



PLANNING TEAM MEETING #5 SUMMARY

Greater Airport Area Regional Center Plan Planning Team Meeting #5

Meeting Date: Thursday, December 8, 2022
Time: 2:00 PM – 4:00 PM
Location: Virtual

PLANNING TEAM ATTENDEES:

- Brenda Crawford, Brookfield Properties (North Star Mall)
- Christina Castaño, VIA Metropolitan Transit
- Marco Barros, Bluffview Resident
- Karen Bishop, San Antonio River Authority
- Libby Day, Shearer Hills / Ridgeview Neighborhood Assoc.
- Fr. Simon Dawood, St. Demiana Church
- Jeff Fair, SA Chamber of Commerce
- Ryan Hall, Aviation Department
- Josh Heiss, Aviation Department
- Stephen McGuire, Walkers Ranch Neighborhood
- Pam Peck, Tanglewood Resident
- Ileana Sandoval, Council District 9
- Donna Thompson, Arboretum Neighborhood Association / Bluffview

PROJECT STAFF:

- Jacob Howard, City of San Antonio Planning Department (Project Manager)
- Jay Renkens, Principle MIG
- Krystin Ramirez, Project Manager MIG
- Carissa Cox, Mosaic
- Channary Gould, City of San Antonio Planning Department
- Gretchen Roufs - AMS



MEETING OBJECTIVES

The purpose of Planning Team Meeting five was to discuss the plan recommendations Economic Development and Jobs, Housing, and Land Use for the sub-area, as well as discuss potential changes to the Land Use map that were based on an edited version presented at Community Meeting #2 held on November 3rd at the Walker Ranch Senior Center.

MEETING AGENDA

- Introductions
- Review Edits to the Vision & Goals
- Community Meeting #2 Summary
- Housing Recommendations
- Economic Development Recommendations
- Land Use
 - Land Use Map
 - Discuss Draft Recommendations
- Next Steps

1. INTRODUCTIONS

Project Staff was introduced, including Matt Prosser with EPS (Economic Planning Systems), who presented Economic Development and Jobs Recommendations, Housing Recommendations, and Case Studies, and Carissa Cox with Mosaic Planning who presented Land Use Recommendations. Jacob Howard, Project Manager, presented edits to the Land Use Map.



2. REVIEW EDITS TO VISION AND GOALS

Based on suggestions and comments from the Planning Team and Community Members, staff made two edits to the plans Vision Statement and two edits to the plans goals (one edit to Goal #1 and one edit to Goal #2). Below, is the edited version of the Vision and Goals. Added text are shown in underlined in red, and removed text show struck through:

Vision:

The Greater Airport Area Regional Center is a successful employment center with a variety of small and large businesses, including shops, restaurants, and entertainment venues, that serve the area's diverse and safe, neighborhoods, the City, and are compatible with Airport operations.

The area develops sustainably, Residents and visitors enjoy a well-distributed and maintained parks, open space, and trail system, in addition to complete streets with safe ~~comfortable~~ and connected pedestrian, bicycle and transit options.

Goals:

1. Create safe and vibrant destinations with a diversity of strategically located and high-quality housing, employment, and mixed-use developments that respects existing neighborhoods, avoid conflict with, and support the Airport.
2. Improve existing streets and create new connections that are truly multimodal, aesthetically pleasing and provide sustainable stormwater benefits.
3. Increase equitable access to parks, open space, and trails and recreational amenities throughout the Regional Center.
4. Address safety concerns and barriers created by transportation infrastructure of all types throughout the Regional Center.
5. Improve comfort, safety and aesthetics throughout the Regional Center with trees, other urban greening, and integration of sustainable infrastructure.
6. Enhance transit connections to amenities within the Greater Airport Regional Center, to Downtown, and to other Regional Centers in and outside of San Antonio for residents, employees and visitors.
7. Promote quality infill development and redevelopment within neighborhoods and commercial areas that are compatible with existing homes and provides more housing options for existing and new residents.

The screenshot shows a Zoom meeting interface. On the left, a presentation slide titled "Draft Vision" is displayed. The slide text reads: "The Greater Airport Area Regional Center is a successful employment center with a variety of small and large businesses, including shops, restaurants, and entertainment venues, that serve the area's diverse and safe, neighborhoods, the City, and are compatible with Airport operations. The area develops sustainably, Residents and visitors enjoy a well-distributed and maintained parks, open space, and trail system, in addition to complete streets with safe ~~comfortable~~ and connected pedestrian, bicycle and transit options." On the right, a grid of participant video feeds is visible. The participants listed include Karen Bishop, S..., Channary Goul..., Karen Estep, SA River Auth..., Channary Gould (Crisa Plann..., Stephen's iPhone, Stephen's iPhone, Libby Day, Pam Peck, Brenda Crawford, Ilana Sandoval..., Christina Castano, Joshua Heiss, Samantha Wick..., DonnaDonna Th..., and Gretchen Roufs. The bottom of the screen shows a status bar with "Recording" and "A participant has enabled Closed Captioning. 2. Who can see this transcript? Recording on".



3. OPEN HOUSE #2 SUMMARY

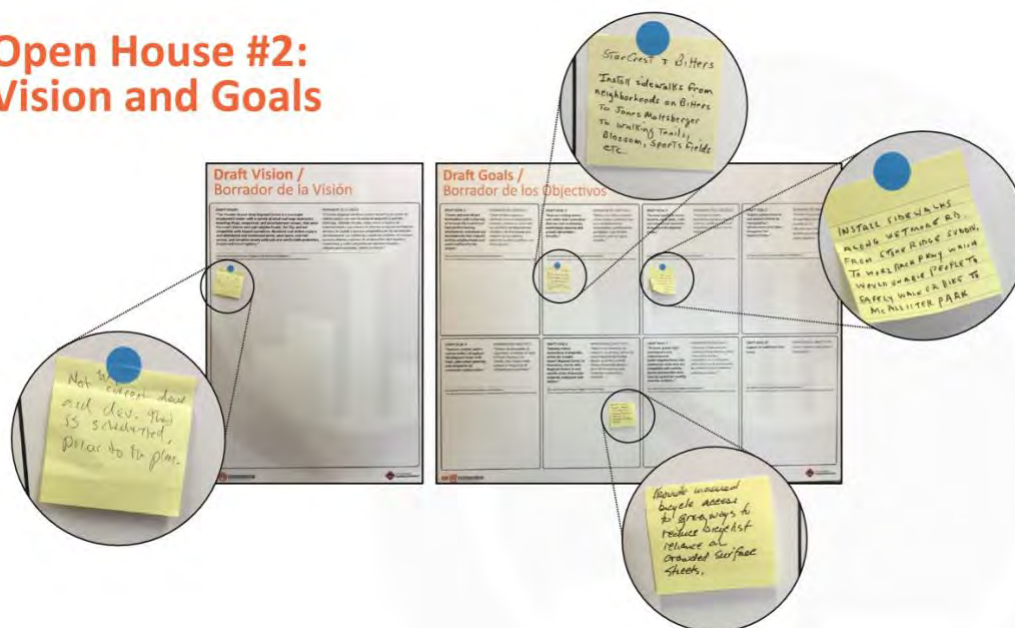
The Second Community meeting was held on November 3rd 2022 as an Open House. Topics covered at the Open House included The Vision and Goals for the Plan, Focus Areas, Land Use, and Economic Development and Jobs, and Housing. The Following is a brief summary, by topic, of information collected at the Open House.

