staff
Susan Guinn, Office of the
City Attorney
Transportation & Capital
Improvements
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Economic Development
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Northside Neighborhoods
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VIA Metropolitan Transit
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Table of Contents

1	Introduction	1
	Process and Timeline.....	1
	Stakeholders.....	2
	The Planning Team.....	3
2	Existing Conditions	5
	A History of the UTSA Area.....	5
	Assets.....	5
	Challenges.....	5
	Opportunities.....	6
	Sub-Area Plans and Existing Neighborhood and Community Plans.....	6
3	Vision and Goals	7
	What is a Vision Statement?.....	7
	Establishing the Vision and Goals.....	7
	Vision.....	9
	Goals.....	9
4	Plan Framework	12
	Establishing the Plan Framework and Recommendations.....	12
	Plan Framework Overview.....	14
	Land Use.....	15
	Focus Areas.....	25
	Mobility.....	29
	Amenities and Infrastructure.....	37
	Catalytic Projects.....	40
	Housing.....	44
	Economic Development.....	47
5	Neighborhood Profiles and Priorities	50
	What are Neighborhood Profiles and Priorities?.....	50
	Neighborhood Snapshot.....	50
	Neighborhood Priorities.....	51
6	Implementation	53
	Plan Purpose.....	53
	Intent of the Plan.....	53
	How to Use This Plan.....	53
	Coordination with Adopted Plans.....	53
	Statutory Requirements.....	54
	Implementation – Land Use.....	54
	Implementation – Focus Areas.....	56
	Implementation – Mobility.....	57
	Implementation – Amenities and Infrastructure.....	60
	Implementation – Catalytic Projects.....	62
	Implementation – Housing.....	64
	Implementation – Economic Development.....	65
	Appendix: Maps, Figures, and Exhibits	67
	List of Maps, Figures, and Exhibits.....	67

1 Introduction

Process and Timeline

The process of developing the UTSA Area Regional Center Plan lasted approximately 2 ½ years, from project chartering to City Council adoption. Planning Department staff worked with a wide range of community members that included neighborhood representatives, business and property owners, employers, educational and cultural institutions, and partner organizations and City departments to create a realistic and implementable plan for this important northside regional center.

Phase 1: Project Chartering

April - June 2017:

The first phase of the project focused on project chartering, which included determining the Planning Team membership and finalizing the detailed plan area boundaries. Phase 1 also included an analysis by the Project Team to refine estimates for capture of growth in all regional centers and to determine how total projected growth for the city should be allocated into each regional center, and more generally to the future high capacity transit corridors as delineated in the adopted Comprehensive Plan for San Antonio.

Phase 2: Analysis and Visioning

June 2017 - January 2018:

The second phase of the project focused on assessing the existing conditions and growth capacity of the UTSA Area Regional Center. The Planning Team and community members provided direction on visioning and goal setting for the UTSA Area. The analysis and refinement of existing conditions helped ensure that the vision and goals for the UTSA Area Regional Center are grounded in the proper context.

Phase 3: Plan Framework

October 2017 - January 2018:

The third phase of the project focused on working with the community and stakeholders to establish the Plan Framework. The Plan Framework components include Land Use, Housing, Economic Development, Mobility, Amenities and Infrastructure, and Focus Areas/Corridors.

Phase 4: Recommendation and Implementation Strategies

June 2018 - February 2019:

The fourth phase developed specific projects, programs, and policies to affect change in the UTSA Area Regional Center. This phase also included the development of specific, action-oriented implementation strategies and recommendations for potential funding sources.

Phase 5: Documentation and Adoption

February - September 2019:

The last phase of the project was devoted to converting this project website into the final ePlan for the UTSA Area Regional Center, creating the Executive Summary, and guiding the plan through the approval and adoption process. The Project Team met with City departments and other partners to develop critical next steps to support implementation of the plan.

Stakeholders

The UTSA Area Regional Center planning process included a range of engagement activities such as interviews, focus groups, workshops, and Community Meetings with participant stakeholders from the following groups:

- Alamo Area Council of Governments (AACOG)
- Alamo Area Metropolitan Planning Organization (AAMPO)
- American Institute of Architects (AIA)
- Big Red Dog
- Brown & Ortiz, PC
- Castle Hills Forest
- Cedar Point Owners Association
- City Council District 8
- City of San Antonio Aviation Department
- City of San Antonio Center City Development and Operations
- City of San Antonio Department of Arts and Culture
- City of San Antonio Development Services Department
- City of San Antonio Economic Development Department
- City of San Antonio Neighborhood and Housing Services Department
- City of San Antonio Transportation and Capital Improvements Department
- City of San Antonio Metropolitan Health District
- City of San Antonio Office of Historic Preservation
- City of San Antonio Office of Innovation
- City of San Antonio Office of Military Affairs
- City of San Antonio Office of Sustainability
- City of San Antonio Parks and Recreation Department
- City of San Antonio Police Department
- City of San Antonio World Heritage Office
- Churchill Estates Homes Association
- Deerfield Homeowners Association
- Dreamhill Estates Neighborhood Association
- Edwards Aquifer Authority
- Elm Creek Owners Association
- Great Northwest Community Improvement Association
- Harmony Hills Neighborhood Association
- Joint Base San Antonio
- Kaufman | Killen
- North San Antonio Chamber of Commerce
- Northside Neighborhoods for Organized Development (NNOD)

- Oak Meadow Homeowners Association, Inc.
- Oakland Estates Neighborhood Association
- Oakland Heights Homeowners Association
- Oakmont Downs Homeowners Association
- Pape-Dawson
- San Antonio Apartment Association
- San Antonio Area Foundation
- San Antonio Housing Association
- San Antonio River Authority (SARA)
- San Antonio Water System (SAWS)
- Texas Department of Transportation (TxDOT)
- The RIM
- The Shops at La Cantera
- The Woods of Shavano Community Association
- TMI Episcopal School
- UT Health San Antonio (UTHSA)
- University of Texas at San Antonio (UTSA)
- Valero
- Vance Jackson Neighborhood Inc.
- VIA Metropolitan Transit
- WellMed Medical Group

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 - San Antonio River Authority
- Peggy Brimhall
 - American Institute of Architects
- Brent Doty
 - Edwards Aquifer Authority
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 - Kaufman | Killen
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- Ernest Haffner
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- Santiago Jaramillo
 - VIA Metropolitan Transit
- Mark Johnson
 - North San Antonio Chamber of Commerce
- Jordan Lindsey
 - Student Government Association – UTSA

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 - Facilities Planning & Development – UTSA
- Al Philippus
 - Valero
- Darcie Schipull
 - Texas Department of Transportation (TxDOT)
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- Marcus Thomas
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- Rey Villarreal
 - Cedar Point Owners Association
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The Selection Process

Each of the SA Tomorrow Sub-Area Plans was developed with regular input and participation from local residents, business owners, property owners, institutional representatives, and other key partners and stakeholders. In addition, a formal Planning Team was created for each sub-area that provided more frequent, in-depth, and consistent advice and guidance throughout the planning process. The composition of the Planning Team for each area is drawn from the representatives and stakeholders described above, and varies depending on the existing uses, assets, challenges and opportunities associated with each area. While the UTSA Area Planning Team list does not include all who were invited to participate, it does include those who served as alternate and replacement representatives for participating organizations.

2 Existing Conditions

A History of the UTSA Area

The UTSA Area is one of the more recently developed regions in the city. However, it has an important history that helped shape the City of San Antonio we know today. This history weaves together major themes of natural resources, the military, education, and tourism.

Quarries typically serve as economic generators for decades. Once depleted, they are often re-purposed for other uses. In the UTSA Area, the Beckmann Quarry began operations in 1933 and remains one of the largest aggregate mines in the nation. Beginning in the 1980s, portions of the quarry near I-10 and Loop 1604 were fully mined out and repurposed as new developments. The La Cantera Resort & Spa and golf courses, the Six Flags Fiesta Texas theme park, the Shops at La Cantera, and The RIM Shopping Center eventually grew out of the old quarry sites and have become a beacon for locals and tourists alike.

Camp Bullis is located northeast of the UTSA Area. Although not located within the boundaries of the plan area, the military installation has a significant impact on the properties surrounding it. Established in 1917, Camp Bullis continues to provide important employment, economic, and partnership opportunities for our city.

This Plan area is anchored by the University of Texas at San Antonio main campus. The campus was developed in the mid-1970s and was the first public university to serve the City of San Antonio. As the school has grown and evolved, it has also functioned as a catalyst for the development of housing and public amenities within the UTSA Area Regional Center.

[See **Exhibit 1 – Existing Conditions Atlas**]

[See **Figure 2 – Study Area Map**]

[See **Figure 1 – Plan Location Map**]

Assets

The UTSA Area is a destination for many people because of the shopping, entertainment, educational, and natural amenities. The area has a significant student population and is one of the fastest growing areas of the City. Employment is anchored by large retail centers and large employers such as the University of Texas at San Antonio, The RIM Shopping Center, The Shops at La Cantera, Six Flags Fiesta Texas, Valero Energy, Beckmann Quarry, and Security Service Federal Credit Union. Camp Bullis, which is located adjacent to the UTSA Area Regional Center, provides important employment, economic, and partnership opportunities for our city as well. This area is also characterized by a unique natural environment which includes the Edwards Aquifer Recharge Zone and the Leon Creek Greenway.

Challenges

A major challenge for the UTSA plan area is connectivity for all modes of transportation. Roadways service the large campuses and major entertainment and commercial attractions. Access roads for I-10 and Loop 1604 provide access to these developments, but do not connect to residential neighborhoods located in the southwest and southeast portions of the area. High-quality transit service is needed to address the issues and constraints of the current bus service along the corridors, as well as to better serve current riders and attract new riders to the system. Existing bike lanes lack connection to nearby

transit facilities and recreational trails. Sidewalks are present in much of the UTSA Area Regional Center; however, on many roadways, sidewalks are on only one side of the road. The lack of sidewalks and bike lanes restricts access to VIA services, as many transit trips begin as pedestrian or bicycle trips.

The UTSA Area is also challenged by a lack of housing diversity. Low density, single-family detached homes and medium density apartments are the prevailing housing options. Additional mixed-use and higher-density housing developments would expand the range of available housing choices and could aid in addressing some of the mobility and connectivity challenges in the area by reducing the need for private vehicles and increasing the likelihood of utilizing alternative modes of transportation such as public transit, walking, and bicycling.

Opportunities

Commercial, industrial, institutional and residential uses are fairly balanced in the UTSA plan area. The amount of vacant land in this regional center is an opportunity, as many of San Antonio's other regional centers are near build-out and have limited space to absorb future growth. However, much of the land classified as "vacant" in the UTSA Area is not actually developable due to utility and stormwater easements, floodplain, and extreme elevation changes. Providing support to this area through the development of a wider range of housing choices for different income levels, diversification of transportation opportunities to relieve roadways and highways, and increased access to and connectivity of green spaces will make the area even more attractive for visitors and residents as a live, work and play destination.

Sub-Area Plans and Existing Neighborhood and Community Plans

Sub-Area Plans such as the UTSA Area Regional Center are intended to provide a coordinated, efficient, and effective approach to planning in San Antonio. In contrast to other Regional Centers and Community Areas, there are no existing adopted Neighborhood or Community Plans to incorporate into the UTSA Area Regional Center Plan. Additionally, there are a limited number of registered neighborhood and homeowner associations in the UTSA Area, and only a couple of association representatives were able to participate directly in the development of the Plan. Planning Department staff worked with the broader neighborhood coalition Northside Neighborhoods for Organized Development (NNOD), to identify general opportunities, challenges, and priorities for residential areas in the Plan area.

3 Vision and Goals

What is a Vision Statement?

A vision statement describes the desired state of a place in the future. With community support, an effective vision can influence decisions and inspire action to move toward that idealized future. Goals further describe the outcomes that will support the realization of the vision. These, in turn, are supported by more specific strategies and actions that will implement the bigger-picture vision and goals. These strategies will involve specific proposed projects, programs, policies, and other means of achieving the community vision.

The UTSA Area Regional Center Vision and Goals were developed with input from the Planning Team, residents, and other community stakeholders through an iterative process of developing and refining these concepts. During early Planning Team meetings and the first Community Meeting, participants identified the UTSA Area's assets, challenges, and opportunities and articulated important values and priorities. This community input became the basis for the UTSA Area Vision and Goals which were further refined with additional feedback from the Planning Team and participants at the second Community Meeting.

Establishing the Vision and Goals

The success of the SA Tomorrow Sub-Area Plans depends on broad participation from area stakeholders. To ensure this success, City Staff worked with a wide range of community members throughout the planning process for the UTSA Area Regional Center. These included neighborhood associations, business and property owners, residents, employers, educational and cultural institutions, public and nonprofit organizations, and other City departments to create a realistic and implementable plan for the UTSA Area.

The planning process was designed to create a "feedback loop" between the City and the community as the plan was developed. This approach ensures that the Plan reflects community values and priorities. A variety of tools and techniques were used to ensure that those interested were well-informed about the Plan; encouraged to participate in a range of stimulating events and activities; and engaged in providing constructive feedback on a preferred future.

For each public input exercise, this document describes what was asked, how the input was presented back to the stakeholders, carried forward in further engagement exercises, and eventually incorporated into the plan.

Results from the exercises and surveys are available in the website Documents Library and as an appendix to the Plan. In some cases, results have been summarized.

To facilitate public information and community participation, the UTSA Area Regional Center website was created and made available to the general public. The website includes a section for leaving comments which are sent directly to the project manager.

Exercise 1: Draft Assets, Challenges, and Opportunities

At their initial kick-off meeting, the Planning Team discussed assets, challenges, and opportunities in the UTSA Area, as well as strategies for outreach efforts. In addition to the discussion at the Planning Team kick-off meeting, staff emailed Exercise 1 in a survey to Planning Team members who were unable to

attend the meeting in person. Results of the exercise were posted to the website's Documents Library. This information helped inform draft Plan vision elements, priorities & goals.

Exercise 2: Draft Vision Elements

The second Planning Team meeting included a staff presentation of Existing Conditions within the UTSA Area, including findings related to demographics and employment, land use, transportation and mobility, public investment, amenities and access, and natural systems. Review of the Existing Conditions, as well as the previous assets, challenges, and opportunities discussion gave the Planning Team important context for the following "visioning" exercise.

Planning Team members were asked to write their own vision of what the UTSA Area should look like in 20 years. Participants wrote a vision statement and passed it to their neighbor who highlighted 2-3 key words or phrases that appealed to them. Again, the vision statements were passed to the next neighbor, to highlight words that appealed to them. Through this exercise, the Planning Team began to identify visioning themes and prioritize potential vision elements for the UTSA Area. The visioning themes were recorded on the large wall graphic.

Results of Exercise 2 were posted to the Plan website and presented to the Planning Team at the next meeting. This exercise helped inform the draft Plan vision and goals statements.

Exercise 3: Develop Area Vision and Goals

The first UTSA Area Community Meeting was held on September 18, 2017 at the John Igo Branch Library. The objective of this meeting was to introduce the planning process to the broader community, get their input regarding opportunities and challenges, and to further inform the draft vision and goals for the UTSA Area Regional Center Plan.

Community members participated in two facilitated small group exercises similar to those previously completed by the Planning Team. First, participants used a map, color-coded stickers, and sticky notes to identify and document the elements in the area that they would like to "Preserve, Add, Remove, or Keep Out" which is known as a P.A.R.K. exercise. They were then asked to look at all the elements that were identified in the P.A.R.K. exercise and begin to identify themes and issues.

The second exercise asked community members to draft a statement describing how they envision the future of the UTSA Area. Facilitators encouraged community members to think about elements such as housing, connectivity, mobility, parks and open space, shops, restaurants, employment and other amenities. Small group members identified common themes and words amongst the group's individual vision statements. From these common themes, each group completed a summary of their ideas which was then read aloud by one spokesperson from each group to the entire audience. Results of Exercise 3 were posted to the plan website. These results directly informed the draft vision and goals statement.

Exercise 4: Review Draft Vision and Goals

At the third Planning Team Meeting, participants were presented with the initial draft vision statement and goals which were fashioned from both Planning Team and community input. Planning Team members discussed the draft language as well as potential revisions needed to accurately capture their aspirations for the UTSA Area. Planning Team members were also encouraged to submit additional comments through email.

Results of Exercise 4 were incorporated into the revised draft vision and goals statement, further refining the UTSA Area's vision and goals statements for the draft plan.

Exercise 5: Review and Confirm Draft Vision and Goals

During Planning Team Meeting #4, there was a recap on the changes made to the vision and goals to-date and a final discussion about concepts that should be included in the final version. Final language was confirmed with the Planning Team through email after the meeting. Planning Team members were made aware that this revised version of the vision and goals would be presented to the public for input.

Results of Exercise 5 were posted to the plan website here. These results further informed refinement of the UTSA Area vision and goals statements for the draft plan.

Exercise 6: Finalize Draft Vision and Goals

Community Meeting #2 was held on January 29, 2018 at the Phil Hardberger Park Urban Ecology Center, where the revised draft vision and goals were presented, and comments were gathered from various area stakeholders. Participants at the Community Meeting #2 overwhelmingly supported the vision and goals as drafted.

These results finalized refinement of the UTSA Area vision and goals statements for the draft Plan unless further public input is received requesting additional changes.

Vision

In 2040, the UTSA Area continues to be a premier destination to live, learn, work, and play. The area's institutions and corporate entities promote a thriving, diverse, and innovative economic environment that attracts jobs and talent. Housing options are varied and plentiful, meeting the changing needs of residents at every stage of life. A dynamic University district is connected to and engaged with the surrounding community, and educational and civic amenities serve the entire region. Corridors accommodate all forms of mobility and provide access to the UTSA Area's amenities and resources. High-quality public transit encourages movement throughout the area and connects to other regional destinations. The area stands out as a regional center known for environmental sustainability, with a focus on its various parks and trails, and new development that respects and enhances the region's waterways.

Goals

Goal 1: Housing: Support diverse, affordable, and abundant housing options with an emphasis on mixed-use development that is safe, comfortable, and attractive for current and future residents of the UTSA Area.

- Encourage development of a variety of housing types, sizes, costs, and densities.
- Encourage mixed-use development with connections to existing residential areas, employment, recreational amenities, transit, and retail.
- Encourage housing quality that reflects the economic diversity of those working and studying in the UTSA Area, and encourage density to maintain the work-live-play-study environment and to minimize commute times.

Goal 2: Neighborhood Character: Maintain and enhance the character and appeal of established residential neighborhoods within the UTSA Area with attractive streetscapes and compatible development and design.

- Recognize existing neighborhoods and residential subdivisions as areas that provide stability to the area.

- Encourage residential design that reflects the unique character, climate, and culture of San Antonio so that sustainable, energy-efficient planning, design, and lifecycle costs are championed and incentivized in design criteria.
- Protect the character by discouraging commercial and high-density encroachment within the neighborhoods.
- Utilize appropriate buffers between existing residential neighborhoods and new higher-density development.

Goal 3: Connectivity and Mobility: Provide enhanced connectivity within the UTSA Area, with options for mobility beyond the automobile, while addressing congestion management and travel efficiency throughout the area for all modes and uses.

- Promote safe and convenient pedestrian and bicycle facilities in appropriate locations to meet existing and future demand.
- Improve connectivity and walkability between trails, parks, recreational areas, transit facilities, and surrounding neighborhoods.
- Promote the use of complete green streets in which roads are designed to enable safe, attractive, and comfortable access and travel for all users.
- Encourage transit as a mode of choice for residents and employees in the area by supporting improvements to transit service, frequency, safety, comfort, and infrastructure.
- Ensure that vehicular traffic flows as smoothly as possible within the existing roadway network and traffic signal system.

Goal 4: Recreation: Provide a variety of accessible and connected gathering places, parks, recreation, and entertainment opportunities for all ages.

- Incorporate different types of park and recreation opportunities such as creating a public amenity or civic space within the community.
- Assess recreational facility needs and consider new facilities, improvements, and/or additions that serve the entire community.

Goal 5: Natural Resources: Protect sensitive natural resources while allowing for growth and development.

- Apply innovative and environmentally sensitive development practices such as Low Impact Development (LID).
- Review the Unified Development Code (UDC) to ensure that the development code supports enhancements to protect our aquifer and creekways.
- Encourage development that provides appropriate access to and interaction with the UTSA Area's natural features.

Goal 6: Public Facilities and Infrastructure: Provide first-rate public services, utilities, and infrastructure that accommodate expected levels of growth, safeguard public health and security, and enhance quality of life.

- Carefully plan and coordinate new development to ensure sufficient utility and infrastructure capacities.

- Ensure that public service facilities are evenly distributed and located at sites that are easily accessible.
- Infrastructure in the UTSA Area should incorporate high-quality urban design that supports the area's key features and assets.

Goal 7: Jobs and Economic Development: Support the expansion, development, and retention of an array of businesses, tourism, and entertainment options in order to provide job opportunities and improved quality of life that meets the needs for a growing diverse community.

- Create a business-friendly environment that supports small and local businesses, continues to attract larger corporations and institutions, and encourages innovation and creative partnerships.
- Provide economic and employment opportunities that retain graduates from the University of Texas at San Antonio.

Goal 8: Compatibility with Camp Bullis: Promote and encourage compatible land uses in close proximity to Camp Bullis.

- Protect Camp Bullis and its missions by limiting the encroachment of incompatible uses.
- Implement and enforce development standards that mitigate both the impact of military operations on surrounding properties, and the impact of surrounding development on the military installation.

Goal 9: UTSA as a Local Amenity: Protect and enhance the UTSA campus' unique qualities, which combine university life with local culture and amenities for both businesses and residents.

- Maintain the UTSA campus as a focal point of the community.
- Celebrate UTSA's unique character and culture through public art, placemaking, and creative projects.
- Build on the character of the neighborhoods that surround the University, while aiming to strengthen the contribution the campus makes to the UTSA Area community as a whole.

Goal 10: Gateway: Protect and enhance gateway points and corridors.

- Preserve and enhance the IH-10 corridor through appropriate urban design.
- Encourage compatible land use patterns that create community focal points throughout the corridor.
- Review and update, as appropriate, the current UDC standards on gateway corridor overlays.
- Retain the distinct visual character of the area by encouraging the protection of unique features and views, and incorporating them as key amenities of future development.

4 Plan Framework

Establishing the Plan Framework and Recommendations

The Plan Framework map includes key physical improvements and strategic concepts that will influence development in the UTSA Area Regional Center. These include priority focus areas for (re)development; pedestrian, bicycle, and street improvements; parks and open space recommendations; and priority areas to encourage mixed-use development.

The UTSA Area Regional Center Plan Framework was developed through a combination of technical analysis and community input. The Framework illustrates and outlines the overall long-term vision for the UTSA Area Regional Center, including areas where new development may be focused, key mobility improvement recommendations, opportunities for more recreation and gathering places, and other “big moves” that will shape the future of the area.

At the beginning of the planning process, the project team developed an in-depth study and analysis of the UTSA Area Regional Center to understand the history, development, and existing conditions of the area. The Planning Team shared their input regarding area assets, opportunities, and challenges to develop a more nuanced understanding of the Regional Center. City staff hosted Community Meetings and workshops to capture the community’s values and priorities from people who live, work, and study in the UTSA Area. Through a series of facilitated work sessions and interactive exercises, the Planning Team and community members provided input and direction that is reflected in the Plan Framework.

Over several months, project staff and the Planning Team worked collaboratively to build upon the Framework, identifying key priorities, improvements, and strategies to shape the Sub-Area Plan, and guide growth, development, and investment in the UTSA Area Regional Center. A series of draft recommendations on several topics were developed for stakeholder feedback and are reflected in the Plan.

Plan Framework

At their first meeting, the Planning Team discussed assets, challenges, and opportunities in the UTSA Area. At the second Planning Team meeting, staff presented existing conditions related to demographics and employment, land use, transportation and mobility, public investment, amenities and access, and natural systems within the UTSA Area. These conversations provided a foundation for future discussions related to the Plan Framework. The existing conditions presentation was also shared at the first UTSA Area Community Meeting, where attendees completed a mapping exercise that was incorporated into the framework diagram.

Focus Areas

The objectives of the third UTSA Area Planning Team meeting included developing key plan concepts such as focus areas and mixed-use corridors, as well as identifying potential parks, open space, plazas, trails, and gateway locations. Meeting attendees split into two groups to create their own framework diagrams by drawing these elements on trace paper over the transportation and amenities map. The Planning Team’s diagrams were synthesized by City Staff to create the base for the plan framework diagram.

At Planning Team Meeting #4, the group further refined the focus areas by discussing the preferred purpose, future character, appropriate scale, and transitions for focus areas and mixed-use corridors. The groups’ discussions were illustrated on maps, as well as recorded on flip charts. A similar exercise

was completed at Community Meeting #2, where participants were able to review the Planning Team's work and provide their own thoughts.

The subjects of focus areas, mixed-use corridors, and catalytic sites were revisited by the Planning Team at their seventh meeting. The discussion included review of public input received at the second Community Meeting, as well as any additional final thoughts on the proposed focus areas.

Mobility

Mobility was also discussed at Planning Team Meeting #3, as part of drafting the plan framework. A variety of transportation options were considered for planning the UTSA Area. Trails, transit routes, bicycle routes, streetscape improvements, pedestrian safety, and traffic congestion were discussed as potential means of creating a layered multimodal transportation network.

At Community Meeting #2, participants were asked to complete an activity to help City Staff prioritize different routes for different types of transit. Major corridors were identified on the mobility framework diagram. Participants then voted using stickers with bus, car, and bicycle icons to symbolize what mode of travel they thought needed to be prioritized on each street.

Draft mobility recommendations were presented to the Planning Team at their eighth meeting, along with an updated Mobility Framework Map. Participants discussed the draft recommendations and clarified the concepts that should be included in the draft Plan.

Amenities and Infrastructure

The Planning Team discussed amenities and infrastructure at their seventh meeting. Participants were first briefed by staff on what elements make up a complete neighborhood such as social spaces, healthy access to food, pedestrian safety, stormwater management, low impact development, signage, and public art.

After seeing examples of the elements that create complete neighborhoods, Planning Team members discussed which elements were most critical and should be prioritized to create complete neighborhoods in the UTSA Area. After thoroughly discussing and prioritizing amenities, Planning Team members worked together to create an amenities and infrastructure framework diagram.

At Planning Team Meeting #8, the group revisited their discussion about amenities and infrastructure. Staff presented the diagram that had been created from the previous meeting activity and led a group discussion to determine if the map and recommendations reflected the consensus of the Planning Team.

Land Use

The sixth Planning Team meeting was dedicated entirely to the subject of Future Land Use. The meeting began with an overview of the proposed land use classifications to be used throughout San Antonio, the methodology behind the draft maps, and then a presentation of the draft land use map created by City staff. The Planning Team then spent time discussing the draft maps, and their comments and concerns were recorded by staff.

Land Use was revisited at Planning Team Meeting # 7, where staff presented revisions to the land use map based on the comments at the previous meeting. The discussion surrounding revisions to the draft land use map continued at subsequent Planning Team meetings and included additional land use policy for a longer-term vision of the UTSA Area. Planning Team members and staff had come to a consensus regarding the Future Land Use map and policies.

The draft land use map will be displayed to the public for comment at the third and final Community Meeting in late March 2019. Participants will be invited to fill out comment cards about the proposed land use designations, recommendations, and strategies. The public will also be invited to review the proposed land use map and submit additional comments through the UTSA Area project website.

Housing

Community Meeting #2 included a station related to the topic of housing. Attendees were presented with information about different housing types and were asked to identify where such housing options could be incorporated within the UTSA Area.

The Planning Team also discussed housing concepts and strategies during their fifth meeting. After a presentation regarding existing housing conditions such as accessibility and affordability, the Planning Team members discussed key issues, challenges, opportunities, and potential strategies related to housing in the UTSA Area. Notes from the discussion were recorded on a wall graphic.

Economic Development

At Planning Team Meeting #5, staff presented additional existing conditions information related to economic development in the UTSA Area such as employment figures and real estate conditions. The group also discussed economic strengths, weaknesses, opportunities, and challenges, as well as potential development policies and implementation strategies. Planning Team members explored key issues and concepts such as major institutions, connections between economic generators, and retention of employers, employees, and students. Notes from the discussion were recorded on a wall graphic.

Plan Framework Overview

[See **Figure 3 – Plan Framework Map**]

The Plan Framework map identifies and shows the interrelatedness of key physical concepts and strategies in the UTSA Area Regional Center Plan. Priority focus areas and mixed-use corridors for (re)development are places where people can live, work, study, and play. Public gathering spaces provide opportunities for community events and activities. Streetscape and intersection improvements, along with improved trails and bicycle routes, allow safe travel across the plan area and increase access to the many parks, creeks, and trailheads. These improvements should be protected by utilizing green stormwater infrastructure and low impact development best management practices to capture and treat stormwater runoff. Gateway opportunities along I-10 and Loop 1604 highlight the area's amenities such as trails and greenways, entertainment and retail destinations, and the UTSA Campus.

Land Use

[See Figure 4 – Future Land Use Map]

Future Land Use

The UTSA Area Regional Center future land use plan supports the [SA Tomorrow Comprehensive Plan, Multimodal Transportation Plan, and Sustainability Plan](#), draws on recommendations from the [SA Corridors Strategic Framework Plan](#), and implements the Vision, Goals, and Plan Framework for the UTSA Area. The land use plan encourages growth and increased density at various scales in mixed-use centers and focus areas, and along key transit and community corridors. It provides opportunity for higher density, mixed-use development associated with the major highways, but also preserves the character and form of existing neighborhoods.

The following sections describe the general land use patterns of the UTSA Area Regional Center. Recommendations for implementing the land use plan follow. Finally, the full catalogue of land use categories (including descriptions and allowable zoning districts) adopted in the Unified Development Code (UDC) is included for reference.

Residential Areas

Residential areas in the UTSA Area Regional Center are found generally around the edges of the Regional Center, with the highest concentrations located between Hausman Road and De Zavala Road on the west side of I-10, and a large area north of De Zavala Road between I-10 and the plan boundary near Lockhill Selma Road. The residential land in this plan area covers the spectrum of densities, including Residential Estate, Low Density Residential, Urban Low Density Residential, and Medium Density Residential.

Residential properties in the northeast portion of the planning area, near Camp Bullis, are designated as Residential Estate, reflecting existing patterns of use and suitable development near the base. The majority of the single-family areas in the Regional Center are designated as Low Density Residential, allowing and encouraging these areas to retain their current character and form.

Certain neighborhoods south of Hausman and north of De Zavala have been designated as Urban Low Density Residential. This is due to a more compact development pattern in these areas, and to the need for a broader variety of housing options in the UTSA Area Regional Center. Urban Low Density Residential areas accommodate a broader range of residential development forms, such as duplexes, compact lot single-family units and bungalow courts. The need for more housing options and for increased opportunity for first time home buyers has been identified as a need in this area.

Medium Density Residential is found in several places within the planning area, including along major arterial roadways such as Vance Jackson Road, JV Bacon Parkway, and De Zavala Road. These areas have existing multi-family developments, including townhomes, fourplexes, and medium- to large-scale apartment complexes. They often serve as a transition between major thoroughfares or commercial areas and lower density residential uses.

Mixed-Use Centers and Corridors

In addition to preserving the character of lower density residential neighborhoods, the land use plan also encourages more dense and intense land uses in appropriate areas including mixed-use centers, designated focus areas, and primary corridors. Each mixed-use area should have different qualities, design, and intensity based on surrounding uses, the type of the roadways in the area, and the amount of available land. The land use plan accounts for this by utilizing three different mixed-use categories,

each of which encourages a different mix of allowable uses, density, and intensity, thus promoting developments that best serve the needs of, and complement, the surrounding areas. Mixed-use areas can also support appropriate transitions to adjacent neighborhoods while spurring local economic vitality. All mixed-use areas prioritize pedestrian and bicycle access, and the creation of great public spaces. Mixed-use areas are also intended to support various levels of transit service based on density and expected level of activity.

Neighborhood Mixed-Use

Neighborhood Mixed-Use is designated primarily in a small area south of UTSA Boulevard. This allows for mixed-use development across the street from campus that is more appropriate for land next to single-family neighborhoods. The density and intensity levels would be lower, though a broader mixture of uses would be permitted. These mixed-use areas are anticipated to have smaller buildings and a lower level of activity, amenities, and transit service. The focus is on service to immediately adjacent neighborhoods, providing walkable areas at a scale that complements surrounding neighborhood development.

Urban Mixed-Use

Urban Mixed-Use is found along Loop 1604 east of I-10, between Vance Jackson Road and NW Military Highway, and also to the south and west of the UTSA Campus along UTSA Boulevard, Babcock Road, and Hausman Road. Mixed-use is encouraged along these corridors (in contrast to purely commercial uses) to support VIA's transit investments and to create areas with a variety of active uses throughout the day. This mixed-use category is also designated for areas around the perimeter of UTSA which offer significant opportunities for integrated retail and residential projects. This form of development is advantageous near college campuses, in that it ties the off- and on-campus elements of campus life together, allowing students to enjoy a more pedestrian lifestyle.

Regional Mixed-Use

Regional Mixed-Use is the predominant land use category for the UTSA Area Regional Center. It encompasses La Cantera, The RIM, Fiesta Texas, and most of the I-10 frontage areas. The Regional Mixed-Use areas are intended to be centers with the highest intensity of uses and activity, serving nearby neighborhoods and regional interests alike. The residential components of projects in these areas are typically higher density, with first floor retail and commercial uses. Newer residential developments are increasing the number of residents in these areas, creating a more cohesive community, and supporting a greater variety of shopping, recreational, and transit opportunities.

Commercial Areas

Commercial areas of the UTSA Area Regional Center are classified as either Regional Commercial or Community Commercial. These areas are designated for purely commercial uses, including existing and potential retail, service, and office uses. Regional Commercial areas are found along I-10, south of Hausman Road, and at the intersection of Hausman Road and Loop 1604. These are large-scale commercial projects that generate a higher traffic demand and have larger lot sizes.

Community Commercial is the designation for areas allowing strictly commercial uses, but with less intensity of use and traffic generation. Land sitting roughly between Talavera Ridge and Eisenhower Park in the northeastern portion of the planning area has been designated Community Commercial, in order to maintain a transition area between the Camp Bullis military installation and the more intense Regional Mixed-Use areas along I-10. Land near the intersection of JV Bacon Parkway and De Zavala Road has been designated Community Commercial, as well as other miscellaneous pockets within the plan area.

Employment Areas

While designated mixed-use and commercial areas will support a variety of businesses and employment opportunities, several areas have been identified in the UTSA Area Regional Center as especially important for employment-generating uses. This includes Industrial, Employment/Flex Mixed-Use, and City/State/Federal Government uses. The UTSA Campus, which is designated as City/State/Federal Government, is a major employer in the Regional Center. The Beckmann Quarry north of Loop 1604 is designated for Heavy Industrial Use, with quarry operations likely continuing for several decades in the future.

Land designated as Employment/Flex Mixed-Use is intended to allow for a broad range of permitted uses, so that industrial, commercial, and residential uses can be compatibly integrated in small- to mid-scale projects. This allows for adaptive re-use of older industrial or tech-flex properties for creative work spaces, cottage industrial or fabrication uses, limited-unit live-work lofts with apartments located above work spaces, as well as workforce housing located in and near employment areas. One of the areas designated as Employment/Flex Mixed-Use is the focus area bordered approximately by Loop 1604, Vance Jackson Road, and Lockhill-Selma Road. Another is located between Hausman and De Zavala roads, and serves as a transition between the intense commercial properties along I-10 and the residential areas to the west.

There are two areas of the UTSA Area Regional Center that are designated for Agricultural Use. One site sits east of Babcock Road and north of the Leon Creek Greenway. The second site consists of Marcos' Stables and the site adjacent to it, in the northeastern portion of the planning area, north of Old Camp Bullis Road.