- **VISION AND GOALS**

The Draft Vision Statement and seven Goals of the plan were presented on posters, where meeting participants could review and use a sticky note to suggest changes, additionally an eighth spot was included where participants could suggest a new goal to be considered for addition. A total of four sticky notes were left. One note was left for each the Vision Statement, and Goals #2, #3, and #5.

1. Note for Vision Statement: "Not happen to current dev. and dev. that is scheduled prior to the plan."
2. Note for Goal #2: "StarCrest + Bitters Install Sidewalks from neighborhoods on Bitters to Jones Maltsberger to Walking Trails, Blossom, Sports Fields etc."
3. Note for Goal #3: "Install sidewalks along Wetmore Rd. from Stoneridge subdiv. to Wurzbach Pkwy which would enable people to safely walk or bike to McAllister park."
4. Note for Goal #4: "Provide unceased [?] bicycle access to greenway to reduce bicyclist reliance on crowded surface streets."

Open House #2: Vision and Goals



- **FOCUS AREAS**

Eight Proposed Focus Areas were presented at the Open House. Large aerials of each site were placed on tables and meeting participants were able to use sticky notes to suggest ideas for the future of the area or leave general comments. Because Focus Areas are not an agenda item for Planning Team Meeting 5, a full summary of feedback was not presented. Focus Areas will be covered during Planning Team Meeting #7. Refer to the Open House Summary on the Project Website's Document Library for a complete description.

Open House #2: Focus Areas



- **LAND USE**

The Initial Land Use map (that reflects current adopted land use, zoning, and existing development patterns) and a “Working Draft,” (that reflect changes made to Land Use based on prior community comments, Planning Team feedback, and direction from the SA Tomorrow Comprehensive Plan) were presented at the Open House. Further, maps breaking each of the five Land Use categories (Residential, Commercial, Industrial, Mixed-use, City/State/Federal, and Parks/Open Space) were exhibited with explanations for each of these designations.

Participants were able to leave sticky notes suggesting changes or comments about land Use designation on a map of the Working Draft. A total of three comments were left by participants: 1. A note suggesting a park at the intersection of W. Rhapsody Dr. and Warfield St, 2. a note suggesting a park ne Morning Ct., 3. a note suggesting a new Focus Area at Blossom Park Athletic center, 4. a note saying there is speeding on Fantasia to get to San Pedro, 5. a note to show Wurzbach Parkway on the map (which is not currently platted.)

Open House #2: Land Use



5. HOUSING RECCOMENDATIONS

Following a brief summary of the Open House, Matt Prosser with Economic Planning Systems (EPS) presented a review of Housing Information followed by four draft housing recommendations for discussion with the Planning Team.

- **Review of Housing in the Area**

The area is projected to add 3,500 new housing units between 2010 and 2040. Recent trends suggest the area is on pace to beat, and has added approximately 1,100 unit since 2010 to date. A summary of the housing allocation activity help in Planning Team meeting #3 was also presented. Key points included, to consider potential for allowing infill in Focus Area 1, 4, and 5, considering the flood plains, and leveraging demand for housing to contribute to the revitalization of retail areas.

- **Draft Housing Recommendations**

Recommendations in Sub-Area Plans are more specific that the Goals of the plan, and tied to a single topic, like housing. Latter in the Sub-area planning process, a set of strategies will be developed to show how each of the plans recommendation could be implemented.

The four draft Housing recommendations presented at Planning Team Meeting #5 are:

- *Attract housing products to the regional center that are missing and needed including senior housing, middle density housing options, and mixed-use residential options.*
- *Limit or restrict residential uses in areas impacted by airport operations and growth plan.*
- *Integrate housing as part of redevelopment of older commercial areas where appropriate.*
- *Ensure for transitions and buffers from higher intensity uses next to single family neighborhoods.*

- **Planning Team Comments**

Planning Team members highlighted the plan's potential role in steering housing away for areas that where noise complaints are prevalent and in managing development over multiple decades to transition development patterns to be compatible uses the Airport. Planning Team members voiced support for the integration of housing in existing commercial area as a way to provide a transition between regional commercial and single-unit residential areas. Encouraging green space in commercial areas where housing may be included was pointed out as a way to improve quality of life in these sites, and as an edit to the recommendation. A suggestion to add explicitly to the recommendations that housing be allowed and encourage near transit stations was also made.

The screenshot shows a Zoom meeting interface. On the left, a presentation slide titled "Housing Issues and Opportunities" is displayed. The slide content includes:

- Challenges:**
 - Transition from higher intensity commercial/mixed use areas to single family neighborhoods
 - Limitations on where housing can go due to safety restrictions in plane/runway paths
- 1. What existing housing is an asset in the Greater Airport Area?**
- 2. What housing types are we missing in the Greater Airport Area?**
- 3. What housing challenges do we face in the Greater Airport Area?**
- What desired housing types are most appropriate for the area? Where would we like to see them?**

On the right side of the screen, there is a grid of participant video feeds. The participants listed include: Channary Goul..., Carissa Cox, Jay Renkens | M..., Stephen's iPhone, Pam Peck, Brenda Crawford, Fc Simon Darnold, Ilana Sandoval..., Christina Castano, Joshua Helms, Samantha Wick..., Neela Sandoval, Christina Castano, Joshua Helms, Samantha Wick..., DonnaDonna Th..., Gretchen Roufs, Karen Bishop, S..., Bryan Hummel, and Karen Bishop, SA River Auto....

6. ECONOMIC DEVELOPMENT AND JOBS RECCOMENDATIONS

Similarly, to housing, a review of Economic Development and Jobs in the area was presented followed by a set draft set of recommendations

- **Review of Housing in the Area:** The area is projected to add 39,400 new housing units between 2010 and 2040. Recent trends suggest the area is on pace to beat, and has added approximately 13,130 unit since 2010 to date. A summary of the Jobs allocation activity held in Planning Team Meeting #3 was also presented.
- **Draft Housing Recommendations**
Recommendations in Sub-area Plans are more specific that the Goals of the plan, and tied to a single topic, like housing. Latter in the Sub-Area planning process a set of strategies will be developed to show how each of the plans recommendation could be implemented.