Parks and Open Space Areas

Leon Creek and the Leon Creek Greenway provide a network of connected park and open space land, stretching from Eisenhower Park just south of the Camp Bullis military installation, down through The RIM and southwest to Bamberger Nature Park. Other Parks/Open Space designated areas include Maverick Creek Park and Eisenhower Park. These properties serve recreational and environmental purposes for the UTSA Area Regional Center but cannot help to absorb future growth in this regional center. Uses include trails, parks, and preserved riparian areas. The UTSA Area includes additional trailways that are not designated as Parks/Open Space because these trails are located on larger parcels under private ownership that have not been formally recorded as open space.

Land Use Recommendations

Five land use recommendations are identified to support the future land use plan for the UTSA Area Regional Center. In the implementation section of the plan, specific strategies are provided for each recommendation.

Land Use Recommendation #1: Improve access to housing options, including options for first time home buyers.

Right now, there is a lot of multi-family housing for university students and young professionals, as well as older, established single-family neighborhoods in the UTSA Area Regional Center. As this area continues to grow in terms of employment and commercial development, a broader range of housing options will be needed to accommodate residents at every stage of life. This should include Urban Low Density Residential uses, as well as medium density single-family housing types that are often missing in San Antonio.

Land Use Recommendation #2: Encourage mixed-use development on and around the UTSA Campus, including retail and denser housing which serves students and residents in the area.

Universities frequently benefit from commercial and residential development adjacent to the campus. It allows students a greater level of connectivity between their academic pursuits and their daily living needs. Mixed retail, service, and residential uses to the south and west of campus along UTSA Boulevard and Babcock Road would facilitate this lifestyle development pattern, further integrating the campus with the surrounding neighborhoods. This would be best accomplished through the Urban Mixed-Use and Neighborhood Mixed-Use classifications.

Land Use Recommendation #3: Ensure that future land use and development activity near the Camp Bullis military installation are compatible with base missions and operations.

Camp Bullis is an active military base that serves as a field training and maneuver area for Fort Sam Houston and for multi-service medical training. This includes night training and airplane and helicopter training. In 2009, a Joint Land Use Study (JLUS) was adopted by City Council to identify, address, and resolve encroachment issues between the military and its civilian neighbors, in order to promote compatible land uses and growth management guidelines. As growth and development continues in this regional center, reference should be made to the adopted JLUS study regarding land use compatibility, as well as zones of impact of noise and lighting. Although none of the land use categories are prohibited, there are added regulations related to noise and lighting in areas near the base. These are designated by zoning overlay districts: MSAO Military Sound Attenuation Overlay and MLOD Military Lighting Overlay District. Higher density residential projects and commercial development with higher levels of traffic or night time activity are examples of uses that are not suitable in these areas.

The properties located at the southwest corner of Camp Bullis, between Eisenhower Park and The RIM, are designated as a mix of Residential Estate and Community Commercial. This mix of land use designations is meant to recognize the transitional state of the area. While a number of properties remain large-lot residences with a rural character, others have transitioned to service industries such as construction contractors and childcare facilities while maintaining their rural character. The UTSA Area future land use plan encourages the continuation of both types of uses, as well as the retention of the rural character of the area in an effort to minimize the impact of development around Camp Bullis and in close proximity to the Edwards Aquifer Recharge Zone.

Land Use Recommendation #4: Encourage transit-oriented development and complete streets, particularly along UTSA Boulevard, Hausman Road, Babcock Road, and Vance Jackson Road.

New mixed-use and transit-oriented zoning districts should be developed and adopted into the Unified Development Code (UDC) as additional tools to implement the mixed-use land use designations. The new transit-oriented and mixed-use zoning districts should encourage vertical mixed-use development, with public-facing commercial activity on ground floors, and offices and/or residences above. Automobile-oriented uses and site designs should be discouraged in these zoning categories. This form of development would be especially suitable along sections of UTSA Boulevard, Hausman Road, Babcock Road, and Vance Jackson Road that have mixed-use designations.

Additionally, Babcock Road and Vance Jackson Road would benefit from implementation of a Complete Streets Program, which provides design solutions to allow public right-of-way space to perform more effectively for pedestrians, bicyclists, and those using other forms of transportation. Recent additions of multi-use paths and bike lanes along UTSA Boulevard and Hausman Road have created improved conditions for cyclists, pedestrians, and vehicles alike. Complete streets also help with place-making and wayfinding, as they promote uniform design treatment of the street space.

Land Use Recommendation #5: Anticipate life cycle impacts of quarries in the UTSA Area Regional Center.

Quarries typically remain active for many decades, functioning as a critical economic component of our communities. They are, however, eventually decommissioned once their life cycle is completed. This can take almost 100 years in some cases. For this reason, quarries must be addressed in terms of life cycle, as the use of these sites undergoes change at a very slow rate. The Beckmann Quarry, located in the northeast quadrant of the UTSA Area Regional Center, is not anticipated to complete its life cycle any time in the near future. The site will need to be reevaluated any time updates or amendments are made to the UTSA Area Regional Center Plan, but the site will remain industrial for the current plan horizon. However, extraction operations have ceased on the southeastern portion of the Beckmann Quarry site. These areas have transitioned to multi-family and commercial uses that could serve as the foundation for future mixed-use development. When the remaining quarry operations are complete, the property should be considered for mixed-use land use designations that include public open spaces and multi-modal connectivity to area trailways and amenities.

The Tradesman Quarry, located in the southeast quadrant of the plan area, is not an active quarry, but is currently used in a supportive role to the operations at Beckmann. Given its current use and surrounding uses, the Tradesman Quarry is more likely to be redeveloped within the timeframe of the UTSA Area Regional Center Plan. It has been designated with the Employment/Flex Mixed-Use land use category, providing guidance regarding re-use and redevelopment when this occurs.

Future Land Use Categories

As described above, the UTSA Area Regional Center Plan includes a range of land use designations that represent the unique character of the area, while encouraging and supporting development patterns that reflect the goals of the SA Tomorrow Comprehensive Plan and the preferences of the UTSA Area Regional Center community. Listed below is the full list of land use categories adopted by City Council into the Unified Development Code (UDC), Chapter 35, on October 11, 2018. Each category listed includes a description, general guidance on where the land use designation is most appropriate, and a list of allowable zoning districts.

Residential Estate

Residential Estate includes large lot single-family detached houses on individual estate-sized lots or in conservation subdivisions. This form of development should be located away from major arterials, and can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access. Permitted zoning districts: FR, R-20, RE, and RP.

Typical densities in this land use category would be up to 2 dwelling units per acre.

Low Density Residential

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. Permitted zoning districts: R-4, R-5, R-6, NP-8, NP-10, and NP-15.

Typical densities in this land use category would range from 3 to 12 dwelling units per acre.

IDZ and PUD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Urban Low Density Residential

Urban Low Density Residential includes a range of housing types including single-family attached and detached houses on individual lots, small lot residences, duplexes, triplexes, fourplexes, cottage homes, manufactured homes, low-rise garden-style apartments, and manufactured home parks. This land use category may also accommodate small scale retail and service uses that are intended to support the adjacent residential uses. Other nonresidential uses, including, but not limited to, schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. Permitted zoning districts: R-3, R-4, R-5, R-6, RM-5, RM-6, MF-18, MH, MHC, MHP, and NC.

Typical densities in this land use category would range from 7 to 18 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Medium Density Residential

Medium Density Residential accommodates a range of housing types including single-family attached and detached houses on individual lots, manufactured and modular homes, duplexes, triplexes, fourplexes, and low-rise, garden-style apartments with more than four (4) dwelling units per building. Cottage homes and very small lot single-family houses are also appropriate within this land use category. Higher density multi-family uses, where practical, should be located in proximity to transit facilities. Certain nonresidential uses, including, but not limited to, schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. Permitted zoning districts: R-3, R-4, RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, MH, MHC, and MHP.

Typical densities in this land use category would range from 13 to 33 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

High Density Residential

High Density Residential includes low-rise to mid-rise buildings with four (4) or more dwelling units in each. High density residential provides for compact development including apartments, condominiums, and assisted living facilities. This form of development is typically located along or near major arterials or collectors. High density multi-family uses should be located in close proximity to transit facilities. Certain nonresidential uses, including, but not limited to schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. This classification may be used as a transitional buffer between lower density residential uses and nonresidential uses. High density residential uses should be located in a manner that does not route traffic through lower-density residential uses. Permitted zoning districts: RM-4, MF-25, MF-33, MF-40, MF-50, MF-65, MH, MHC, and MHP.

Typical densities in this land use category would range from 25 to 50 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Neighborhood Commercial

Neighborhood Commercial includes smaller intensity commercial uses such as small-scale retail or offices, professional services, and convenience retail and services that are intended to support the

adjacent residential uses. Neighborhood commercial uses should be located within walking distance of neighborhood residential areas. Special consideration should be given to pedestrian and bicycle facilities that connect neighborhoods to commercial nodes. Permitted zoning districts: O-1, NC, and C-1.

IDZ, PUD, MXD, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Community Commercial

Community Commercial includes offices, professional services, and retail uses that are accessible to bicyclists and pedestrians and linked to transit facilities. This form of development should be located in proximity to major intersections or where an existing commercial area has been established. Community commercial uses are intended to support multiple neighborhoods, have a larger market draw than neighborhood commercial uses, and attract patrons from the neighboring residential areas. All off-street parking and loading areas adjacent to residential uses should include landscape buffers, lighting and signage controls. Examples of community commercial uses include, but are not limited to, cafes, offices, restaurants, beauty parlors, neighborhood groceries or markets, shoe repair shops and medical clinics. Permitted zoning districts: O-1.5, NC, C-1, and C-2.

IDZ, PUD, MXD, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Regional Commercial

Regional Commercial 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. Permitted zoning districts: O-1.5, O-2, C- 2, C-3, L, and BP.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Neighborhood Mixed-Use

Neighborhood Mixed-Use contains a mix of residential, commercial, and institutional uses at a neighborhood scale. Within mixed-use buildings, residential units located above first floor are encouraged. Typical first floor uses include, but are not limited to, small office spaces, professional services, and small-scale retail establishments and restaurants. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Neighborhood Mixed-Use area to ensure access to housing options and services within close proximity for the local workforce. Where practical, buildings are situated close to the public right-of-way, and parking is located behind buildings. Parking requirements may be minimized using a variety of creative methods, such as shared or cooperative parking agreements, to maximize land available for housing and community services. Pedestrian spaces are

encouraged to include lighting and signage, and streetscaping should be scaled for pedestrians, cyclists, and vehicles. Properties classified as Neighborhood Mixed-Use should be located in close proximity to transit facilities. Permitted zoning districts: RM-4, RM-5, RM-6, MF-18, O-1, NC, C-1, MH, MHC, MHP, FBZD, AE-1, and AE-2.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Urban Mixed-Use

Urban Mixed-Use contains a mix of residential, commercial, and institutional uses at a medium level of intensity. Urban Mixed-Use development is typically larger-scale than Neighborhood Mixed-Use and smaller-scale than Regional Mixed-Use, although many of the allowable uses could be the same in all three categories. Building footprints may be block-scale, but could be smaller depending on block configuration and overall development density. Typical first floor uses include, but are not limited to, professional services, offices, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Urban Mixed-Use areas to ensure access to housing options and services within close proximity for the local workforce. Structured parking is encouraged in Urban Mixed-Use category, but is not required. Parking requirements may be satisfied through shared or cooperative parking agreements, which could include off-site garages or lots. The Urban Mixed-Use category should be located in proximity to transit facilities. Permitted zoning districts: RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, MF-40, O-1, O-1.5, C-1, C-2, MH, MHP, MHC, FBZD, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Regional Mixed-Use

Regional Mixed Use contains residential, commercial and institutional uses at high densities. Regional Mixed-Use developments are typically located within regional centers and in close proximity to transit facilities, where mid-rise to high-rise buildings would be appropriate. Typical lower floor uses include, but are not limited to, offices, professional services, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Regional Mixed-Use areas to ensure access to housing options and services within close proximity for the local workforce. Where feasible, development is ideally built at the block scale, with minimum building setbacks. Parking requirements may be satisfied through shared or cooperative parking agreements, which can include off-site garages or lots. If parking requirements are satisfied on-site, structured parking is encouraged. Pedestrian spaces are encouraged to be generous in width and lighting, with streetscaping and signage scaled to pedestrians. Regional Mixed-Use projects encourage incorporation of transit facilities into development. Permitted zoning districts: MF-33, MF-40, MF-50, MF-65, O-1.5, O-2, C-2, C-3, D, ED, FBZD, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Employment/Flex Mixed-Use

Employment/Flex Mixed-Use provides a flexible live/work environment with an urban mix of residential and light service industrial uses. Uses include smaller-scale office, retail, art studio warehouses, art-oriented fabrication, creative businesses and work spaces, and cottage industrial and fabrication uses. Adaptive uses of vacant or underutilized structures are encouraged to provide residential urban infill and appropriate employment opportunities within or in close proximity to neighborhoods. Buildings have a smaller footprint and can closely resemble campus-like development across multiple sites or with several multi-functioning buildings on one site. Permitted zoning districts: RM-4, MF-18, MF-25, MF-33, O-1, O-1.5, C-1, C-2, L, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Business/Innovation Mixed-Use

Business/Innovation Mixed-Use accommodates industrial uses with office, commercial, and residential uses, all within a cohesive setting, on a larger scale and within larger footprints than the Employment/Flex Mixed-Use category. Industrial arts workshops, high tech fabrication, processing and assembly, and other industrial uses are permitted, in addition to commercial uses. Vocational training, technological learning centers, medical campuses, and research/development institutions are also appropriate for these spaces. Additional environmental performance standards should be employed for properties designated as Business/Innovation Mixed-Use, such as hours of activity, loading, noise levels and lighting, to ensure that the intensity of the industrially oriented uses is comparable to that of the other non-residential uses. The mix of uses may be either vertically or horizontally distributed. Live/work housing options are permissible in Business/Innovation Mixed Use areas to ensure access to housing options and services within close proximity of business innovation areas for the local-workforce. Business/Innovation mixed use should incorporate transit and bicycle facilities to serve the training and employment base. Permitted zoning districts: RM-4, MF-18, MF-25, O-1.5, O-2, C-2, C-3, L, I-1, MI-1, BP, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Light Industrial

Light Industrial includes a mix of manufacturing uses, business park, and limited retail/service uses that serve the industrial uses. Industrial uses should be screened and buffered from adjoining non-industrial uses. Any outside storage should be under a roof and screened from public view. Examples of light industrial uses include drug laboratories, furniture wholesalers, lumberyards, food production, and warehousing. Permitted zoning districts: L, I-1, MI-1, and BP.

IDZ, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Heavy Industrial

Heavy Industrial includes heavy manufacturing, processing and fabricating businesses. Heavy industrial uses shall be concentrated at arterials, expressways, and railroad lines. This category is not compatible with neighborhood-scaled categories or those that permit residential zoning. Heavy Industrial should be separated from non-industrial uses by an allowable land use or a significant buffer. Examples of heavy

industrial uses include auto manufacturing, battery manufacturing, and petro chemical bulk storage. Permitted zoning districts: I-1, I-2, MI-1, MI-2, QD, and SGD.

Agricultural

Agricultural includes crop agriculture, ranching, and related agribusiness practices. Single-family detached houses and detached accessory dwelling units are permitted on agricultural and ranch lands at very low densities or in conservation subdivisions that will not interfere with agricultural operations. Limited commercial uses directly serving agricultural and ranching uses, such as farmers markets, nurseries, stables, bed and breakfasts are permitted. To maintain scenic qualities, natural vegetative buffers, deeper setbacks, increased signage control, earthen drainage channels, and more restrictive access management standards are desired along major scenic corridors. Floodplain protection and buffer zones along creeks and rivers are instrumental in retaining rural character. Permitted zoning districts: RP and FR.

Parks/Open Space

Parks/Open Space may include, but is not limited to, large, linear, or unimproved land where conservation is promoted, and development is not encouraged due to the presence of topographic constraints or institutional uses on the site. Parks/Open Space may include utility corridors and public or private land uses that encourage outdoor passive or active recreation. Examples include city owned and/or operated pocket, regional, or linear parks, as well as private parks associated with subdivisions and neighborhood associations.

City/State/Federal Government

City/State/Federal Government includes areas owned and operated by a federal, state, or city agency. Examples may include government offices, public service facilities such as libraries and police stations, military bases, state colleges, and federal courts. This category does not apply to properties owned by a public agency but leased to and operated by another party.

Focus Areas

[See **Figure 5 – Focus Area Framework Map**]

Focus Areas have development or redevelopment potential and offer unique opportunities to realize the community’s vision for accommodating growth and change. The UTSA Area includes a significant amount of vacant land; however, much of it is part of phased development plans where construction is already underway. Therefore, the UTSA Area project team concentrated on areas that are likely to change use and character in the future, as well as major corridors that have potential for mixed-use development and improving connectivity throughout the plan area.

Two focus areas and two clusters of mixed-use corridors were identified through discussions between the project staff, the Planning Team, and the community: the Beckmann Quarry site in the northeast quadrant of the plan area; the Tradesman Quarry and the surrounding industrial/business park located south of Loop 1604 at Lockhill Selma Road; the UTSA Boulevard, Vance Jackson Road, and Presidio Parkway corridors between Babcock Road and Loop 1604; and the Babcock Road and West Hausman Road corridors from Loop 1604 to I-10.

Focus Area #1: Beckmann Quarry

Beckmann Quarry is located in the northeast quadrant of the UTSA Area, north of Loop 1604 between The RIM and NW Military Highway. The majority of the site is an active quarry and is expected to remain as such for years to come. Quarry operations will not cease all at once, but instead are likely to subside gradually over time. The southeastern portion of the site has recently been redeveloped with multi-family and commercial uses, and future redevelopment is anticipated to extend from this area.

Vision

Redevelopment of Beckmann Quarry is seen as an opportunity to create a mixed-use center with incorporated public space, trails, and natural areas. The focus area would serve as a transition between the intense Regional Mixed-Use node at I-10 and Loop 1604, and lower density commercial and residential uses to the east. Similarly, development within the focus area would transition from lower intensity uses in the north and east near Eisenhower Park and Camp Bullis to more intense uses in the south and west along Loop 1064 near The RIM. The tallest buildings would be five to six stories and would be built in the lower topographies; while higher elevations would be built out with two to three story structures.