The five draft Housing recommendations presented at Planning Team Meeting #5 are:

1. *Partner with property owners in the Loop 410/San Pedro Avenue area to grow the area as a live/work/play destination.*
2. *Encourage reinvestment and revitalization of older, outmoded commercial areas by allowing a greater variety of uses and use of other city revitalization tools.*
3. *Continue to attract airport related and support businesses.*
4. *Protect areas needed for airport expansion of operations from encroachment from new development and incompatible uses.*
5. *Work with San Antonio International Airport to develop an airport adjacent employment center underutilized land.*

- **Planning Team Comments**

Planning Team Members noted the importance of high-quality infrastructure, specifically sidewalks as an important way the City can support private investments in the area. Planning Team Members also noted that lighting and public art are important ways to achieve the recommendation to grow the area as a place to “play.” Aviation staff pointed out that the Airport’s proximity and access to Downtown, its convention spaces and hotels, are a unique feature that makes San Antonio competitive, and that uses that capitalize on the benefits of the Airport are not limited to adjacent sites. The Planning Team also noted a BRT from the Airport to the area and onto Downtown could have benefits to businesses in the area, and voiced support for the project.

Draft Economic Development Recommendations

- Partner with property owners in the Loop 410/San Pedro Avenue area to grow the area as a live/work/play destination
- Encourage reinvestment and revitalization of older, outmoded commercial areas by allowing a greater variety of uses and use of other city revitalization tools
- Continue to attract airport related and support businesses
- Protect areas needed for airport expansion of operations from encroachment from new development and incompatible uses
- Work with San Antonio International Airport to develop an airport adjacent employment center underutilized land

Chat

reason for SAIA to seem from "alliances" are amazing!

Pam Peck to Everyone: It would be nice to add green areas to revitalization of older commercial areas. This attracts people.

Christina Castano to Everyone: may or may not be appropriate. art/arc/acad right under Loop 410. similar to areas near downtown (Sunset station/281).

Lilly Day to Everyone: great recommendation, Christina

Christina Castano to Everyone: along Brenda's recommendation, would love to have a franchised pedestrian access from Transit Center to the Mall.

Bryan Hummel to Everyone: shop small at the mall. I like the rhyme, but it may not be the best message for a retail outlet. If we could find a way to rhyme with shop local, as this might be a better message.

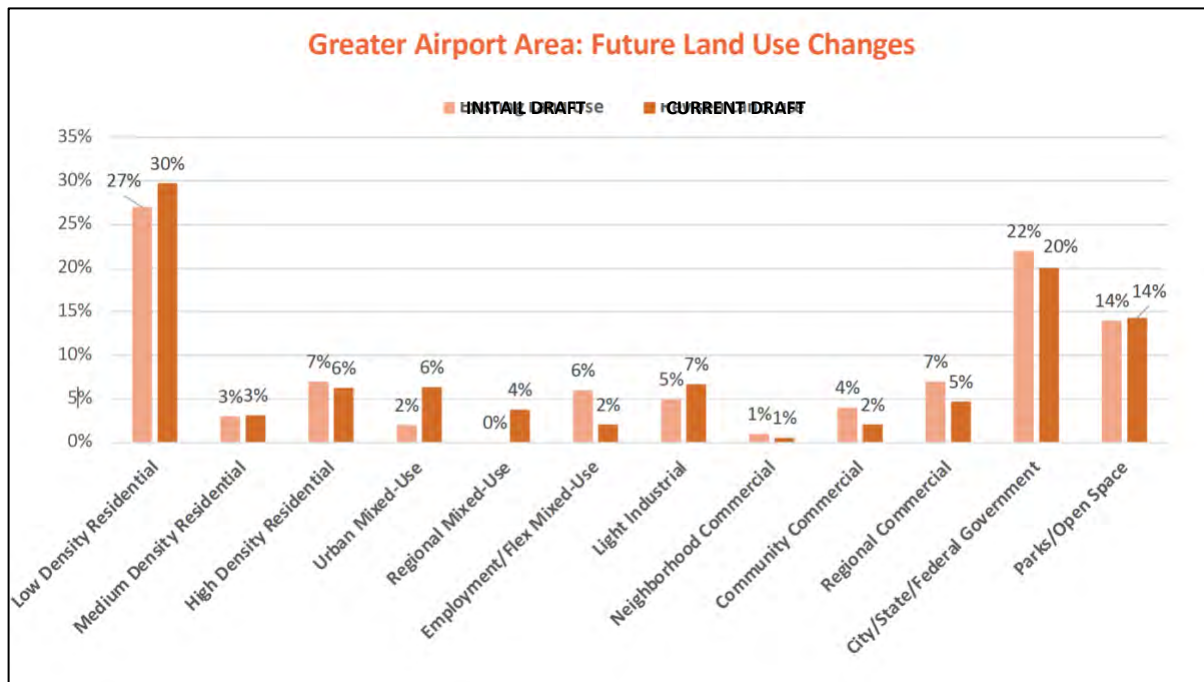


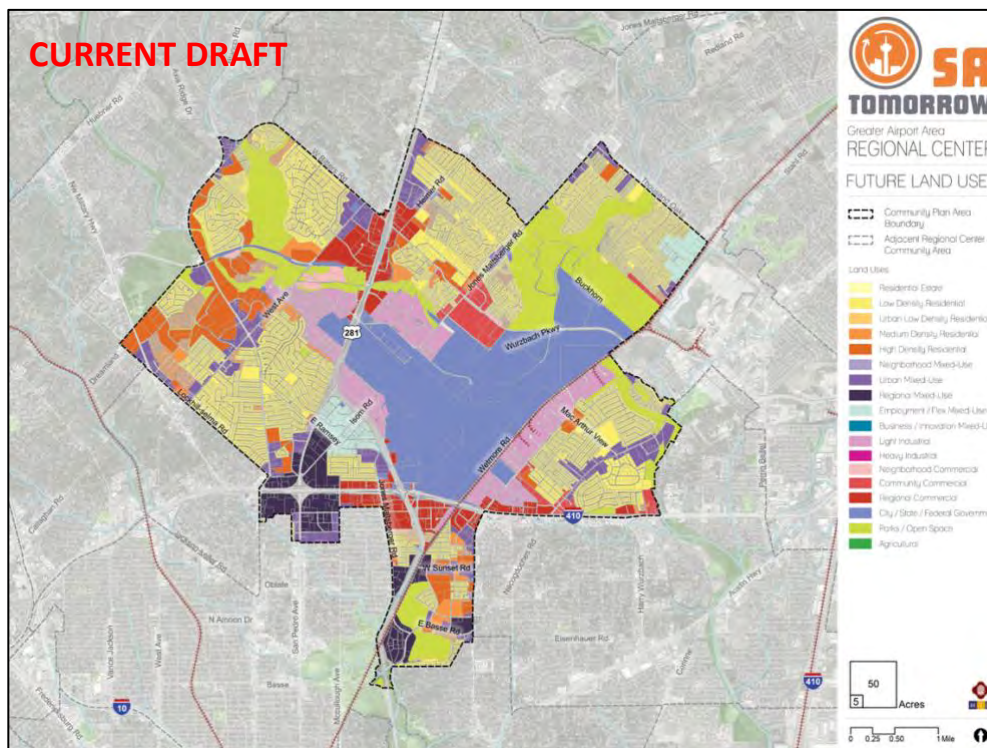
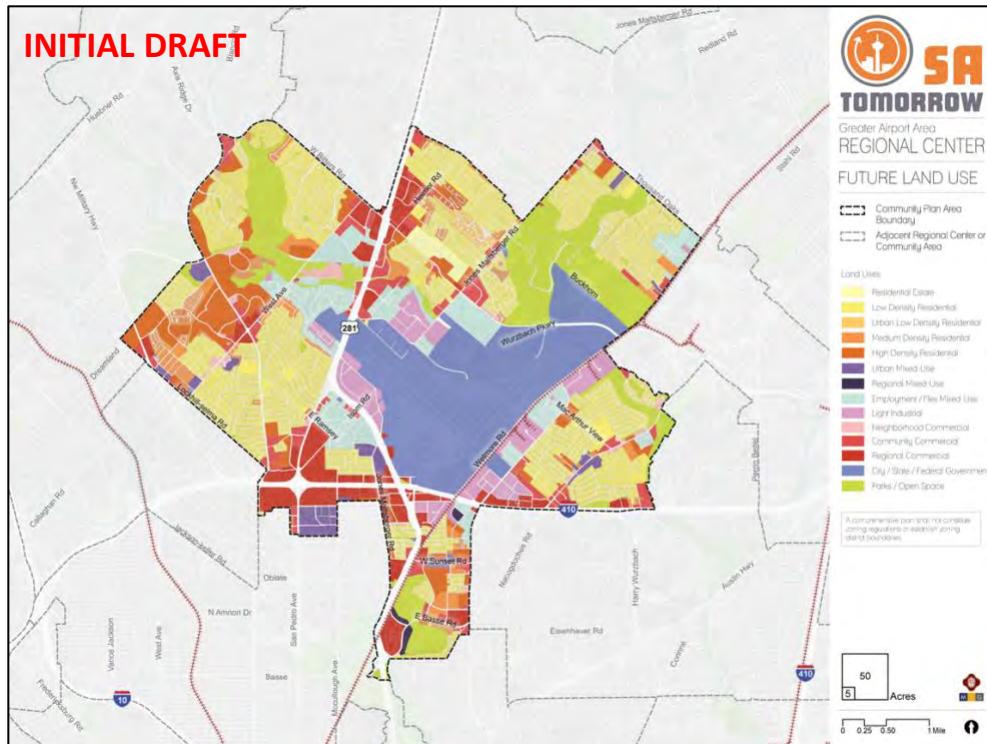
7. LAND USE

In addition to a set of Recommendations for Land Use, a series of proposed changes to the Land Use Map were presented to the Planning Team by bar chart and by comparison of the Initial Draft of the Map and the Current Draft.

- **Review of Land Use Designations in the Area:**

In general, changes in the Land Use Map represent an increase in the amount land designated mixed-use, a decrease in the amount of land designated exclusively for commercial use, an increase in land designated for light industrial use – specifically to minimize inappropriate uses, like housing, on sites near the Airport. Fewer changes are made in areas designated for residential, government, and parks open space, the three most common designations in the sub-area. Below is the Bar Chart that identifies changes by select Land Use designations. The Initial Draft and Current Draft of Land Use Map are on the next page.





- **Land Use Recommendation**

Along with the changes in Land Use designation reflected in the bar chart and the Land Map, a set of seven Land Use Recommendations were presented to the Planning Team for discussion.

The seven draft Land Use recommendations presented at Planning Team Meeting #5 are:

1. *Protect the stability and character of existing neighborhoods by utilizing transitional land uses on neighboring properties. This could include neighborhood commercial, neighborhood mixed-use or medium density residential uses.*
2. *Utilize site design modifications to minimize the negative impact where new uses create conflict with existing neighborhoods. This could include (but shouldn't be limited to) exaggerated buffers or setbacks, dark sky lighting practices, full screening of parking areas, and/or building height restrictions.*
3. *Encourage the development of smaller-scale, locally-serving park facilities, in addition to the regional-scale parks already developed in this regional center.*
4. *Promote safety and minimize conflict in uses by limiting residential development within flight paths.*
5. *Facilitate long term economic success of the airport by encouraging supporting and compatible uses on properties in close proximity to the airport. This should include industrial uses on adjoining properties and high intensity office and commercial uses in close proximity.*
6. *Encourage higher density residential and commercial activity near key transit hubs.*
7. *Encourage mixed-use expressions where and when commercial properties redevelop.*

- **Planning Team Comments**

Impervious cover was discussed with the Planning Team, with general support for addressing storm water run-off voiced by Planning Team Members. Flooding in neighborhoods south of the Commercial Areas with large parking lots was identified as an ongoing issue for neighborhoods. An opportunity for high-quality hotel space in the area that could accommodate flight crews was identified as needed in the area. Entertainment Uses were pointed out as an existing asset to be built on in the areas around 281 and Bitters.



8. Next Steps:

- **Planning Team Meeting #6: Mobility**
Thursday February 9th, 2023 from 2:00 PM to 4:00 PM
- **Planning Team Meeting #7: Focus Areas**
Thursday March 9th, 2023 from 2:00 PM to 4:00 PM
- **Digital Design Charrette**
TBD, March of 2023

Project Manager: Jacob Howard, City of San Antonio Planning Department

Email: jacob.howard@sanantonio.gov

Phone: (210) 207-5441





Greater Airport Area Regional Center Planning Team Meeting #5

Thursday, December 8, 2022

Zoom

2:00 – 4:00 PM



Cambridge Systematics, Inc.
Bowtie
Economic & Planning Systems, Inc.
Auxiliary Marketing Services
Mosaic Planning and Development Services
SJPA

Greater Airport Area Project Team

- **City of San Antonio, Planning Department**
 - Jacob Howard, Project Manager
- **MIG**
 - Jay Renkens, Principal
 - Krystin Ramirez, Project Manager
- **Economic & Planning Systems (EPS)**
 - Matt Prosser, Executive Vice President
- **Mosaic**
 - Carissa Cox, Principal Planner



Timeline of Meetings



Meeting Objectives

- Vision & Goals
- Overview of Open House #2
- Housing Discussion & Recommendations
- Economic Discussion & Development Recommendations
- Case Studies
- Review Future Land Use Map
- Land Use Map & Recommendations



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Vision & Goals

Draft Vision

The Greater Airport Area Regional Center is a successful employment center with a variety of small and large businesses, including shops, restaurants, and entertainment venues, that serve the area's diverse and safe, neighborhoods, the City, and are compatible with Airport operations. The area develops sustainably, Residents and visitors enjoy a well-distributed and maintained parks, open space, and trail system, in addition to complete streets with safe ~~comfortable~~ and connected pedestrian, bicycle and transit options.