Complete streets would be used to provide east/west connectivity between Loop 1604 and NW Military Highway. Multi-use paths would reduce traffic within the development and allow people to safely and easily walk and bike in the area. The development would incorporate access to and connections between the trail systems along Leon and Salado Creeks, and natural features would be preserved and highlighted as public amenities. Green buffers would protect the integrity of Eisenhower Park, and ensure military missions and operations at Camp Bullis are protected.

Focus Area #2: Tradesman Quarry and the surrounding Industrial Park

There is a pocket of industrial and service uses located in the southeast quadrant of the plan area, generally bordered by Loop 1604, the Union Pacific Rail line, and the Woods of Shavano neighborhood. Tradesman Quarry, which anchors the southern end of the area, is not an active quarry site but instead functions as a “clean fill” disposal site for other quarries. A significant number of parcels in this focus area are undeveloped. The remaining area consists of typical business/industrial park uses such as

warehousing, distribution centers, professional offices and regional corporate headquarters, public service facilities, manufacturing and assembly, and materials suppliers.

Existing businesses are in stand-alone structures, rather than a large industrial park complex. There are a limited number of streets in this area and some are privately maintained. As these roads are privately maintained and designed without consideration of surrounding uses, there is a lack of connectivity within the relatively confined space. Additionally, if sidewalks are present, they are narrow, directly abut roadways, and are constantly interrupted by driveways. This type of design creates an unsafe and disconnected pedestrian environment.

Vision

The community's vision for the Tradesman Quarry and surrounding area is as a mixed-use "downtown" center surrounded by recreational open space and multi-use trails that will attract and are accessible to visitors and patrons from nearby residential areas. Land uses would include a mix of the light industrial and service uses that currently exist, but would also allow for adaptive re-use of older industrial or flex properties for creative work spaces, cottage industry or fabrication uses, limited-unit live-work lofts with apartments located above work spaces, as well as workforce housing in the form of condos and small apartment buildings.

Buildings will range from one to five stories, with the shorter buildings and lower densities providing a transition to neighboring single-family residential areas. The area would have a unique style, possibly featuring rail-oriented thematic elements as a nod to the adjacent rail line and the historic use of rail in the area's quarries. The area also manages stormwater runoff on-site, decreasing the need for potable water use in native landscaping and protecting Olmos Creek from pollutants in stormwater runoff.

Focus Area #3: UTSA Boulevard, Vance Jackson Road, and Presidio Parkway Mixed-Use Corridor

Within the UTSA Area Regional Center, UTSA Boulevard provides one of the few east-west connections across I-10. The corridor links the southern quadrants of the plan area, from the UTSA Campus to the employment and housing node that has recently developed along Vance Jackson Road and Presidio Parkway. The extended corridor created by UTSA Boulevard, Vance Jackson Road, and Presidio Parkway carries much of the area's capacity for future mixed-use, transit-supportive development.

Vision

The UTSA Boulevard, Vance Jackson Road, and Presidio Parkway corridor will include a range of mixed-use and transit-supportive development. Complete street designs along the eastern stretches of the corridor, and streetscape improvements along the western segments would improve pedestrian and bicyclist experiences, as well as increase connectivity across I-10.

Mixed-use developments will complement surrounding neighborhoods, offering a mix of uses and densities that best serve the needs of each area. The UTSA Campus will accommodate taller, higher-density development with a wide range of retail uses. The southern side of UTSA Boulevard will include smaller-scale, lower-intensity uses that serve as an appropriate transition to adjacent residential areas. Trail-oriented development will showcase the area's creeks and trails as celebrated features while protecting them with development setbacks.

Moving east along UTSA Boulevard and across I-10, the scale of development increases with proximity to the interstate, allowing greater building heights of four to six stories, as well as a broad mix of uses to serve nearby neighborhoods and regional interests. Increased access to transit and improved streetscapes make the UTSA Boulevard/Vance Jackson Road/Presidio Parkway-loop a walkable mixed-

use center with easy access to jobs, homes, retail, and recreation. The east side of Vance Jackson Road marks the transition to medium density residential uses and building heights decrease to no more than three stories.

Focus Area #4: Hausman Road and Babcock Road Mixed-Use Corridor

In addition to UTSA Boulevard, the Babcock Road and Hausman Road corridor carries opportunities for mixed-use development in the southwestern quadrant of the plan area. The corridor is crisscrossed with parks, greenways and trails, and the Maverick and Leon Creeks and related floodplains. Existing uses fill the spectrum, including vacant land, large and small-lot single-family subdivisions, apartments and student housing, as well as office, retail, and industrial uses. Although the uses are varied, one common element is a lack of interaction between the roadway and the development along it.

Vision

The vision for Hausman and Babcock Roads is that of a dynamic, mixed-use community that provides a variety of opportunities to area residents for living, working, learning, and playing. Pockets of infill and redevelopment will enhance existing service and residential uses, while incorporating creeks and floodplain buffers into their site design, creating and highlighting accessible natural features.

Buildings along the Babcock Road and Hausman Road corridors will be oriented to the street and feature amenities for residences and students that will create an interface between indoor and outdoor spaces. The scale of development shall range from one to three stories with respect to surrounding uses, with building heights lowering as they approach single-family neighborhoods. Parking facilities should consist of small surface lots tucked behind and between uses, with shared structured parking for larger developments.

In contrast to its current configuration prioritizing automobile travel, the Hausman and Babcock roads corridor should include expanded transit service, wide sidewalks and multi-use paths, as well as improved streetscapes with functional, native landscaped elements to provide safety, shade, stormwater runoff treatment, and comfort for pedestrians and transit users. These elements will encourage multi-modal transit along the corridors, which will simultaneously serve as traffic-calming features for automobiles. Theoretically, the culmination of these features will discourage vehicular traffic from using Hausman Road as a route to avoid the Loop 1604 and I-10 intersection.

Focus Areas Recommendations

Focus Areas Recommendation #1: Update zoning and design standards to support the unique vision for each focus area and mixed-use corridor, create high-quality places, support transportation choices, and avoid impacts to sensitive natural features.

- Existing zoning and development regulations tend to promote single-use development that is inconsistent with the goals of the SA Tomorrow Plans. Where mixed-use is allowed, it tends to be through very large-scale, phased developments.
- Zoning districts and accompanying development regulations that allow small- to medium-scale mixed-use projects will promote development that protects and complements existing residential neighborhoods, while also serving the needs of those residents.

Focus Areas Recommendation #2: Ensure focus areas, mixed-use corridors, and area amenities are easily and safely accessible by all modes of travel, including pedestrian, bicycle, and transit options.

- Main corridors throughout the UTSA Area favor travel by automobile. Adding landscaping and street trees, increasing sidewalk widths, and incorporating bicycle lanes or multi-use paths will increase the viability of other modes of travel.
- Increasing safe and connected pedestrian and bicycle infrastructure will also support the creation of additional transit opportunities within the area.

Focus Areas Recommendation #3: Ensure that new and infill development is organized around existing and proposed open space and trail systems to preserve green space, increase recreational opportunities, and increase connectivity within the trail system.

- A key objective of the UTSA Area Regional Center Plan is to increase opportunities for and access to recreational spaces, as major corridors, current development patterns, and natural topography currently divide the area.
- Design policies should encourage the incorporation of creeks, floodplain buffers, and public access to the trail system into site designs as a means of creating and highlighting accessible natural features and public recreation amenities.

Focus Areas Recommendation #4: Encourage new development and infill projects to contain a mix of uses that will serve as residential, commercial, and entertainment destinations.

- The UTSA Area has many existing commercial and residential uses; however, each use is singular and divided from other uses. It is crucial to create mixed-use opportunities within the focus areas and along the corridors to increase user activity, easier accessibility, and smart growth.
- The mixed-use developments should be designed with a unique character for each focus area, while being complementary to surrounding uses.
- Mixed-use development should include public gathering spaces, either permanent or temporary, such as plazas, amphitheaters, and farmers' markets.

Mobility

[See Figure 6 – Mobility Framework Map]

Background and Vision

In 2016, the City of San Antonio adopted the SA Tomorrow Multimodal Transportation Plan, to make our city’s transportation system “sustainable, safe, convenient, efficient, and inclusive of all modes.” The plan adopted by City Council established “a shift in focus from moving vehicles to moving people,” in order to manage traffic congestion, and improve transportation choices. The plan identified two primary and interdependent methods for managing future traffic congestion:

- Develop a land use pattern and policy to promote local trips
- Provide transportation options in addition to vehicles that connect Regional Centers

The SA Tomorrow Multimodal Transportation Plan acknowledged that we cannot build our way out of congestion, and that the Comprehensive Plan, and associated land use plans, are a primary opportunity to improve mobility in San Antonio. By welcoming more people to live, work and play in urban centers, regional centers, and transit corridors, we can shorten trip lengths, offer more transportation choices, and improve quality of life.

The combined costs of housing and transportation (commonly referred to as H+T) are often a large portion of a household’s budget, with experts recommending the combined total not be more than 45% of household income. In the Greater San Antonio Region that total on average is 53%. Walkable communities that provide great transit options can reduce the household transportation costs for the average person, because if people have an alternative to driving alone, transportation costs can be stable even when gas prices rise. By providing transportation options, as some people choose to go to their destination on foot, bicycle or transit, the number of cars on the road will be minimized, reducing traffic delay for those people that choose to drive.

As a regional destination featuring a collection of the region’s most significant institutions and corporate partners, the UTSA Area Regional Center is full of diverse economic opportunity and innovation. The UTSA Area Regional Center Plan aims to prioritize investments in the community that provide more opportunities to age in place and live, learn, work, and play at all stages of life, while leveraging unique attributes of the UTSA Area. Multimodal infrastructure investments to transform streets into great public places, such as additional bicycle and pedestrian resources, as well as VIA Metropolitan Transit rapid transit investments, are needed to better serve existing residents, accommodate new residents, and effectively connect the UTSA Area to the greater San Antonio region.

Supporting a “dynamic university district” is central to the vision for the UTSA Area Regional Center Plan. The previous focus on prioritizing automobiles disconnects the district and leaves many parts of the area with limited bike facilities, incomplete sidewalks, few crosswalks, and poor access to the amenities of the area. With a focus on improving the conditions for people walking and bicycling, the UTSA Area will become a healthy and connected community where local residents can access destinations near their homes without having to drive. Improved neighborhood connections to nearby trails, such as the existing Leon Creek Greenway and Huesta Creek Greenway and the planned northern extensions connecting Leon Creek Greenway to Salado Creek Greenway at Eisenhower Park will provide enhanced connections between the four quadrants of the plan area. The system of trails will provide safe and easy access for pedestrians and bicyclists within the UTSA Area Regional Center and into the Northwest Community Plan Area.

Infrastructure such as sidewalks, streetscaping, and complete streets will also support transit usage to and from this area, allowing pedestrians last mile connections between transit stations and their destination. VIA Metropolitan Transit's Primo and Rapid Transit Corridors are expected to provide frequent, reliable service, including a north-south connection, to better connect the UTSA Area to the economic activity of downtown and the South Texas Medical Center.

UTSA Area Regional Center's Mobility Needs

The UTSA Area Regional Center has grown to become a critical economic and educational destination and is continuing to emerge as a center of activity, providing opportunity to emphasize access and mobility solutions. Key transportation needs identified for this sub-area include the following:

- Safety of the transportation network for all users, but especially pedestrians and bicyclists;
- Multimodal improvements focused on the transformation of the mobility network to better serve the combination of people choosing to walk, bicycle, take transit, rideshare, or travel in their own vehicle;
- Better connection of the UTSA Area Regional Center area with the broader San Antonio area; and
- Reduction of congestion hot spots for automobiles, freight, and transit vehicles.

To address the transportation needs in the UTSA Area, a set of high-level recommendations has been developed to address those needs, and a set of strategies have been identified to implement the recommendations through projects, policies, and partnerships. These recommendations and strategies are indicated on the Mobility Framework Recommendations map. These mobility recommendations will be further refined in a coordinated manner with the City's Department of Transportation and Capital Improvements (TCI) and other relevant partners such as Texas Department of Transportation (TxDOT), VIA Metropolitan Transit (VIA), and the Alamo Area Metropolitan Planning Organization (AAMPO).

Mobility Recommendations

Mobility Recommendation #1: Continue Implementing the San Antonio Vision Zero Action Plan.

The City of San Antonio's Vision Zero initiative aims to achieve zero fatalities on the community's roadways and improve roadway safety for all users, whether driving, bicycling, or walking. The Vision Zero initiative evaluates and makes recommendations to improve safety in Severe Pedestrian Injury Areas (SPIAs), locations where two or more crashes close together have resulted in severe pedestrian injuries. Potential tools for improving pedestrian safety in Severe Pedestrian Injury Areas include Leading Pedestrian Intervals, Medians, and Pedestrian Crossing Islands based upon analysis of the unique factors that contribute to crashes in each location and depending upon the results of engineering assessments. Another approach to improve safety involves dedicating more space in the roadway to bicyclists and pedestrians. From new ways to protect bicycle lanes with separated barriers such as bollards, to landscaping and planters and raised medians, San Antonio has many available tools to improve pedestrian and bicycle safety. The City of San Antonio Vision Zero Action Plan lists additional tools for improving pedestrian and bicycle safety.

The UTSA Area has a number of opportunities for improving mobility and safety, especially for pedestrians. In particular, the 2018 San Antonio Severe Pedestrian Injury Areas Report (pages 39-40) identifies a Severe Pedestrian Injury Area (SPIA) within the UTSA Area Regional Center that should be a priority for study and investment is UTSA Boulevard from Roadrunner Way to Ximenes Avenue.

Additional analysis of pedestrian, bicycle, and vehicle crash data, along with community input, also identified additional points of conflict between people and vehicles that should be studied for future improvements. Major highways, such as I-10 and Loop 1604, and their associated frontage roads, create barriers for many pedestrians and bicyclists. The unwelcoming environment of fast speeds and limited amenities limits travel options for those walking or bicycling. Major roadways, like Babcock Road, UTSA Boulevard, and Vance Jackson Road have insufficient accommodations and less than ideal conditions for pedestrians and bicycles to travel on and cross safely. In addition, numerous driveways create many potential conflict points between automobiles, pedestrians, and bicycles. Employing strategies to reduce these points of conflict can increase safety in the study area.

Investments that focus on safety, such as the Vision Zero tools listed above, can have a significant positive impact throughout the UTSA Area, and especially in these identified conflict areas. Reducing speeds in appropriate places can also greatly improve safety for all users, by reducing the likelihood and intensity of crashes.

Mobility Recommendation #2: Complete the multimodal layered network and trail system and work with partners to establish new connections.

Multimodal and connected networks are key aspects to providing mobility for all users, regardless of ability or financial status. Transit improvements ensure areas are accessible while bicycle and pedestrian infrastructure provide last-mile connections to and from transit and key destinations. Urban design elements, such as driveway relocation, street calming, and complete streets, further support these improvements while providing safe and inviting spaces.

Complete Streets

Complete streets are envisioned for the UTSA Area, providing safe road designs for vehicles, pedestrians, and cyclists alike. The following streets are recommended for TCI to study for complete streets improvements:

- Babcock Road from Loop 1604 to De Zavala Road;
- UTSA Boulevard from Babcock Road to Vance Jackson Road;
- Vance Jackson Road from Loop 1604 to De Zavala Road; and
- Hausman Road from Babcock Road to I-10. (Significant improvements to Hausman Road were completed under the 2012 bond program, with elements of a complete street that include a multi-use path, a bike lane, sidewalks, and curbs. The UTSA Area Planning Team and community stakeholders would like to see streetscaping improvements along this stretch of road to encourage the use of transit and support walking and bicycling.)

These streets will also connect to recreational trails and parks, such as the existing Leon Creek Greenway and Huesta Creek Greenway and the future northern extensions connecting Leon Creek Greenway to Salado Creek Greenway at Eisenhower Park.

Priority Streetscape Improvements

Streetscape improvements are recommended for roads that primarily serve local residents and students, such as:

- Babcock Road from Loop 1604 to De Zavala Road;
- UTSA Boulevard from Babcock Road to Vance Jackson Road;
- De Zavala Road from I-10 to Lockhill Selma Road;
- Vance Jackson Road from Loop 1604 to De Zavala Road; and
- La Cantera Parkway.

A vision for these corridors is one where people walking, biking, taking transit or rideshare, or driving bring street-level activity to create safer and more vibrant streets.

Priority Trails

Key trails nearby or within the UTSA Area, like the existing Leon Creek and Huesta Creek greenways, and the planned northern extensions connecting Leon Creek Greenway to Salado Creek Greenway at Eisenhower Park, provide critical continuous arteries of separated pedestrian and bicycling infrastructure network, connecting numerous parks, retail locations, schools, and libraries. The critical access points to these regional amenities provide opportunities to improve connections for people walking, strolling, or bicycling with deliberate side paths or on-road infrastructure like crosswalks, sidewalks, and bicycle facilities.

Preferred Bicycle Routes

In many parts of the UTSA Area, bicyclists currently ride adjacent to mixed-traffic on high volume roads. Additional bike infrastructure, such as designated lanes, is highly recommended where feasible and as part of complete streets and other improvement projects. These measures will improve riding conditions for today's commuters and welcome newer, less confident bicyclists, otherwise unaccustomed to riding alongside vehicles.

The provision of bicycle parking, drop-off zones and bike share at transit provides important connection and helps to address the 'last mile' challenge, helping people connect from their destinations to and from transit.

Based on input from the UTSA Area Planning Team and other community stakeholders, the Plan identifies preferred bicycle route improvements including Babcock Road from Bamberger Nature Park to north of Loop 1604, JV Bacon Parkway, Brenan and Brackenridge Avenues through the UTSA Campus, the Loop 1604 Frontage Roads throughout the plan area, La Cantera Parkway, as well as the Presidio Parkway/Vance Jackson Road/UTSA Boulevard loop on the east side of I-10. Corridors identified for complete streets along Babcock Road and Vance Jackson Road would also incorporate cycling infrastructure as a component of the design based on future studies by TCI to determine feasibility and the types of facilities needed. Recent additions of multi-use paths and bike lanes along UTSA Boulevard and Hausman Road have created improved conditions for cyclists, pedestrians, and vehicles alike; the possibility of extending these paths should be studied as a means of increasing system safety and connectivity throughout the UTSA Area.