Draft Goals (1/2)

1. *Create safe and vibrant destinations with a diversity of strategically located and high-quality housing, employment, and mixed-use developments that respects existing neighborhoods, avoid conflict with, and support the Airport.*
2. *Improve existing streets and create new connections that are truly multimodal, aesthetically pleasing and provide sustainable stormwater benefits.*
3. *Increase equitable access to parks, open space, and trails and recreational amenities throughout the Regional Center.*
4. *Address safety concerns and barriers created by transportation infrastructure of all types throughout the Regional Center.*

Draft Goals (2/2)

5. *Improve comfort, safety and aesthetics throughout the Regional Center with trees, other urban greening, and integration of sustainable infrastructure.*
6. *Enhance transit connections to amenities within the Greater Airport Regional Center, to Downtown, and to other Regional Centers in and outside of San Antonio for residents, employees and visitors.*
7. *Promote quality infill development and redevelopment within neighborhoods and commercial areas that are compatible with existing homes and provides more housing options for existing and new residents.*

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Overview of Community Meeting #2



Open House #2: Vision and Goals

Draft Vision / Borrador de la Visión

DRAFT VISION
"The Greater Airport Area Regional Center is a successful, vibrant center with a variety of small and large businesses, including shops, restaurants, and entertainment venues, that serve the needs of the community. The city and area are accessible with Airport operations. Residents and visitors enjoy a well-distributed and well-served area, with easy access to transit, and complete streets with safe and comfortable pedestrian, bicycle and transit options."

BORRADOR DE LA VISIÓN
"El Centro Regional del Área Greater Airport es un centro de negocios exitoso que una variedad de pequeños y grandes comercios, incluyendo tiendas, restaurantes y lugares de entretenimiento, que sirven las necesidades de la comunidad y del área. El diseño es accesible con las operaciones del Aeropuerto. Los residentes y visitantes disfrutan de un área bien distribuida y bien servida, con acceso fácil al transporte, y calles completas que ofrecen opciones de transporte para peatones, bicicletas y tránsito."

Draft Goals / Borrador de los Objetivos

DRAFT GOAL 1 "Create safe and vibrant destinations with a diversity of small and large businesses, including shops, restaurants, and entertainment venues, that serve the needs of the community. The city and area are accessible with Airport operations. Residents and visitors enjoy a well-distributed and well-served area, with easy access to transit, and complete streets with safe and comfortable pedestrian, bicycle and transit options."	BORRADOR DEL OBJETIVO 1 "Crear destinos seguros y vibrantes con una diversidad de pequeños y grandes negocios, incluyendo tiendas, restaurantes y lugares de entretenimiento, que sirven las necesidades de la comunidad y del área. El diseño es accesible con las operaciones del Aeropuerto. Los residentes y visitantes disfrutan de un área bien distribuida y bien servida, con acceso fácil al transporte, y calles completas que ofrecen opciones de transporte para peatones, bicicletas y tránsito."	DRAFT GOAL 2 "Improve existing streets and create new connections to the airport area, including transit, bicycle, and pedestrian options, to provide safe and comfortable travel for all users."	BORRADOR DEL OBJETIVO 2 "Mejorar las calles existentes y crear nuevas conexiones al área del aeropuerto, incluyendo opciones de transporte para peatones, bicicletas y tránsito, para proporcionar un viaje seguro y cómodo para todos los usuarios."	DRAFT GOAL 3 "Improve existing streets and create new connections to the airport area, including transit, bicycle, and pedestrian options, to provide safe and comfortable travel for all users."	BORRADOR DEL OBJETIVO 3 "Mejorar las calles existentes y crear nuevas conexiones al área del aeropuerto, incluyendo opciones de transporte para peatones, bicicletas y tránsito, para proporcionar un viaje seguro y cómodo para todos los usuarios."	DRAFT GOAL 4 "Improve existing streets and create new connections to the airport area, including transit, bicycle, and pedestrian options, to provide safe and comfortable travel for all users."	BORRADOR DEL OBJETIVO 4 "Mejorar las calles existentes y crear nuevas conexiones al área del aeropuerto, incluyendo opciones de transporte para peatones, bicicletas y tránsito, para proporcionar un viaje seguro y cómodo para todos los usuarios."
DRAFT GOAL 5 "Improve existing streets and create new connections to the airport area, including transit, bicycle, and pedestrian options, to provide safe and comfortable travel for all users."	BORRADOR DEL OBJETIVO 5 "Mejorar las calles existentes y crear nuevas conexiones al área del aeropuerto, incluyendo opciones de transporte para peatones, bicicletas y tránsito, para proporcionar un viaje seguro y cómodo para todos los usuarios."	DRAFT GOAL 6 "Improve existing streets and create new connections to the airport area, including transit, bicycle, and pedestrian options, to provide safe and comfortable travel for all users."	BORRADOR DEL OBJETIVO 6 "Mejorar las calles existentes y crear nuevas conexiones al área del aeropuerto, incluyendo opciones de transporte para peatones, bicicletas y tránsito, para proporcionar un viaje seguro y cómodo para todos los usuarios."	DRAFT GOAL 7 "Improve existing streets and create new connections to the airport area, including transit, bicycle, and pedestrian options, to provide safe and comfortable travel for all users."	BORRADOR DEL OBJETIVO 7 "Mejorar las calles existentes y crear nuevas conexiones al área del aeropuerto, incluyendo opciones de transporte para peatones, bicicletas y tránsito, para proporcionar un viaje seguro y cómodo para todos los usuarios."	DRAFT GOAL 8 "Improve existing streets and create new connections to the airport area, including transit, bicycle, and pedestrian options, to provide safe and comfortable travel for all users."	BORRADOR DEL OBJETIVO 8 "Mejorar las calles existentes y crear nuevas conexiones al área del aeropuerto, incluyendo opciones de transporte para peatones, bicicletas y tránsito, para proporcionar un viaje seguro y cómodo para todos los usuarios."

StarCrest + Bitters
Install sidewalks from neighborhoods on Bitters To Jones Maltzberger To Walking Trails, Blossom, Sports Fields etc.

INSTALL SIDEWALKS ALONG WETMORE RD. FROM STINE RIDGE SUBDIV. TO WY2 RAMP PKWY WHICH WOULD ENABLE PEOPLE TO SAFELY WALK OR BIKE TO McALLISTER PARK

Not in current phase and dev. map is scheduled, prior to the plan.