Mobility Recommendation #3: Alleviate congestion with multimodal solutions including targeted interventions for more efficient transit operations.

Shifting users from driving alone to alternative modes of transportation can alleviate congestion along a corridor or within an area. This becomes more viable when alternatives are convenient, such as through improved access to transit and pedestrian-friendly infrastructure. This strategy directly supports the community's, City's, and VIA's goals and objectives, improving access to key destinations, decreasing vehicle miles traveled, and increasing the area's walkability. To support growth and continue the vibrancy of the region's economic centers, the community needs easy, reliable, and congestion-proof choices for traveling to and from work, school, and key destinations.

While congestion can be viewed as a sign of economic health, delays caused by congestion waste valuable time and create transportation emissions that reduce air quality. The transportation industry has learned 'we cannot build our way out of congestion', however a series of targeted operational and multimodal interventions can provide more travel options and reduce the demand on our roadways. Specifically, transit delays can be reduced with key investments that reduce congestion and conflict

zones. These improvements, paired with other VIA Metropolitan Transit investments in service, can help make transit a more attractive travel option. This recommendation is responsive to the community's stated Connectivity and Mobility goal which is to "Provide enhanced connectivity within the UTSA Area, with options for mobility beyond the automobile, while addressing congestion management and travel efficiency throughout the area for all modes and uses".

Key improvements that could increase transit mobility include peak hour or school zone bus-only lanes that give priority to buses in times of peak traffic; queuing jump traffic signals that allow buses a chance to get ahead of the traffic; special event priority lanes that prioritize buses during traffic surges of planned events; and bus bulbs to allow buses to pick up passengers without entering/exiting traffic. Studies will need to be conducted to determine the appropriateness for each strategy for the areas of local congestion.

As indicated on the Mobility Recommendations Map, priority locations for more study include:

- De Zavala Road from Autumn Vista Street to Vance Jackson Road;
- I-10 Northbound Frontage Road at Loop 1604; and
- Loop 1604 Frontage Roads from Vance Jackson Road to La Cantera Parkway.

Mobility Recommendation #4: Support VIA Metropolitan Transit Rapid Transit Corridor service by prioritizing transit supportive policies and infrastructure near transit stations.

A future VIA Rapid Transit Corridor is anticipated to operate north-south on I-10 and Fredericksburg Road, requiring prioritized transit supportive policies and infrastructure, such as reduced parking requirements, and cohesive networks of sidewalks, crosswalks, and curb ramp improvements to provide safe connections to the transit line for people walking, bicycling, or getting dropped off in a vehicle.

Providing last mile connections between transit and key destinations, such as jobs and public spaces, improves mobility throughout the area while supporting walkability and safety for all transportation users. These improvements are outlined by the community's goals and objectives for the UTSA Area Regional Center and are applicable to the future rapid transit corridor following the I-10 Frontage Road to UTSA Boulevard, through the UTSA Campus, and along La Cantera Parkway to the entrance of The RIM Shopping Center. Key components of VIA's approach for making a place transit-supportive are streets designed for pedestrians, improving the safety of all users, and supporting compact, mixed-use developments that provide access to a variety of services reachable on foot.

Every person that gets on or off a bus or other transit vehicle is a pedestrian. Safe, comfortable and direct access to transit for people walking or biking to a transit station or stop will improve their experience as a transit rider and will increase the number of people choosing walking, bicycling, and taking transit as their preferred travel choice. These improvements also contribute to the overall quality of neighborhoods and communities.

Mobility Concepts

The recommendations in this plan will help create a user-friendly multimodal network that provides access to amenities; links UTSA Area residents, students, and employees to the greater San Antonio area; and, supports planned activity centers and land uses. The general concepts below serve as guiding principles for the more detailed Mobility Recommendations in the UTSA Area Regional Center Plan.

Complete Streets

In September 2011, San Antonio adopted a Complete Streets Policy (Ordinance 2011-09-29-0795) which encourages street designs that take into account all users and accommodate all ages and abilities

including children, older adults, and persons with disabilities. This approach to street design “supports pedestrian and bicycle-oriented neighborhoods; promotes healthy living, fitness, and activity; enhances the economic vitality of commercial corridors and districts; and maximizes the benefits of investment in public infrastructure.” Not all complete streets have to be the same; the function of the road, level of traffic by mode, and adjacent land use and intensity will all be used to help determine road type and design features. Complete streets are envisioned for the UTSA Area, providing safe road designs for vehicles, pedestrians, and cyclists alike, while managing stormwater runoff onsite to protect the creeks and aquifer from pollutants.

Complete street studies and subsequent implementation should take into account best practices from guidance provided in the National Association of City Transportation Officials (NACTO) Design Guidelines, and NACTO Transit Street Design Guide for roadways that will include VIA Primo or Rapid Transit Corridor Service. Complete Streets Improvements should also include lighting, functional native landscaping, and green infrastructure where possible, and other placemaking features such as artistic elements. Implementing these policies and projects will ensure all people, regardless of income or ability, can access high-quality transportation services and can live car-free and access services, jobs, and recreation.

Resources that readers may use to visualize or understand the variety of tools available for improving pedestrian and bicycle safety and comfort may consider the following:

- [Vision Zero Action Plan](#)
- [Urban Street Design Guide](#)
- [Urban Bikeway Design Guide](#)
- [Crash Reduction Factor Toolbox](#)

Priority Bicycle Routes and Streetscape Improvements

Creating a Regional Center that encourages walking and biking with convenient, safe, and comfortable options will require an integrated network of pedestrian and bicycle routes along with well-designed streets in key activity areas and on the busiest corridors. Today, there are gaps in the multimodal system serving the UTSA Area, especially for people wishing to walk or bike. This Plan focuses on completing or enhancing sidewalk and bicycle networks and recommends new connections that will help people more safely and comfortably access existing amenities and destinations as well as planned mixed-use areas and improved corridors.

Improved Pedestrian Crossings

Safety is central to planning for the UTSA Area’s development as an accessible multimodal regional center. Analysis of previous pedestrian crashes, along with community input, has identified intersections and road segments most in need of study for pedestrian crossing or other safety improvements. Improved access to VIA service is also a key factor guiding pedestrian safety studies and investments.

Dedicating more space in the roadway to bicyclists and pedestrians by adding landscaped, buffered sidewalks along the roadway can improve the level of comfort for vulnerable users. Adding dedicated space for sidewalks results in a 65-89% reduction in crashes involving pedestrians walking along roadways, according to the FHWA.¹ Bicycle and pedestrian facility design and materials have advanced considerably over the last decade. Many of San Antonio’s peers have tested and reported the results of new applications. From new ways to separate bicycle lanes with LED lit bollards, to landscaping and

¹ Source: <https://safety.fhwa.dot.gov/provencountermeasures/walkways/>

planters or raised medians or lanes, San Antonio has many options to implement the safety strategies in a way that meets the goals of the UTSA Area Regional Center Plan to improve safety on the transportation system and improving walkability.

Resources to implement strategies for pedestrians and bicycles can be sourced from the City of San Antonio Vision Zero Action Plan, as well as national resources such as the NACTO Design Guide to Transit Corridors. For resources on proven approaches to crash reduction, see:

- The [FHWA Crash Reduction Factor Toolbox](#);
- National Highway Traffic Safety Administration’s Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015. Washington, D.C.: U.S. Department of Transportation. 2015;
- NCHRP Report 500 Volume 18: A Guide for Reducing Collisions Involving Bicycles;
- [Crash Modification Factors Clearinghouse](#);
- FHWA Proven Safety Countermeasures. Federal Highway Administration, Office of Safety, Washington, DC, 2012;
- Handbook for Designing Roadways for the Aging Population. Federal Highway Administration, Office of Safety, Washington, DC, 2014;
- [Separated Bike Lane Planning and Design Guide](#); and,
- The NACTO Urban Bikeway Design Guide (part of the Cities for Cycling initiative).

Frequent, Reliable, and Accessible Transit

Providing great transit service and a walkable environment allows users to choose travel options besides driving alone - alleviating a primary cause of congestion. Supporting alternative modes of transportation provides the community with easy, reliable, and congestion-proof choices for traveling to and from work, school, and key destinations and helps to fulfill the UTSA Area’s Connectivity and Mobility goal statements:

- “Ensure that vehicular traffic flows as smoothly as possible within the existing roadway network and traffic signal system;” and
- “Encourage transit as a mode of choice for residents and employees in the area by supporting transit service, frequency, safety, comfort, and infrastructure.”

These strategies also alleviate congestion along corridors within the community; this becomes more viable when alternatives are convenient, such as through improved access to transit and pedestrian-friendly infrastructure.

VIA’s Rapid Transit Corridors will create additional transportation choices in the area with new investments in very frequent transit service that quickly move people to their destinations. This additional transit service will provide more direct connections between the UTSA Area, the South Texas Medical Center, and Downtown. Studies are determining the exact routing and phasing of construction.

Complete streets and placemaking investments near transit corridors and access points are important to improve people’s ability to utilize transit through safe and pleasant community connections. In addition, future transit investments should be supported by transit supportive policies and infrastructure, such as reduced parking requirements, and a cohesive network of sidewalks, crosswalks, and curb ramp improvements that can provide safe connections to the transit line for people walking, bicycling, or getting dropped off in a vehicle.

Linked Mobility and Land Use

As communities evolve and grow, so do the demands on the mobility system. The location and type of growth in an area or along a corridor help determine the demand on the transportation network and viability of various transportation options. Likewise, transportation helps shape the desirability and type of development in an area. Aligning this relationship shapes future development and growth patterns and directly supports the community's goals and objectives of improving walkability, increasing access to transit, and enhancing access to economic areas and other key destinations. Such alignment of land use and mobility also helps implement VIA's 2040 Strategic Plan for Station Areas, supporting transit-supportive land use surrounding transit stations.

As the UTSA Area Regional Center adds residents and employees based on the updated land use plan, impacts on the mobility needs of these new people and those of the current residents, students, and employees need to be considered. Land uses encouraging mixed-use and higher density developments are recommended along UTSA Boulevard, La Cantera Parkway, Vance Jackson Road, Hausman Road, and Babcock Road. With these more intense land uses, these major roadways can anticipate additional pedestrians, bicyclists, transit riders, cars, and freight delivery trucks of various sizes. Studies will need to determine common paths and volumes of pedestrian, bicycle, automobile, transit, and freight travel to ensure the area has sufficient infrastructure and careful prioritization of modes to help people safely reach their destinations.

Gateway Opportunities

Gateways display pride in a local area and welcome residents and visitors with art and architectural elements which reflect area history and culture. To build on the strong community identity already associated with the UTSA Campus and regional destinations like La Cantera and The RIM, several places within this sub-area provide opportunities for unique gateways. Along the northern portion of the plan area, a gateway at I-10 and La Cantera Parkway could welcome visitors and residents and provide cohesion across the quadrants of the Regional Center as it is divided by two major highways. In addition, a gateway at I-10 and UTSA Boulevard would help enhance the identity of the area.

Amenities and Infrastructure

[See Figure 7 – Amenities and Infrastructure Framework Map]

Introduction

As one of the fastest growing areas in the City, the UTSA Area Regional Center has attracted significant investment in recent years. Throughout the planning process, the community expressed a strong desire to ensure new development contributes to, and is well connected with, area amenities like recreation, open space, employment, and retail. The City has been supporting existing and new development in the area with recently improved streets and open space. Even with these recent investments, community members highlighted the need to further increase access to healthy food, as well as active and passive recreation.

Mobility improvements will help to encourage connectivity among the disjointed quadrants of the UTSA Area while providing tremendous opportunities for placemaking. Well-defined pathways, wide sidewalks, a robust tree canopy, green infrastructure, enhanced lighting, public art, wayfinding signage, and branding will help to cultivate a stronger sense of place and foster a cohesive user experience. The addition of public art installations has been recommended as a method to help define trail access points, highlight non-motorized routes, and signal entry into a neighborhood, district, or campus.

The UTSA Area is unique in its varied and sometimes pronounced topography. Natural drainage ways, steep slopes, and areas of dense vegetation mark the region. The result has been a series of concentrated developments that take advantage of high ground, flatter sections of parcels, and areas with less native vegetation. Additional concentrated investment will likely occur along similar patterns and take advantage of major corridors. Enhanced stormwater management features, low impact development (LID) techniques, and clustered developments that use existing drainage to filter stormwater runoff pollutants and protect and preserve green space, creeks, and rivers have been identified as appropriate approaches to better integrate future developments into the area's natural amenities.

Amenities and Infrastructure Recommendations

Amenities and Infrastructure Recommendation #1: Increase the amount and connectivity of natural and built green infrastructure in a manner which increases active and passive recreational opportunities.

Stakeholders within the UTSA Area have expressed a strong desire for protecting, enhancing, and augmenting the system of greenways, trails, and natural drainage ways. As new development occurs, these natural systems should be further augmented with low impact development techniques and integrated green infrastructure in and along parks, open spaces, and roadways. Active recreation needs can largely be met with trails and multi-use pathways that connect more passive recreation opportunities with natural areas, places to sit and gather, picnic areas, and viewing/observation features.

Amenities and Infrastructure Recommendation #2: Improve identity and wayfinding with gateways, public art, signage, and unique landscaping and architectural design treatments.

The combination of major highway infrastructure, large active quarries, varied topography, and curvilinear streets make the UTSA Area somewhat difficult to navigate. In addition, there is not a cohesive sense of place across the Regional Center. Stakeholders engaged in the planning process highlighted many opportunities to strengthen the area's identity through the introduction of additional

public art, gateway features, and signage in order to address barriers created by major infrastructure and better knit the area together.

Amenities and Infrastructure Recommendation #3: Improve opportunities to grow, purchase, and share healthy foods.

UTSA Area stakeholders expressed strong desires for a greater variety of healthy food options. These could potentially include community gardens and orchards, farmers' markets, road side food stands, food cooperatives, smaller neighborhood grocers, and more traditional full-service grocery stores. Another concept to pursue and promote is community-supported agriculture (CSAs), in which consumers receive fresh food directly from farms and ranches via a subscription service.

Amenities and Infrastructure Recommendation #4: Promote more active and diverse employment and residential areas with new community gathering spaces.

With the exception of the actual UTSA Campus, the southern half of the UTSA Area Regional Center currently lacks common gathering spaces to host community events and programs. Stakeholders promoted the idea of adding at least one community gathering space to existing development in the southwest and southeast quadrants of the plan area. These social gathering spaces should support existing and new development and include parks, plazas, and other flexible outdoor spaces that can host formal and informal community gatherings and events.

Amenities and Infrastructure Components

Parks, Trails and Open Space

While the UTSA Area has several existing parks and natural greenways, many of the largest parks and open spaces are on the edge or outside of the plan area, making these amenities difficult to access for many residents.

Specific priority locations for additional and enhanced parks and open spaces are:

- Northwest Quadrant
 - Enhanced tree canopy and low impact development along La Cantera Parkway
 - Improved pedestrian connections to nearby Medallion and Crownridge Canyon Parks
- Northeast Quadrant
 - Improved pedestrian and bicycle connectivity to Eisenhower Park
 - Consideration of future parks and open space when quarries are retired
- Southeast Quadrant
 - Enhanced tree canopy along Vance Jackson Road
 - New community gathering space to serve existing residents and employees
- Southwest Quadrant
 - Low impact development and greenway enhancements along and connecting to Leon Creek
 - New trail and/or multi-use pathway connection along Babcock Road/Maverick Creek
 - New community gathering space southeast of the UTSA Campus

Arts and Cultural Amenities

The major opportunities identified for arts and cultural amenities within the UTSA Area are at major gateways to the Regional Center and along I-10 and Loop 1604. The community expressed a desire for more public art ranging from sculptures to gateway monuments and iconic architecture. UTSA Area stakeholders would like to leverage public art investments and pair them with improved lighting,

landscaping, and infrastructure improvements to improve aesthetics, safety, and comfort in a cohesive and integrated manner.

Community Amenities

The community expressed a strong interest in new healthy food options, outdoor gathering spaces, and better connections to the UTSA Campus, which was highlighted as the most important character defining feature of the Regional Center other than the natural topography and drainage spread throughout. The majority of these opportunities were identified in the southern half of the plan area to serve existing residents, but it will be important that new development in the northern portions of the UTSA Area include similar community amenities to keep pace with the increasing demands of new growth.

Green Infrastructure and Low Impact Development

As the UTSA Area accommodates more people and buildings, the importance of parks, open space, and trails will grow. In addition to protecting valuable natural areas that exist today, streets, parking lots, sidewalks, and pathways represent an opportunity to use space for more than just transportation and recreation. They are places that can accommodate trees, functional landscaped areas to soak rain water into the ground, and stormwater infrastructure that include native plants and potentially art. Green infrastructure and low impact development should be incorporated into the UTSA Area landscape at multiple scales, including individual site developments, along multiple street segments as part of street reconstructions, or through coordinated investments throughout a new development. Examples of green infrastructure and low impact design tools that may be used in the UTSA Area include those listed below. The National Association of City Transportation Officials (NACTO) Urban Street Stormwater Guide provides guidance and examples of green infrastructure incorporated into streets, such as:

- Alternative street designs
- Street trees
- Bioswales and vegetated swales
- Rain gardens
- Bioretention curb extensions and sidewalk planters
- Permeable pavement
- Bioretention cells
- Water quality swales
- Grassed infiltration areas
- Interrupted runoff flow paths
- Sidewalk trees and tree boxes

Catalytic Projects

[See Figure 8 – Catalytic Projects Map]

Southwest Corner of UTSA Campus near UTSA Boulevard and Babcock Road

The University of Texas at San Antonio (UTSA) is in the process of updating its Master Plan for their main campus. This, in combination with other nearby public and private investments, presents an opportunity to imagine an edge of the campus that serves students, faculty, and staff, as well as the larger UTSA Area Regional Center population. Development in this area should take advantage of natural greenway corridors and topography, build on the historic development pattern of the campus, and provide a host of public and private amenities.