Provide increased bicycle access to greenways to reduce bicyclist reliance on crowded surface streets,

Open House #2: Focus Areas



Open House #2: Land Use



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Housing Recommendations



Factors for Greater Airport Area

Regional Center Growth Goals:

**60% of Jobs
(forecast is 50%)**

20% of Housing Units

50% of Multifamily Units



Household Growth | 2010-2040

3,500 new housing units

117 new units per year



Employment Growth | 2010-2040

39,400 new jobs

1,313 jobs per year



New Housing Development

Approx. 1,100 total units since 2010

including 400 apartment units



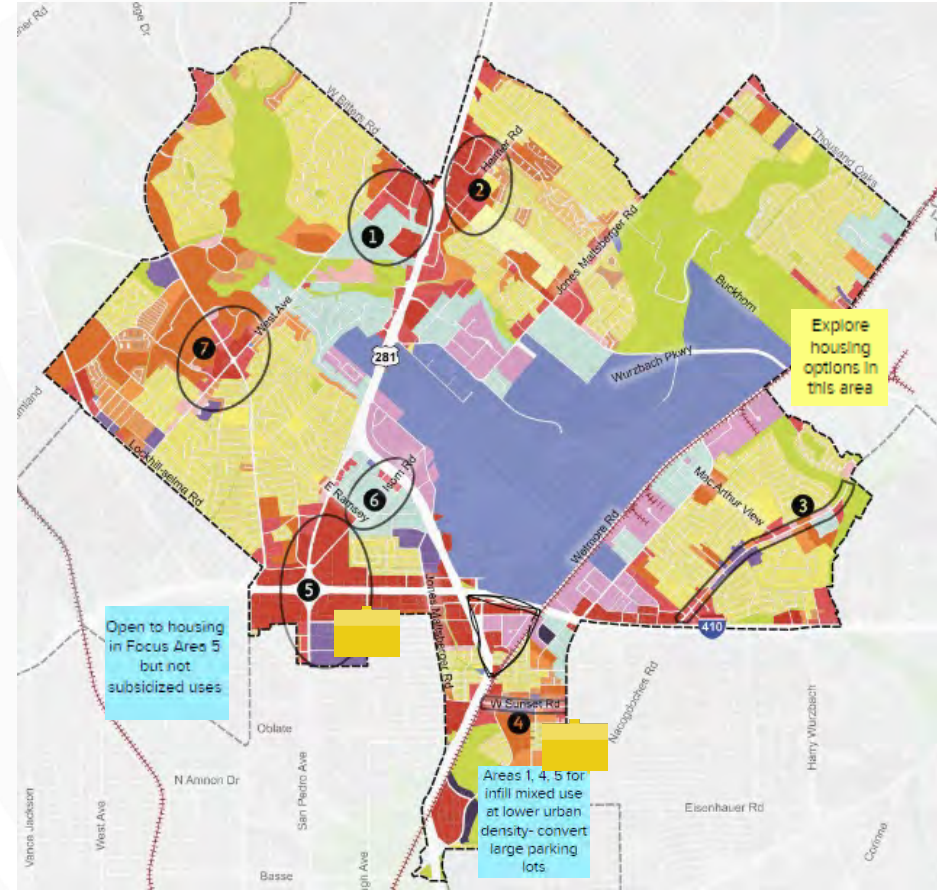
New Employment since 2010

16,028 new jobs (US Census LEHD 2010 to 2019)

Approx. 1,780 jobs per year

Summary of Housing Allocation Activity

1. Explore potential for allowing infill housing in Focus Areas 1, 4, and 5.
2. Be sure to consider impacts of flood plain on potential areas of change
3. Potential for housing as part of redevelopment of blighted shopping centers as long as its contributing to revitalization of retail



* Icons only enlarged for visibility in presentation

Housing Issues and Opportunities

Challenges:

- Transition from higher intensity commercial/mixed use areas to single family neighborhoods
- Limitations on where housing can go due to safety restrictions in plane/runway paths

1. What existing housing is an asset in the Greater Airport Area?

Existing single family homes an asset

Protect homeownership, esp older homes like in Harmony Hills, provides stability for all; Mixed use area out mostly single family

Protect homeownership, prevent high-rise development where not appropriate

2. What housing types are we missing in the Greater Airport Area?

Senior housing, including to help professionals working + caring for parents

Urban Low Density Residential - Specifically duplexes, townhomes, triplexes

More mixed use (office, retail, apts.), model is new dev. at Broadway & Besse across from Lincoln Heights

3. What housing challenges do we face in the Greater Airport Area?

A lot of work to do in adding sidewalks in residential areas; we are missing many sidewalks, making slow progress every 5 years w/ City bond-funded projects

Upkeep of housing over the years, e.g., areas near McAllister Park which have shifting land

Water flow and flooding prevention, especially after heavy rain events

Keep adding more access to parks for residential areas. We are lucky to have city parks all around, need better parking for walking trails.

What desired housing types are most appropriate for the area? Where would we like to see them?

Urban Low Density Residential - Including townhomes

Mixed use with apts., office, retail, not in existing single-family areas

Housing Issues and Opportunities

Opportunities:

- Opportunity to continue recent infill housing development in the area
- More middle density options
- Need for senior housing

1. What existing housing is an asset in the Greater Airport Area?

Existing single family homes an asset

Protect homeownership, esp older homes like in Harmony Hills, provides stability for all; Mixed use area out mostly single family

Protect homeownership, prevent high-rise development where not appropriate

2. What housing types are we missing in the Greater Airport Area?

Senior housing, including to help professionals working + caring for parents

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Keep adding more access to parks for residential areas. We are lucky to have city parks all around, need better parking for walking trails.

What desired housing types are most appropriate for the area?

Where would we like to see them?

Urban Low Density Residential - Including townhomes

Mixed use with apts., office, retail, not in existing single-family areas

Draft Housing Recommendations

- Attract housing products to the regional center that are **missing** and **needed** including **senior housing, middle density housing options,** and **mixed-use residential options**
- **Limit or restrict residential uses in areas** impacted by airport operations and growth plans
- Integrate housing as part of **redevelopment of older commercial areas** where appropriate
- Ensure for **transitions** and **buffers** from higher intensity uses next to single family neighborhoods