Southeast Corner of La Cantera

The intersection of I-10 and Loop 1604 presents both challenges and opportunities. In an exploration of what could be possible at the northwest portion of this intersection of freeways, stakeholders imagined new development for the southeast corner of La Cantera that respects the natural landscape and floodplain, takes advantage of opportunities for height and views, links to existing development to the west, and creates new connections to the north and east. It is important to note that the exercise to envision this area was intended to determine a potential solution, but in no way precludes other types and styles of development from occurring there. In fact, the greatest takeaway for stakeholders was an opportunity to articulate important aspects of potential development for the entire Regional Center area.

Introduction

The catalytic sites were selected for more detailed concept design work and their potential investment prioritization. The time frame envisioned for implementing catalytic projects in these areas would typically be three to ten years. The Planning Team identified and discussed areas where investment is desired and feasible and where there is a greater likelihood of return on public investment. The sites were also selected for their applicability to other areas of the Regional Center and ease of transferring development approaches and design intent to other priority sites.

The selection of catalytic project sites was based, in part, on an analysis of where land is available for new development and redevelopment, as well as an assessment of where there is development pressure nearby. In addition, the UTSA Area Regional Center Planning Team chose to focus on areas with land owners that possess a proven track record of successful implementation of quality development that provides public and private benefits.

The two selected sites are very different in both their existing contexts and future vision. The southwest corner of the UTSA Campus has the potential to develop in many ways. While the land should be leveraged to best serve the needs of the University and its students, the conceptual development program allowed stakeholders – including representatives from UTSA – to consider and articulate key objectives and design intent that can apply regardless of the actual development program for the site.

The southeast corner of La Cantera presented a unique opportunity to consider a large piece of undeveloped property that was designated as Regional Mixed Use in the planning process. Intended to include development of a higher intensity and with a diverse mix of uses, the stakeholders that participated in the conceptual design process used the exercise to explore how development that supports the goals of Regional Mixed Use can work within the constraints of the area's dramatic topographic and hydrological constraints.

Catalytic Projects Recommendations

Catalytic Projects Recommendation #1: Support the establishment of a residential/retail/service mixed-use development and multi-use greenway trail on the southwest corner of the UTSA Campus.

To meet a growing demand for student housing on and near the UTSA Campus, develop a residential mixed-use project that provides some ground floor commercial space that can serve the campus and the surrounding neighborhoods. Natural features should be preserved and enhanced with an outdoor learning space, multi-use pathway, and open space connections to the existing developed portions of the campus. The development should respond to its location, and incorporate art, signage, and architecture to celebrate the entrance to the campus.

Catalytic Projects Recommendation #2: Support intensive mixed-use development with enhanced transportation, recreation, and natural system connectivity to the surrounding area at the southeast corner of La Cantera.

The intersection of I-10 and Loop 1604 can support intensive mixed-use development if approached in a manner that respects the natural topography of the area and the resulting drainage patterns and floodways. Recent development west of the site can provide strong cues for office and residential development with a more urban relationship to the street and nearby uses. As the development approaches the freeway interchange, stakeholders felt strongly that taller building height are appropriate, but would need to respect natural areas and preserve view corridors.

Catalytic Project #1 - Southwest Corner of UTSA Campus near UTSA Boulevard and Babcock Road

Description

The southwest corner of the UTSA Campus is largely undeveloped today with the exception of older student housing on the eastern portion of the site. Maverick Creek runs through the western edge of the site along Babcock Road, where the property is heavily vegetated and contains a significant drop in elevation. A diagonal axis harkening back to the paseos in the original master plans for the UTSA campus crosses the northern edge of the site.

The intersection of UTSA Boulevard and Babcock Road is becoming more important to the transportation network in this area as more development occurs nearby. Improvements along UTSA Boulevard provide an attractive southern edge to the site.

Vision

The vision for development of the southwest corner of the UTSA Campus combines elements of a main street, a [green neighborhood](#), and [trail-oriented development](#). The Paseo Principal in the interior of the campus could be extended through the northern edge of the site, to honor and leverage strong connections to both the existing campus to the northeast and the new enhanced greenway trail to the southwest. An enhanced butterfly garden and outdoor classroom space near the UTSA Pollinator Garden

can punctuate this important connection. An entry gateway including signage and/or public art should be created at the intersection of Babcock Road and UTSA Boulevard. The Maverick Creek and drainage way along the east side of Babcock Road should be used to create a safe and inviting pedestrian and bicycle multi-use pathway for the area while managing stormwater runoff, and protecting the creeks and aquifer.

Low to medium intensity mixed-use development should:

- Include multifamily housing (likely graduate student or short-term faculty housing) that engages the street and has sufficient internal connectivity;
- Align the primary access point with existing access and development on the south side of UTSA Boulevard;
- Incorporate ground floor commercial space for student- and neighborhood-serving goods, services, dining, and entertainment;
- Tuck small surface parking lots and structured parking throughout the development in order to avoid a small number of very large surface parking lots;
- Include architecture that helps signal the primary entrance and creates a gateway experience into the development and the larger campus; and
- Integrate mixed-use development that complements development along the corridor and aligns with UTSA plans.

[See paired existing conditions photograph and conceptual illustrations: **Figures 9 and 10**]

Catalytic Project #2 – Southeast Corner of La Cantera

Description

The intersection of I-10 and Loop 1604 is a major piece of transportation infrastructure for the UTSA Area Regional Center, the City, and the larger region. In part because of the dramatic topography that begins in this area, and in part due to the constraints created by adjacencies to freeways and quarries, the southeast corner of La Cantera remains undeveloped.

There is limited connectivity to the site from the south and west due to the alignment of the highways and natural constraints. There is a large floodplain covering the southeast portion of the site that was examined and a vision for better trail connectivity through the area that was articulated earlier in the planning process.

Vision

The southeast corner of La Cantera is envisioned to include high intensity mixed-use development serving a local and regional audience. The area is imagined to be a vibrant mixed-use node where people can live, work, and play. Natural topography, vegetation, and drainage are preserved to a significant degree and development is focused on a relatively small footprint in the northwest portion of the area.

Buildings will rise up to at least eight to 12 stories and include space for residential and/or office uses on upper floors, with commercial spaces and structured parking on lower floors. Careful consideration should be given to providing active and attractive façades facing new roadways and existing green space. Rooftops are envisioned to include outdoor recreation and social gathering space, as well as green roof, solar, and other sustainable features.

Regardless of the eventual development program for the site, the overall development should consider the following throughout planning and design.

- Plug into and extend the existing roadway network immediately adjacent to and near the site;
- Take cues from existing multifamily housing adjacent to the catalyst project site with regards to general form and the manner in which the development interacts with the streets;
- Buffer Loop 1604 frontage with active ground floor uses, landscaping and/or parking;
- Balance dense development with smaller footprints, and respect and preserve adjacent green space and necessary flood areas;
- Create better east-west connections that link to existing streets and highways;
- Maximize views for tenants without blocking views for others entirely, by exploring a variety of strategies that may include point or needle towers;
- Integrate podiums within new development with green roofs and other amenities;
- Design fingers of green that connect to existing open space and reach into and through the development;
- Integrate trail and pathway connections through the existing open space as well as to and through the development site; and
- Utilizing stormwater infrastructure to manage runoff to protect the creeks and the aquifer.

[See paired existing conditions photograph and conceptual illustrations: **Figures 11 and 12**]

Housing

Housing Snapshot

[See **Figure 13 - Housing Snapshot**, and **Figure 14 – Cost Burdened Renter Households by Income**]

The UTSA Area Regional Center household growth has been rapid in recent years, growing at 5.7% per year from 2000 to 2010, and 3.1% per year from 2010 to 2016. Characteristics of households in the UTSA Area vary considerably from the region overall; much of this is due to the large student and school-oriented population. A significant portion of the population (31%) is student-aged and there is a greater than average concentration of young adults. The average household size in the area is 2.29, lower than the city average of 2.73. Fifty-six percent of households are non-family, compared to only 35% in the city and 31% in the San Antonio – New Braunfels Metropolitan Statistical Area (MSA). The UTSA Area population is much younger than the region overall; the median age in the area is 24.7 years, compared to 33.7 in the city. Despite the high number of students who typically have lower incomes, incomes of residents in the UTSA Area are higher than the city overall, and similar to the MSA.

The composition of housing stock in the UTSA Area is significantly different from the region overall. Only 40% of units are detached single-family homes, compared to 64% in the city. There are also large differences in housing tenure between the Regional Center and the city. Sixty-three percent of housing units in the UTSA Area are renter-occupied, compared to 47% in the city.

Average home values in the UTSA Area are higher than the county average. The average assessed single-family home value is \$247,000, which is 152% of the county average value of \$163,000. The average home sale price for homes in the Regional Center in 2016 and 2017 was \$228,048, which is slightly higher than the county average of \$221,274. The same difference exists for rental housing. Average rent in the UTSA Area is \$1,200 per month, or \$1.28 per square foot, much higher than the county average of \$921 per month (\$1.11 per square foot). The difference is less significant for new rental development. New projects (built in 2010 or later) in the UTSA Area have an average rent of \$1,388 per month (\$1.42 per square foot), compared to the county average of \$1,226 per month (\$1.38 per square foot).

Twenty-one percent of homeowners in the UTSA Regional Center are cost burdened (meaning they pay more than 30% of their income on housing), which is lower than the county-wide average of 23%. Half of renters are cost burdened, which is higher than the county-wide average of 45%. Households with lower incomes (below \$35,000) are more likely to be cost burdened in the UTSA Area Regional Center. However, given the large student population, the rate of cost burden may be overstating the impact on current renter households, as many student household's incomes are supplemented by loans and/or parent support. The cost of housing in the UTSA Area is higher than the other areas of the City, which has likely limited the ability of workers in the service sectors from living near their jobs in the area. These workers predominately commute into the area for work. While housing affordability may not be a significant issue for current homeowners in the UTSA Area, it is likely a barrier to potential renters and buyers within the local workforce.

Housing issues and strategies were prominent topics of community and stakeholder input throughout the planning process. Community Meeting and Planning Team Meeting Summaries are available in the documents library of the UTSA Area Regional Center Plan webpage.

Housing Challenges in the UTSA Area Regional Center

The UTSA Area is growing quickly and is attracting a variety of housing developments. However, the majority are either single-family homes or large multifamily apartment projects, leaving out options that

might appeal to or be affordable for a wider range of households. Even accounting for topographical and floodplain constraints, there is an estimated capacity of approximately 3,800 acres for residential development on opportunity parcels in the UTSA Area Regional Center. Growth forecasts for the area range from 16,000 to 35,000 new units by 2040 which can easily be accommodated within the Regional Center.

As demand continues to grow, there is a need to create affordable housing options along with the market-rate development in order to provide housing to the workforce in the area, particularly for retail and service workers. There are three main challenges in the UTSA Area Regional Center related to housing:

- 1. Integrating housing with commercial and employment areas:** National market trends are driving more office development to areas with a mixture of uses. The UTSA area has an opportunity to better integrate housing with employment uses.
- 2. Diversifying housing options:** Housing options in the UTSA Area are predominately single-family homes and mid-rise apartment complexes. There are a variety of housing types such as duplexes, courtyard apartments, townhomes, and condos that are supportable and would increase available options and improve walkability.
- 3. Integrating student housing into the surrounding neighborhoods and mixed-use areas:** There is a significant amount of student housing in the area, but it is predominately isolated from neighborhoods and other uses. The land use pattern separating student housing projects away from retail areas and from the campus itself increases traffic demands and concentrates issues related to student housing.

Housing Recommendations

Housing recommendations were developed based on the UTSA Area's vision and goals and to address the housing-related challenges identified during the planning process. Specific strategies to implement these recommendations can be found in the Implementation section of the plan.

Housing Recommendation 1: Increase the diversity of housing options within the UTSA Area Regional Center to support a more diverse population.

The residential development pattern in the UTSA Area Regional Center has primarily been low density single-family homes in secluded subdivisions or sprawling, mid-rise multifamily apartment complexes. Housing development has mostly been separated and isolated from commercial and employment nodes. Recent housing developments near the major shopping centers have introduced more housing in mixed-use contexts, although typically at the higher end of market rate pricing.

The UTSA Area needs a greater variety of housing options to allow a greater diversity of residents and for more people to live and work in the Regional Center. There is a lack of medium density housing options such as attached single-family homes, duplexes, and townhomes. There is also a lack of diversity among multifamily options, which should include both smaller, courtyard apartment developments as well as taller, higher density projects near and integrated into commercial and employment areas. A greater diversity of housing will allow for more residents of various ages, family status, and income range to live in the area, as well as provide more affordable housing opportunities for prospective residents that are not students.

Housing Recommendation #2: Integrate student housing in the surrounding community to support commercial areas and mitigate impacts of student populations by decreasing dependence on automobiles to access campus and commercial areas.

The UTSA Area Regional Center has a high concentration of student-oriented housing developments due to the anchor UTSA Campus. Student-oriented housing is generally located close to the campus, primarily to the south and west. These apartments are typically large mid-rise complexes on arterial roads, with little connectivity to the campus or surrounding retail areas. Although some complexes provide shuttle services, many students drive to the campus despite the close proximity. Better integrating student housing into the campus and increasing multimodal access options would help encourage the use of alternative modes, which can help reduce overall traffic congestion in the area and parking needs for the campus. Integrating student housing into commercial areas also has the added benefit of helping add vibrancy to these areas.

Economic Development

Introduction

The UTSA Area Regional Center has a mixed employment base with several large businesses and institutions, and it has one of the largest average firm (business) sizes of the City's regional centers. The area is a major commercial hub with two large, regional shopping centers, The RIM Shopping Center and The Shops at La Cantera. The area is a major entertainment and hospitality hub anchored by Six Flags Fiesta Texas. The UTSA Area is also home to major corporate headquarters including Security Services Federal Credit Union, NuStar Energy, and the Valero Energy Corporation which is a Fortune 500 company and the world's largest independent petroleum refinery. Lastly, the area's namesake and major anchor is the University of Texas at San Antonio (UTSA).

- The UTSA Area Regional Center had close to 39,400 jobs in 2016.
- The largest industries are manufacturing, retail trade, accommodations and food service, and education.

The UTSA Area Regional Center has many economic assets. As a major retail and entertainment destination, the UTSA Area draws in visitors from the region and nationally. Corporate headquarters located in the area are a major attraction for businesses and prospective residents. As a result of the existing businesses and major retail/entertainment destinations, there has been ample new development of office space in the area, and the area has plenty of land for development to support future economic growth. The high educational attainment of residents and the presence of the UTSA Campus are attractive to businesses looking to locate near a talented workforce.

The UTSA Area does have some economic weaknesses to be addressed. The area is heavily dependent on larger employers and lacks variety of employer sizes and types. The UTSA Area is split by both Loop 1604 Loop and I-10. The result is four distinct quadrants, with major highways impeding connections between the various employment nodes. The university and major office users are primarily located in isolated campuses and there is little connection between employers, or opportunity for interaction between the workers, residents, and students. Lastly, the UTSA Area lacks organizations that coordinate business activities and interactions between workers. The Northside Chamber and UTSA serve in this facilitation but are not focused solely on the area or overall economic community.

Economic Challenges to Address

The UTSA Area Regional Center is still developing and has opportunity to shift quickly to address emerging needs and opportunities. In addition, there is strong market demand for and growth of employment uses. As a result, there are a few major challenges for the area. The two main economic development challenges in the UTSA Area Regional Center are:

- **Diversify the Types and Size of Employers:** The area lacks small and medium size businesses, as the area's employment base is dominated by large employers and national chain retailers. Focus is needed to help support the creation and attraction of smaller businesses to continue to spur economic activity in the area.
- **Mixed-Use Nodes:** The employment uses in the Regional Center are mostly isolated and separated from each other, and there are only a few areas where a mixture of workers and residents exists. The four quadrants of the Regional Center should each have a mixed-use focal point that supports a more diverse and interconnected land use pattern and provides walkable and bikeable destinations for residents and employees.

Target/Opportunity Industries

Based on the analysis of existing conditions and the assessment of strengths and weaknesses, target industries and economic opportunities were identified for the UTSA Area. The target industries and economic opportunities are meant to help organize the City's economic geography and provide guidance on the role the UTSA Area might play in the City's overall efforts. They also give direction to the City and its economic partners as to what areas are best suited for certain opportunities when they arise. The target industries and economic opportunities for the UTSA Area Regional Center are:

- **UTSA as an Anchor:** The UTSA Campus is a major economic asset and has the potential to generate additional economic activity and investment. The university's presence needs to grow within the Regional Center, and greater connectivity between the private business areas and the university are needed to better leverage the research activities on campus and to connect students to job opportunities.
- **Retail and Entertainment Destination:** The UTSA Area Regional Center is a major destination for shopping and entertainment. The critical mass and appeal of the area can help drive additional attraction of retail, entertainment, and hospitality uses and continue to grow visitation and activity in the area.
- **Live, Work, Play:** The Regional Center includes a significant amount of undeveloped land, as well as sites such as Beckmann Quarry that are likely to be redeveloped in the coming decades. This capacity for development carries the potential to create vibrant, connected focus areas that are more conducive to a live, work, play environment.

Innovation

Innovation is a major theme of the guiding policy documents for the City of San Antonio, including SA Tomorrow and Forefront SA. The innovation economy is the connection of knowledge, technology, entrepreneurship, and innovation as a means of spurring economic growth. The goal is to drive higher productivity and innovation. To do so, investments and policy interventions are needed to create partnerships between the public and private sector to foster increased innovation.

In order to understand the economic strengths and weaknesses of the UTSA Area Regional Center in terms of fostering an environment that supports innovation, an innovation audit was completed to inventory and measure the attributes which contribute to this culture. The UTSA Area Regional Center has a major anchor with the university and its diverse array of research activities. The area also has a high concentration of educated residents, in addition to the student population, which is attractive to new and growing businesses. The innovation audit found that the built environment in the UTSA Area can better support innovation stemming from UTSA by helping to blur the lines between the campus and private businesses physically, and also socially. Opportunities to integrate campus research activities in areas where private business is located can help draw attention to these efforts and attract investment. As well, increased social connections for researchers, businesses, workers, students and residents can help spur greater connectivity and new ideas and products.

Economic Development Recommendations

Economic Development Recommendation #1: Continue to invest in infrastructure and amenities that support the development of mixed-use centers and corridors in the UTSA Area.