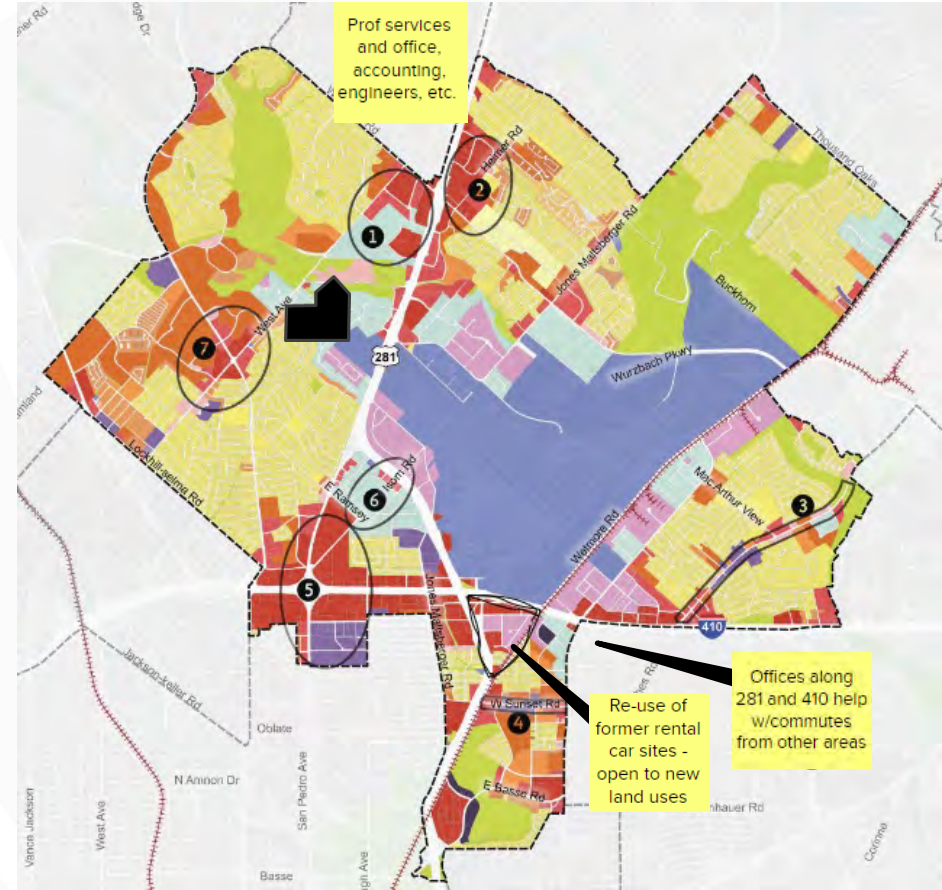
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Economic Development
Recommendations



Summary of Employment Allocation Activity

1. Office and flex industrial uses north and west of airport along 281 due to flight path limitations
2. Opportunity to reuse older rental car lots south of the airport
3. Older commercial areas need to be re-positioned or re-used



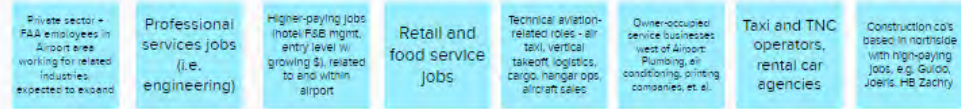
* Icons only enlarged for visibility in presentation

Economic Issues and Opportunities

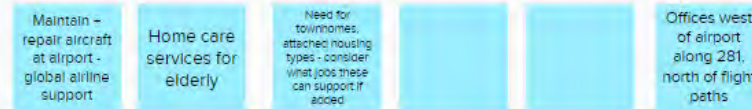
Challenges:

- Maintaining opportunities for growth of the airport
- Limited land for development
- Complexity of redevelopment
- Transportation infrastructure to support growth and redevelopment

1. What existing job types are assets in the Greater Airport Area?



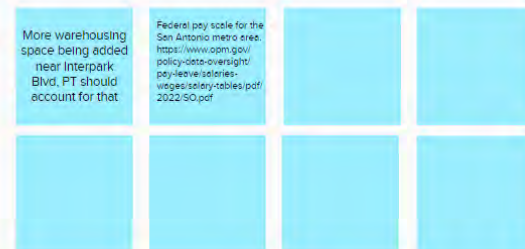
2. What job types are we missing in the Greater Airport Area?



3. What employment challenges do we face in the Greater Airport Area?



Additional comments



Economic Issues and Opportunities

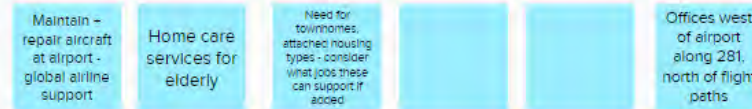
Opportunities:

- Variety of businesses can be attracted to the area due to central location
- New transit services to the area allow for more mixed-use
- Attraction and growth of businesses that want to be at or adjacent to airport

1. What existing job types are assets in the Greater Airport Area?



2. What job types are we missing in the Greater Airport Area?



3. What employment challenges do we face in the Greater Airport Area?



Additional comments



Case Study Matrix

The case study analysis revealed a few similar ingredients for the success of these projects and districts

BRAND

Brands are important to establish an identity, create cohesion, and market employment places. This is especially important for newer or less well-established places

ORGANIZATIONS/PARTNERSHIPS

Non-profit and public-private agencies support the creation and continued operation of employment places. These agencies include BIDs and Economic Development Corporations

ANCHOR INSTITUTIONS

Anchor institutions, such as universities and hospitals, need to be connected and integrated into the fabric and strategy of the place

URBAN DESIGN/PLANNING

Rezoning and design efforts allow for a more vibrant mix of land uses. Parks and transportation also help catalyze these places

TRANSPORTATION

Transit connectivity has been identified as one of the most important factors in the location decisions of firms and start-ups and is critical to the success of employment places

INVESTMENTS

Investments in parks and other amenities are important catalysts to help create identity and a sense of place in employment places

FINANCE/INCENTIVES

Improvement district tools like BIDs and TIF can help to finance capital projects as well as the operation and maintenance of the place

Components of an Economic Place

- Strengths
 - Superior transportation connectivity especially once Rapid Transit line complete
 - Commercial use and shopping destination
- Weaknesses
 - Lack of awareness of amount and types of employment around the airport that are not airport related

Brand:

No cohesive brand

Organizations:

North San Antonio Chamber of Commerce, Greater SATX

Anchor Institutions:

San Antonio International Airport, North Star Mall, Area Businesses

Urban Design/Planning:

No common approach

Transportation:

US 281, Loop I-410, Express bus services, airport, future BRT rapid transit

Finance/Incentives

City-wide incentives

Draft Economic Development Recommendations

- Partner with property owners in the Loop 410/San Pedro Avenue area to **grow the area as a live/work/play destination**
- Encourage **reinvestment** and **revitalization** of older, outmoded commercial areas by allowing a greater variety of uses and use of other city revitalization tools
- **Continue to attract** airport related and support businesses
- **Protect areas needed** for airport expansion of operations from **encroachment** from new development and incompatible uses
- Work with San Antonio International Airport to develop an **airport adjacent employment center** underutilized land