The creation of mixed-use employment areas is needed to provide more attractive and modern environments and workspaces in the UTSA Area. Furthermore, these mixed-use areas can help achieve

the goals and strategies identified for the UTSA Area Regional Center by providing places where university activities might more easily interact with private business, and that attract new retail and entertainment uses, create more vibrant residential areas to attract and retain younger workforce, and provide a greater mixture of types and sizes of workspaces for prospective businesses.

Economic Development Recommendation #2: Develop a strategy for attracting and retaining small and mid-sized businesses and business support services to the UTSA Area.

The UTSA Area Regional Center has a predominance of large employers in comparison to small and mid-sized businesses. A greater variety of businesses is important to the area to help diversify the economic base in the Regional Center, and would support growth of smaller businesses in one of the more attractive locations for employment in the region.

Economic Development Recommendation #3: Support the growth of the UTSA Campus and leverage the university's programs, research, and students to generate and attract economic activity.

UTSA is a major economic asset for the City and the Regional Center. The education and research activities at the campus have the potential to attract private investment and generate new businesses. Efforts are needed to support the growth of the campus and its students and faculty. Efforts are also needed to further generate economic growth from the university.

5 Neighborhood Profiles and Priorities

What are Neighborhood Profiles and Priorities?

San Antonio is a city of neighborhoods, each with its own unique history, qualities and character. Many neighborhoods throughout the City have developed Neighborhood Plans that reflect local values and priorities. These plans, adopted by the City, have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City.

The City is currently in the process of creating Sub-Area Plans to implement the SA Tomorrow Comprehensive Plan. These Sub-Area Plans are intended to provide a more coordinated, efficient and effective structure for neighborhood planning. The Sub-Area Plans are intended to increase equity citywide, by ensuring that all of San Antonio's neighborhoods have a base level of policy guidance, as many neighborhoods within the City lack an existing Neighborhood Plan or a registered neighborhood organization. In this way, each Sub-Area Plan will integrate key elements of existing Neighborhood Plans for those neighborhoods that have a plan, while promoting citywide policy consistency and providing key recommendations and strategies for those neighborhoods currently lacking that direction.

Typically, the Neighborhood Profile and Priorities section of the Sub-Area Plans is intended to provide special attention to prior neighborhood planning efforts and recognizes the community groups and individuals who were instrumental in their creation. However, the UTSA Area does not encompass any areas that have previous Neighborhood or Community Plans. Therefore, we adjusted our approach for sub-areas that do not have previous neighborhood or community plans and that lack neighborhood association representation.

How was it developed?

At the time the UTSA Area Regional Center Plan was developed, the plan area included over 20 single-family residential subdivisions, a handful of duplex and condo developments, and more than 35 apartment complexes of varying size. But, only seven neighborhood, homeowner, or condo associations within the plan area were registered with the City.

Although all registered associations were invited to participate in the planning process, most were unable to participate directly in the development of the plan. One group that did participate throughout the process was Northside Neighborhoods for Organized Development (NNOD), a broad coalition of neighborhoods that represent groups throughout the north side of San Antonio. Although their membership extends far beyond the UTSA Area plan boundaries, they were able to help summarize strengths, opportunities, challenges, and priorities for neighborhoods and residents across the plan area.

Neighborhood Snapshot

Neighborhood Strengths and Character

Residential areas within the UTSA Area began as large ranches and agricultural uses. As the military, quarries, and employers such as UTSA, Valero, and Six Flags Fiesta Texas moved into the area, more residential development followed. Single-family neighborhoods consisting of large lots began developing in the late 1950s and early 1960s. These developments were far apart, relatively isolated, and rural in character. More conventional subdivisions with medium to larger lot sizes were built throughout the 1970s, 1980s, and 1990s. In the late 1990s, lot sizes began to decrease creating more compact neighborhoods. Multi-family developments in the area have increased significantly since the late 1990s,

and continue at a quick pace today. In recent years, a small number of mixed-use projects have been completed that incorporate residential and commercial uses within the same buildings.

Strengths

1. Established single-family neighborhoods create stability in the area.
2. The expanding park and Greenway Trail systems provide access to outdoor activities for residents, students, and visitors.
3. Regional attractions range from entertainment and shopping to education and employment, providing a strong economic foundation for the area.

Neighborhood Opportunities and Challenges

Opportunities

1. Improving connections between residential areas and the Greenway Trails; as well as improving connectivity between the quadrants of the UTSA Area.
2. Increasing housing affordability through the development of different housing types.
3. Reducing the impact of future development by planning for flood control and the preservation of natural features.

Challenges

1. Improving the transportation system to accommodate true multi-modal options, including increasing pedestrian and cyclist safety throughout and between neighborhoods.
2. Maintaining tree canopy and providing increased tree coverage along pedestrian routes.
3. Creating more complete neighborhoods that serve all stages of life by providing a variety of housing types and neighborhood services that attract first-time home buyers and allow residents to age in-place.
4. Protecting the aesthetic of the Hill Country as development increases north along I-10.

Neighborhood Priorities

The feedback received from NNOD was incorporated and summarized into neighborhood priorities.

Priorities
<p>Neighborhood Character Preserve the character of neighborhoods through the use of buffers, setbacks, and appropriate transitions between different zoning districts.</p>
<p>Environmental Resiliency Protect the environment by planning for water usage and the impact of stormwater runoff, maintaining and improving the tree canopy, and encouraging private use of renewable energy sources such as residential solar panels.</p>
<p>Housing Choice and Affordability Provide housing opportunities and affordability through the development of a variety of housing types and increased acceptance of housing assistance programs.</p>

Connected and Safe Transportation System

Improve transportation options for vehicles, cyclists, and pedestrians by facilitating long-term planning and development of transportation systems, including connections to trailways and connectivity across highways.

Neighborhood Representation

Increase neighborhood participation and support a sense of community identity and ownership by empowering residents to create an active organization or association that will advocate for neighborhood interests. The City should support such an effort and recognize these groups for notices and other City business.

6 Implementation

Plan Purpose

This Plan proposes a medium-term vision, recommendations, and strategies for improving and developing the UTSA Area Regional Center over the next ten years. The Plan is an implementation component of the City of San Antonio’s SA Tomorrow Comprehensive Plan. Adopted in 2016, the Comprehensive Plan is the City’s long-range land use and policy plan that is intended to be a blueprint for future growth and development through the year 2040. The UTSA Area Regional Center Plan is an implementation-oriented Sub-Area Plan that will further develop recommendations from the SA Tomorrow Comprehensive Plan to improve quality of life for San Antonio residents, guide growth and development that accommodate projected housing and employment increases, and to fulfill other Comprehensive Plan goals and policies through a community-based planning process. The Regional Center Plan provides an equitable path for all neighborhoods to participate in planning, to create priorities, and to advocate for implementing their priorities in the future.

Intent of the Plan

The UTSA Area Regional Center Plan will be the essential tool to guide future development and City investment in the plan area based on the vision and goals for the UTSA Area. A diverse assemblage of stakeholders met for a series of ten planning team meetings over 21 months to make recommendations that support both the policy direction of the Comprehensive Plan as well as the community’s aspirations. This work culminated with achievable recommendations and strategies that will be utilized by City Departments, partner agencies, private entities, and community partners to guide policies and investments that implement appropriate and desired development patterns as well as the creation and support of livable, complete neighborhoods.

How to Use This Plan

The vision for the UTSA Area Regional Center can be realized through implementation of the Plan Framework, with recommendations and strategies related to the following topics: Land Use, Focus Areas, Mobility, Amenities and Infrastructure, Housing, and Economic Development. These recommendations and strategies include policy and regulatory matters, partnerships, and investments. Plan recommendations are written to provide actionable specificity while still allowing the flexibility needed to adapt to unforeseen challenges or opportunities.

Coordination with Adopted Plans

The UTSA Area does not encompass any areas that have a previously adopted Neighborhood or Community Plan. However, the UTSA Area Regional Center Plan was developed to complement and contribute to the implementation of the following regional and city-wide plans:

- SA Tomorrow Multimodal Transportation Plan
- SA Tomorrow Sustainability Plan
- VIA’s Vision 2040 Plan
- SA Corridors Strategic Framework Plan
- San Antonio’s Housing Policy Framework

In implementing the UTSA Area Regional Center Plan, further consideration should be given to the recommendations of emerging and ongoing planning processes and initiatives, including but not limited to:

- VIA's Rapid Transit Corridor planning
- SA Climate Ready
- San Antonio's Housing Policy Framework implementation programs
- San Antonio Parks System Strategic Plan
- San Antonio Sidewalk Master Plan
- Vision Zero San Antonio initiative
- Connect SA

Statutory Requirements

Once adopted by City Council, the UTSA Area Regional Center Plan becomes a component of the City's SA Tomorrow Comprehensive Plan. Where the previously adopted North Sector land use plan is contained within or partially overlaps the UTSA Area Regional Center Plan, the Sub-Area Plan will be the plan of reference for land use designations. Similarly, where a previous plan and the UTSA Area Regional Center Plan have conflicting policies or priorities within the adopted boundary of the UTSA Area Regional Center Plan, the Sub-Area Plan will be City policy.

By virtue of the plan adoption process, all proposed projects must be found to be consistent with the SA Tomorrow Comprehensive Plan, and as such, the UTSA Area Regional Center Plan must be consulted when proposing a public investment or a land use project that requires deviation from current entitlements.

Implementation – Land Use

Land Use Recommendation #1: Improve access to housing options, including options for first time home buyers.

Strategy 1.1 (Regulatory and Policy)

Encourage future rezoning and the application of incentives for a full range of housing types, from low-density detached residences to higher density multi-family units with both for-purchase and rental options.

Strategy 1.2 (Regulation and Policy, Partnerships)

Encourage strong residential components within mixed-use developments that are oriented toward, and provide access to, adjacent amenities such as trailways and parks.

Strategy 1.3 (Regulation and Policy)

Review the land use map and existing zoning of properties to identify potential City-initiated rezoning to encourage the development of new housing options.

Land Use Recommendation #2: Encourage mixed-use development on and around the UTSA Campus, including retail and denser housing which serves students and residents in the area.

Strategy 2.1 (Regulation and Policy)

Develop mixed-use zoning regulations to implement the Neighborhood, Urban, Regional, Employment/Flex, and Business/Innovation Mixed-Use land use categories.

Strategy 2.2 (Regulation and Policy, Partnerships)

Support rezoning along UTSA Boulevard and Babcock Road to allow for lower density, smaller scaled, mixed-use projects, in accordance with the future land use plan.

Strategy 2.3 (Regulation and Policy, Partnerships)

Support rezoning to allow neighborhood-scaled retail and service uses near key campus entry points and major pedestrian connections to the campus.

Strategy 2.4 (Regulation and Policy)

Review the land use map and existing zoning of properties to identify potential City-initiated rezoning to encourage mixed-use development around the UTSA Campus.

Strategy 2.5 (Regulation and Policy, Partnerships)

Ensure campus and mixed-use development is harmonious with existing neighborhoods and residential uses by developing guidelines to ensure compatibility and appropriate transitions between uses that vary in intensity and scale. Mitigate the impact of non-residential uses on residential areas by increasing noise, code, and parking enforcement measures.

Land Use Recommendation #3: Ensure that future land use development activity near the Camp Bullis military installation is compatible with base missions and operations.

Strategy 3.1 (Regulation and Policy, Partnerships)

Continue to coordinate efforts between the City of San Antonio and Joint Base San Antonio (JBSA) to ensure military missions and operations are protected.

Strategy 3.2 (Regulation and Policy, Partnerships)

Collaborate with Joint Base San Antonio (JBSA) to review and update, as necessary, the Camp Bullis Joint Land Use Study (JLUS) to ensure that zoning of properties near the base are consistent with joint planning efforts. Particular areas to be examined should include those along Camp Bullis Road east of I-10, along NW Military Highway north of Loop 1604, as well as any potential redevelopment of the Beckmann Quarry.

Land Use Recommendation #4: Encourage transit-oriented development and complete streets, particularly along UTSA Boulevard, Hausman Road, Babcock Road, and Vance Jackson Road.

Strategy 4.1 (Regulation and Policy)

Support and potentially initiate rezoning of parcels located in focus areas or along mixed-use corridors as identified by the UTSA Area Regional Center Plan, or in VIA Primo or Rapid Transit station areas when such rezoning supports the land use and development vision of the plan.

Strategy 4.2 (Regulation and Policy)

Revise the Transit-Oriented Development (TOD) Special District in accordance with the recommendations made in Chapter 4 of the SA Corridors Transit-Supportive Land Use Framework to incentivize use of the district in support of denser, compact walkable areas around VIA transit stations.

Strategy 4.3 (Regulation and Policy)

Ensure new projects are designed to promote walkable communities and relieve vehicular congestion. This includes generous pedestrian spaces, limited building setbacks, less-intrusive parking configurations, and improved access to transit options and the trail system.

Land Use Recommendation #5: Anticipate life cycle impacts of quarries in the UTSA Area Regional Center.

Strategy 5.1 (Regulation and Policy)

Reevaluate the use of and redevelopment plans for Beckmann Quarry whenever updates and amendments are made for this Regional Center. This quarry is not anticipated to be decommissioned for some time but will eventually be used for another purpose. Land use planning and redevelopment guidance for this site will be necessary in the future, but not at this time.

Strategy 5.2 (Regulation and Policy)

Support rezoning of property that is designated as Employment/Flex Mixed-Use surrounding the Tradesman Quarry in order to accommodate the desired mixture of light industrial, residential, craft industries, and small-scale commercial uses, while ensuring compatibility with existing development.

Strategy 5.3 (Regulation and Policy, Partnerships)

Support rezoning and development plans on the undeveloped properties located at the intersection of Lockhill Selma Road and Loop 1604 to create a gateway to the Employment/Flex Mixed-Use area.

Strategy 5.4 (Regulation and Policy)

Explore the development of a special district or set of design standards for the Employment/Flex Mixed-Use area that includes Tradesman Quarry. Potential place-making improvements would allow this area to serve the “downtown” purposes that community members desire.

Implementation – Focus Areas

Focus Area Recommendation #1: Update zoning and design standards to support the unique vision for each focus area and mixed-use corridor, create high-quality places, support transportation choices, and avoid impacts to sensitive natural features.

Strategy 1.1: (Regulation and Policy)

Amend the Unified Development Code (UDC) to create new zoning districts that support a range of mixed-use development types and allow these types of developments to be the standard within the focus areas and mixed-use corridors.

Strategy 1.2 (Regulation and Policy, Partnerships)

Codify new zoning districts and development standards that allow pedestrian friendly and mixed-use environments that support public transit.

Focus Area Recommendation #2: Ensure focus areas, mixed-use corridors, and area amenities are easily and safely accessible by all modes of travel, including pedestrian, bicycle, and transit options.

Strategy 2.1 (Regulation and Policy)

Review and revise, if necessary, existing stormwater management, tree planting, and access management standards to increase the presence of landscaping and street trees so as to enhance sidewalks and increase pedestrian usage.

Strategy 2.2 (Regulation and Policy)

Assess the existing major thoroughfare plan, street standards, and development recommendations and identify those policies that shift focus from automobile-oriented requirements to multimodal-oriented standards.

Strategy 2.3 (Regulation and Policy, Partnerships)

Develop a multimodal transportation and transit plan for the focus areas and mixed-use corridors.

Focus Area Recommendation #3: Ensure that new and infill development is organized around existing and proposed open space and trail systems to preserve green space, increase recreational opportunities, utilize greenspace for stormwater management, and increase connectivity within the trail system.

Strategy 3.1 (Regulation and Policy, Investment, Partnerships)

Invest in the expansion of and connections between the City’s existing greenway trail system within the UTSA Area Regional Center.

Strategy 3.2 (Partnerships, Investment)

Identify opportunities to use underutilized drainage ways, creeks, and utility easements to expand the greenway trail system in the UTSA Area.

Strategy 3.3 (Regulation and Policy, Investment)

Propose new key access locations that will increase connectivity and create capital improvements initiatives to develop these locations.

Focus Area Recommendation #4: Encourage new development and infill projects to contain a mix of uses that will serve as residential, commercial, and entertainment destinations.

Strategy 4.1 (Regulation and Policy)

Review the land use map and existing zoning of properties within focus areas and along mixed-use corridors to identify potential City-initiated rezoning that encourage mixed-use development.

Strategy 4.2 (Regulation and Policy)

Create development standards and zoning districts within the UDC that will permit mixed use development and discourage single-use and suburban-style developments.

Implementation – Mobility

[See **Figure 15 – Mobility Framework Recommendations Map**]

Mobility Recommendation #1: Continue implementing the San Antonio Vision Zero Action Plan.

Strategy 1.1 (Partnerships, Investment)

Continue evaluating and implementing proven strategies and best practices, potentially including traffic calming and Complete Streets principles, including use of bioswales between pedestrians and/or cyclists and vehicular traffic, which improve pedestrian, bicycle, and traffic safety and help achieve San Antonio’s Vision Zero goals. The highest priority area is the identified Severe Pedestrian Injury Area (SPIA):

- UTSA Boulevard from Roadrunner Way to Ximenes Avenue.

Additional analysis of pedestrian, bicycle, and vehicle crash data, along with community input, also identified the following intersections as priorities, particularly as these areas are developed with more intensity and serve a greater number of users:

- I-10 and La Cantera Parkway;
- Loop 1604 and Chase Hill Boulevard;
- Loop 1604 and Babcock Road;
- Loop 1604 and Vance Jackson Road;
- Vance Jackson Road and UTSA Boulevard;
- UTSA Boulevard and I-10;
- Babcock Road and Hausman Road;
- Hausman Road and JV Bacon Parkway; and
- De Zavala Road and Vance Jackson Road.

Coordination with Bond projects, regular Improvement Management Plan (IMP) projects, and partner agencies such as Texas Department of Transportation (TxDOT) and the San Antonio River Authority (SARA) is encouraged.

Strategy 1.2 (Partnerships, Investment)

Apply proven strategies and invest in well-designed crossings to improve pedestrian and bicycle safety when redeveloping intersections and roadway segments throughout the UTSA Area, using best practices for crash reductions in safety improvements. Prioritize the specific areas noted in Strategy 1.1, as well as planned redevelopment and focus areas where higher numbers of walkers and bicyclists are anticipated.

Strategy 1.3 (Partnerships, Investment)

During Bond, property redevelopments, and other street reconstruction projects, actively work with property owners and partner agencies on access management strategies and best practices to reduce and consolidate the number of driveways and curb cuts that can be potential points of conflict between pedestrians, bicyclists and vehicles.

The Mobility Recommendations Map indicates priority locations for application of this strategy, for example, De Zavala from I-10 to Vance Jackson Road and from West Golden Lane to Cimarron Path; and I-10 Frontage Roads from University Heights Boulevard to De Zavala Road. These high-speed roadways have numerous curb cuts, creating unsafe conditions for bicyclists and pedestrians.

Mobility Recommendation #2: Complete the multimodal layered network and trail system and work with partners to establish new connections.

Strategy 2.1 (Regulatory and Policy, Investment)

Conduct Complete Streets studies and focus priority investments on key corridors that will have higher volumes from all modes of mobility as the UTSA Area continues to grow and develop. In particular, the studies should find opportunities to reduce pedestrian crossing time, increasing pedestrian crossing opportunities, reduce operational speeds, and identify opportunities for stormwater management that serves multiple functions including traffic-calming and promoting safety barriers between pedestrians and/or cyclists and vehicular traffic. The following street segments are ideal for study and implementation:

- Babcock Road from Loop 1604 to De Zavala Road;
- UTSA Boulevard from Babcock Road to Vance Jackson Road;
- Vance Jackson Road from Loop 1604 to De Zavala Road; and

- Hausman Road from Babcock Road to I-10.

Strategy 2.2 (Partnerships, Investment)

Implement on-road infrastructure projects to improve first/last mile connectivity and reduce parking demand at significant regional trailheads, including those connecting to the existing Leon Creek Greenway and Huesta Creek Greenway and the future northern extensions connecting Leon Creek Greenway to Salado Creek Greenway at Eisenhower Park.

Strategy 2.3 (Partnerships, Investment)

Continue expanding the bicycle network by implementing priority projects and adding facilities as streets are repaved or reconstructed. Based on input from the UTSA Area Regional Center Planning Team and other community stakeholders, priority improvements to be evaluated should include implementing bicycle routes to provide east-west connections along Loop 1604; on Babcock Road from north of Loop 1604 south to Bamberger Nature Park; Brenan and Brackenridge Avenues through the UTSA Campus; JV Bacon Parkway; La Cantera Parkway, and the Presidio Parkway/Vance Jackson Road/UTSA Boulevard loop on the east side of I-10.

Mobility Recommendation #3: Alleviate congestion with multimodal solutions including targeted interventions for more efficient transit operations.

Strategy 3.1 (Regulatory and Policy, Investment)

Evaluate street and intersection design for transit reliability chokepoints and prioritize multimodal investments to ensure reliable alternatives to vehicular travel. Areas with recurring congestion that directly impacts transit service reliability include:

- De Zavala Road from Autumn Vista Street to Vance Jackson Road;
- I-10 Northbound Frontage Road at Loop 1604; and
- Loop 1604 Frontage Roads from I-10 to La Cantera Parkway.

Potential multimodal improvements that would require study before implementation include:

- Peak hour or school zone bus-only lanes that give priority to buses in times of heavy traffic;
- Queuing jump traffic signals that allow buses a chance to get ahead of the traffic;
- Special event priority lanes that prioritize buses during traffic surges of planned events;
- Grade separated railroad tracks; and
- Bus bulbs to allow buses to pick up passengers without entering/exiting traffic.

Mobility Recommendation #4: Support VIA Metropolitan Transit Rapid Transit Corridor service by prioritizing transit supportive policies and infrastructure near transit stations.

Strategy 4.1 (Regulatory and Policy, Partnerships, Investment)

Implement first/last mile strategies, such as sidewalks, curb ramps, crosswalks, bicycle facilities, etc. at VIA Metropolitan Transit Transfer areas and Primo and Rapid Transit Corridor station areas, in order to promote access to transit by creating inviting, quality public space at stations where large numbers of people benefit from amenities like shade, seating, and safe lighting, as well as placemaking initiatives. Investments focused in station areas should consider the implementation timeline and prioritize areas of both rapid transit and fixed-route services. Based on current analysis, these station areas might include:

- I-10 Frontage Road and Hausman Road;
- UTSA Boulevard at the future University Village Development;

- UTSA Campus on Bauerle Road; and
- La Cantera Parkway and I-10 Northbound Frontage Road.

Strategy 4.2 (Regulatory and Policy, Partnerships, Investment)

When VIA Rapid Transit Corridor Stations are designated, studies determining the application of TOD zoning should be completed. Future developments in these station areas will require consistency with the VIA Urban Design Guidelines for Transit Station Areas, including:

- **Density** – Increased neighborhood amenities and destinations near stations and stops influence the type of transit services offered in an area. Transit frequency is directly dependent on density as the more people and jobs within an area, the more transit frequency is justified.
- **Design** – Buildings designed for the pedestrian; placed and oriented along the front of the street with parking on-street, placed behind or structured, and with direct access to first floor building activities are vital components of transit-supportive design.
- **Mix of Uses** – Providing a mix of residential, employment, and retail uses within walking distance of a transit stop or transit station is beneficial to the community and make walking and riding transit more efficient choices for meeting daily needs.
- **Walkability** – Pleasantly designed, walkable places are attractive areas where people desire to travel on foot or by mobility device. Active streets that have development that is continuous along many blocks encourages economic activity. Investments to improve the pedestrian realm include streetscape enhancements in public spaces, such as continuous level surfaces, street furniture, lighting, landscaping, and shading devices, where applicable.

Implementation – Amenities and Infrastructure

Amenities and Infrastructure Recommendation #1: Increase the amount and connectivity of natural and built green infrastructure in a manner which increases active and passive recreational opportunities.

Strategy 1.1 (Investment)

Enhance existing open spaces and greenways with updated and new amenities and features while protecting the floodplain.

- Ensure all existing and new open spaces meet ADA standards for accessible and universal design to the extent possible.
- Provide additional active and passive recreation features such as benches, view overlooks, and picnic areas in existing open spaces.
- Provide shade at and near picnic areas and play areas in existing and new open spaces.

Strategy 1.2 (Regulatory and Policy, Investment)

Explore opportunities for green infrastructure within the public rights-of-way.

- Develop multi-use paths within the public rights-of-way where feasible.

- Include native plants, bioswales, other landscaping and shade features, and recreational amenities in streetscape design and construction.
- Enhance areas where “green streets” and natural drainage ways intersect to improve water quality and tell the story of integrated stormwater management in San Antonio and the UTSA Area Regional Center.

Strategy 1.3 (Regulation and Policy, Partnerships)

Develop a program to better integrate privately-owned open spaces into the larger network of publicly owned parks and open spaces.

- Work with the development community to establish parameters for privately-owned open spaces.
- Establish a system of incentives in return for community benefits such as the provision of publicly accessible, but privately-owned open spaces.
- Investigate risk mitigation strategies for private property owners granting public access to their open space.

Amenities and Infrastructure Recommendation #2: Improve identity and wayfinding with gateways, public art, signage, and unique landscaping and architectural design treatments.

Strategy 2.1 (Regulation and Policy, Investment)

Integrate public art, monument signage and landscaping in all new thoroughfare designs.

- Fund street trees and landscaping for new streetscapes encouraging the use of native plants.
- Incorporate “grow zones” where mowing is avoided along creeks to maintain a buffer, allowing stormwater runoff to be filtered before it enters the creeks.
- Update street design standards to improve pedestrian environment requirements, art, and identity features along major thoroughfares.

Strategy 2.2 (Regulation and Policy)

Establish requirements and/or incentives for private development to include public art and landscaping that is visible from the public rights-of-way and publicly accessible open space.

- Determine location requirement(s) for eligible projects.
- Explore appropriate entitlement bonuses, infrastructure offsets, or other incentives.

Strategy 2.3 (Regulatory and Policy)

Work with property owners and developers on protecting the tree canopy and native vegetation within stream buffers and in, and adjacent to, floodplains.

Amenities and Infrastructure Recommendation #3: Improve opportunities to grow, purchase, and share healthy foods.

Strategy 3.1 (Regulation and Policy, Investment)

Establish new community gardens in the UTSA Area Regional Center.

- Identify locations for community gardens.
- Purchase properties or establish joint use agreements for use as community gardens.
- Work with UTSA Area stakeholders to establish a volunteer program to manage community gardens.

Strategy 3.2 (Partnerships, Investment)

Explore the creation of a community food cooperative.

- Survey the community to gauge interest in contributing to, volunteering for, and shopping at a food cooperative.
- Identify a location for a food cooperative.
- Engage members of a successful cooperative to provide education and guidance for a UTSA Area.

Strategy 3.3 (Partnerships)

Establish a farmers' market in the UTSA Area Regional Center.

- Determine whether an existing farmers' market is willing to take on a new location and additional market day.
- Identify and secure a temporary location for a UTSA Area farmers' market.
- Develop a social gathering space (see Recommendation #4 below) that is designed to host the UTSA Area farmers' market and other community events.

Amenities and Infrastructure #4: Promote more active and diverse employment and residential areas with new community gathering spaces.

Strategy 4.1 (Regulation and Policy, Partnerships, Investment)

Establish requirements and/or incentives for private development to include trail connections and public gathering spaces within future development plans.

- Determine location requirement(s) for eligible projects.
- Explore appropriate entitlement bonuses, infrastructure offsets, or other incentives.
- Work with the Parks and Recreation Department and Transportation and Capital Improvements (TCI) to program trail connections and public gathering spaces as part of the Infrastructure Management Plan (IMP) and as candidates for future bond projects.

Strategy 4.2 (Regulation and Policy, Investment)

Identify locations for public spaces within areas with a mixed-use future land use designation.

- Perform a land suitability analysis for land designated as future mixed-use.
- Map potential public spaces and investigate mechanisms to secure and improve public spaces.

Implementation – Catalytic Projects

Catalytic Projects Recommendation #1: Support the establishment of a residential/retail/service mixed-use development and multi-use greenway trail on the southwest corner of the UTSA Campus.

Strategy 1.1 (Partnerships)

Collaborate with UTSA in the development and refinement of their Master Plan update to ensure that the critical aspects of the design intent articulated in the conceptual design process are considered in the actual planning and design of new development on the campus.

Strategy 1.2 (Partnerships)

Provide planning and design guidance to UTSA and potential development partners to ensure consistency with the UTSA Area Regional Center Sub-Area Plan, including:

- Evaluating potential impacts of increased traffic on the surrounding neighborhoods;
- Engaging with local partners such as the San Antonio River Authority (SARA) and other City departments to develop a site plan that preserves green space, protects water quality, encourages preservation of the floodplain and encourages outdoor recreation, especially along Babcock Road;
- Identifying and engaging partners to further develop the concept for an outdoor education space that can be used by the University and the community; and
- Supporting an appropriate mix of land uses and community amenities.

Strategy 1.3 (Partnerships)

Implement relevant recommendations and strategies in the Focus Area and Mobility plan elements to support the transformation of the site into a campus and community amenity.

- Conduct market analysis to determine the feasible scale of commercial development that can serve the student and community audiences;
- Develop comprehensive parking and transportation demand management (TDM) strategies for the development to optimize provision of parking and ensure emerging transportation technologies are considered and integrated; and
- Encourage the integration of public art and gateways into the development.

Catalytic Projects Recommendation #2: Support intensive mixed-use development with enhanced transportation, recreation, and natural system connectivity to the surrounding area at the southeast corner of La Cantera.

Strategy 2.1 (Partnerships)

Engage with the property owners and potential development partners to further discuss priorities for the development plan and design of individual projects.

- Use the exercise performed during the planning process to communicate community priorities for this important piece of land;
- Identify “quick wins” and short-term projects that can be implemented in the near term, before the overall plan for development is complete (e.g., green infrastructure, trails, etc.).

Strategy 2.2 (Partnerships, Investment)

Provide funding and resources to better connect the site to the north and east.

- Identify resources needed to supplement City staff and engage partners and consultants as needed; and
- Identify specific capital projects and determine estimated cost and best mechanisms to fund priority projects or portions of projects.

Strategy 2.3 (Partnerships)

Work to ensure that new development at the southeast corner of La Cantera is a model for future development in the area and encourage inclusion of the critical aspects of the design intent articulated in the conceptual design process for the final development plan, including:

- Take cues from existing nearby development to ensure appropriate and attractive transitions and context sensitive design.
- Use site planning, building programming, native landscaping and/or parking to mitigate the impacts of the freeways;
- Utilize dense development with smaller footprints in order to preserve the maximum amount of adjacent greenspace and necessary flood areas;
- Maximize views for tenants without blocking views for others entirely, by exploring a variety of strategies that may include point or needle towers;
- Integrate podiums within new development with green roofs and other amenities;
- Ensure stormwater runoff is managed utilizing green stormwater infrastructure and low impact development (LID) best management practices; and
- Integrate trail and pathway connections through the existing open space, as well as to and through the development site.

Implementation – Housing

Housing Recommendation #1: Increase the diversity of housing options within the UTSA Regional Center to support a more diverse population.

Strategy 1.1 (Regulation and Policy)

Encourage the development of medium and high-density housing products in and around commercial and employment centers.

Strategy 1.2 (Regulation and Policy, Partnerships, Investment)

Collaborate with other City departments and affordable housing developers to identify and incentivize the development of mixed-income residential projects with units affordable to homeowners earning less than 120% of AMI and affordable to renters earning less than 80% of AMI, as recommended in San Antonio's Housing Policy Framework Report – Action Item #3.

Strategy 1.3 (Regulation and Policy, Partnerships)

Identify opportunities for and prioritize the creation of housing units near transit routes and commercial/employment centers.

Strategy 1.4 (Regulation and Policy)

Identify and remove regulatory barriers to the development of medium density for-sale housing units in areas designated as urban low density residential, medium density residential, or mixed-use in the UTSA Area Regional Center land use plan.

Strategy 1.5 (Partnerships)

Design a program to help educate developers on how to build more compact, walkable residential neighborhoods. Utilize the place types developed in SA Tomorrow, such as the Green Neighborhood, Trail Oriented Development, and Community Corridor place types, to encourage new neighborhood designs and approaches.

Housing Recommendation #2: Integrate student housing in the surrounding community to support commercial areas and mitigate impacts of student population by decreasing dependence on automobiles to access campus and commercial areas

Strategy 2.1 (Partnership, Investment)

Work with UTSA to identify ways to better integrate housing areas on the edges of the campus and provide new and enhanced multimodal connections to campus.

Strategy 2.2 (Regulation and Policy)

Encourage the development of student-oriented housing near or within commercial areas, in close proximity to transit stops, and along major transportation routes. Discourage the development of large, isolated student housing apartment complexes, especially when adjacent to single-family neighborhoods.

Implementation – Economic Development

Economic Development Recommendation #1: Continue to invest in infrastructure and amenities that support the development of mixed-use centers and corridors in the UTSA Area.

Strategy 1.1 (Regulation and Policy)

Establish walkable, mixed-use centers within focus areas and along mixed-use corridors identified on the Plan Framework Diagram.

Strategy 1.2 (Partnerships, Investment)

Invest in complete streets, trails, and public spaces that help connect institutional campuses with each other and with nearby residential and mixed-use areas.

Strategy 1.3 (Partnerships)

Work with property owners and developers to identify improvements and amenities that appeal to a wide range of potential employees and that can also serve the surrounding community.

Strategy 1.4 (Investment)

Identify value capture financing tools to help fund infrastructure and other desired public improvements and amenities that contribute to the development and success of mixed-use centers and corridors.

Economic Development Recommendation #2: Develop a strategy for attracting and retaining small and mid-sized businesses and business support services to the UTSA Area.

Strategy 2.1 (Partnerships)

Identify small and mid-sized support and auxiliary industries and businesses of the university and large employers that could be targeted to locate in the area.

Strategy 2.2 (Regulation and Policy, Investment)

Encourage and incentivize community- and student-serving small and mid-sized businesses in emerging mixed-use areas in the UTSA Area.

Strategy 2.3 (Partnerships)

Attract and partner with shared office space and co-working space providers to increase the amount and availability of smaller office spaces.

Strategy 2.4 (Regulation and Policy, Partnerships, Investment)

Continue to support current and future large employers and anchor institutions by coordinating land use development decisions and the activities of the Economic Development Department to plan for and to meet the community's educational, employment, and economic development needs.

Economic Development Recommendation #3: Support the growth of the UTSA Campus and leverage the university's programs, research and students to generate and attract economic activity.

Strategy 3.1 (Partnerships)

Collaborate with UTSA to identify opportunities to support research activities and attract investment by highlighting and locating university activities in mixed-use areas.

Strategy 3.2 (Partnerships)

Partner with UTSA and the Northside Chamber of Commerce to connect students with career guidance, internship and employment opportunities within the Regional Center.

Strategy 3.3 (Regulation and Policy)

Support the development and implementation of the UTSA Campus Master Plan and identify partnership opportunities between the City and the university.

Appendix: Maps, Figures, and Exhibits

Maps, Figures, and Exhibits referenced throughout this document are collected in the Appendix which begins on the next page.

List of Maps, Figures, and Exhibits

Figure 1: Plan Location Map

Figure 2: Study Area Map

Figure 3: Plan Framework Map

Figure 4: Future Land Use Map

Figure 5: Focus Areas Framework Map

Figure 6: Mobility Framework Map

Figure 7: Amenities and Infrastructure Framework Map

Figure 8: Catalytic Projects Map

Figure 9: Catalytic Site – Southwest Corner of UTSA Campus near UTSA Boulevard and Babcock Road

Figure 10: Catalytic Site – Southwest Corner of UTSA Campus near UTSA Boulevard and Babcock Road
Conceptual Illustration

Figure 11: Catalytic Site – Southeast Corner of La Cantera

Figure 12: Catalytic Site – Southeast Corner of a Cantera Conceptual Illustration

Figure 13: Housing Snapshot

Figure 14: Cost Burdened Renter Households by Income

Figure 15: Mobility Framework Recommendations Map

Exhibit 1: UTSA Area Regional Center Existing Conditions Atlas