SA



TOMORROW

Case Studies



Aerotropolis Atlanta Alliance

- Public-private partnership formed in 2014 to improve competitiveness of area around Hartsfield-Jackson Atlanta International Airport
- Dedicated to planning and implementation of “Aerotropolis” blueprint
- Aerotropolis Atlanta Alliance is a membership organization that coordinates economic development efforts around the airport. Areas of focus include:
 - Special Projects
 - Economic Development
 - Education
 - Workforce Development



Brand:

Aerotropolis Atlanta

Organizations:

Airport, Aerotropolis Atlanta Alliance

Anchor Institutions:

Hartsfield-Jackson Atlanta International, Chik-Fil-A, Porsche Cars North America, Toto USA,

Urban Design/Planning:

Designated nodes of different activities (corporate city, airport city, logistics city);

Transportation:

Light-rail, mobility hubs, regional trails, Smart-Cities and ITS solutions, air freight and passenger services

Finance/Incentives

Membership organization, community improvement districts, incentives, land

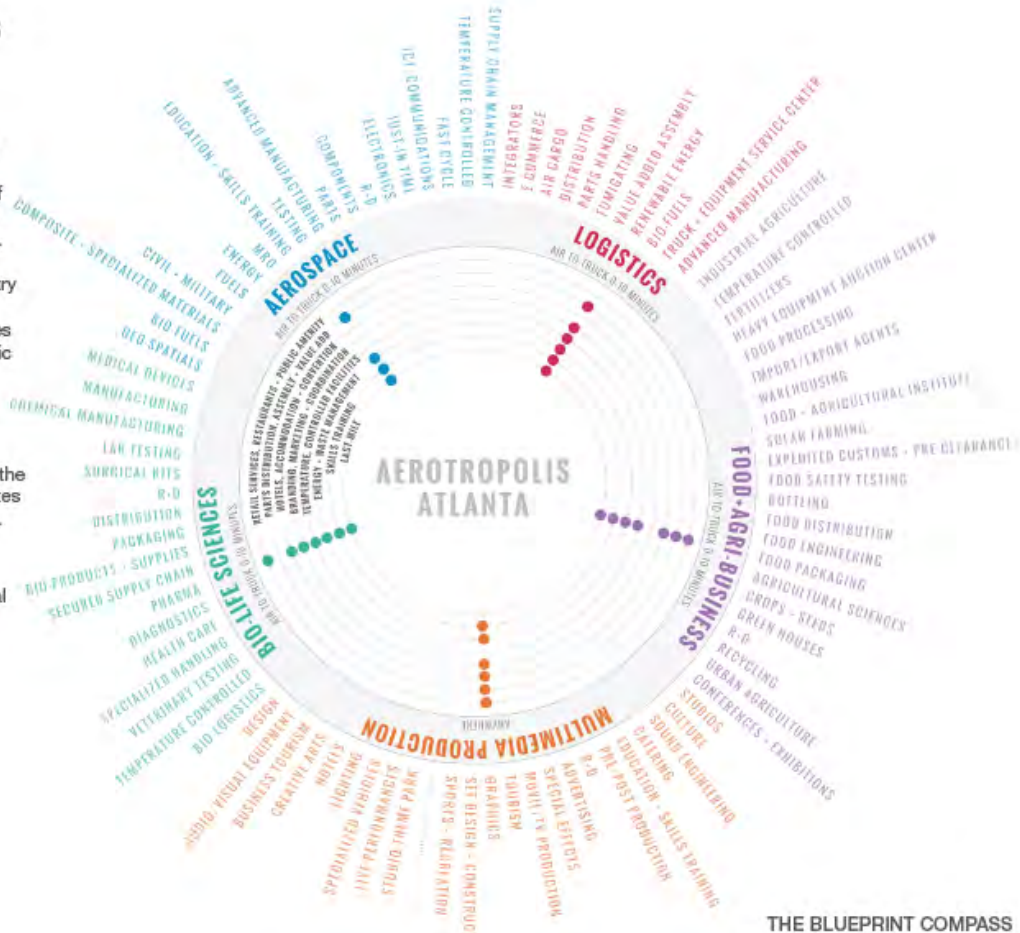
Aerotropolis Atlanta Alliance

RECOMMENDATIONS

TARGET INDUSTRIES - THE BLUEPRINT COMPASS

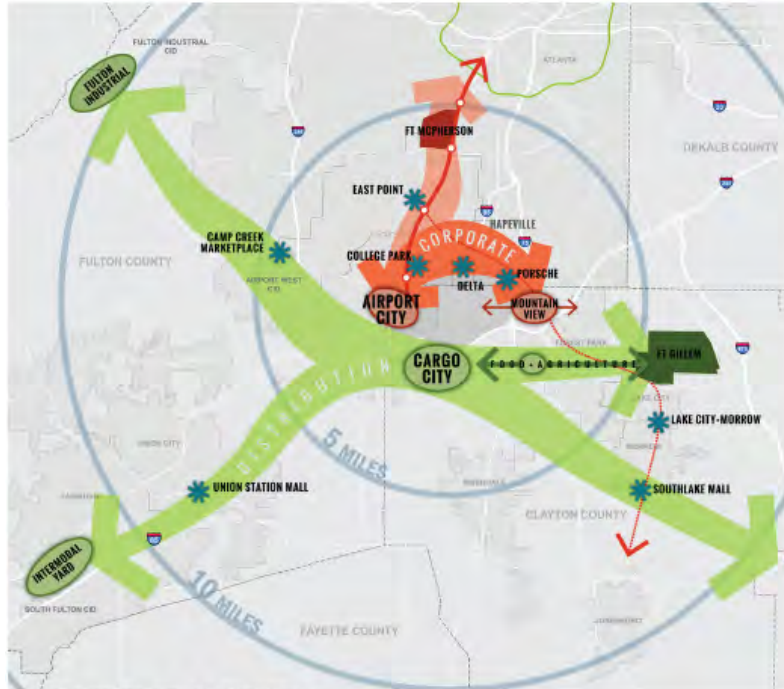
The Blueprint Compass is a tool developed during the process illustrating the shared interests of multiple stakeholders and target industries of Aerotropolis Atlanta.

- Guide the allocation of industry in Aerotropolis Atlanta and identify projects and initiatives that benefit multiple economic clusters and stakeholders.
- Connect multiple strategic goals and principles into a conceptual framework that fosters discussion, captures the imagination and communicates the vision of the Aerotropolis.
- Distill the complex into the comprehensible, in order to continually evolve the optimal competitive positioning of Aerotropolis Atlanta.



THE BLUEPRINT COMPASS

Aerotropolis Atlanta Alliance



THE AEROTROPOLIS ATLANTA CORE

- Corporate Crescent
- Distribution Corridors
- Transit Corridors
- Points of Interest
- Existing MARTA Rail
- Potential MARTA Expansion
- Atlanta BeltLine
- Municipalities
- County Lines

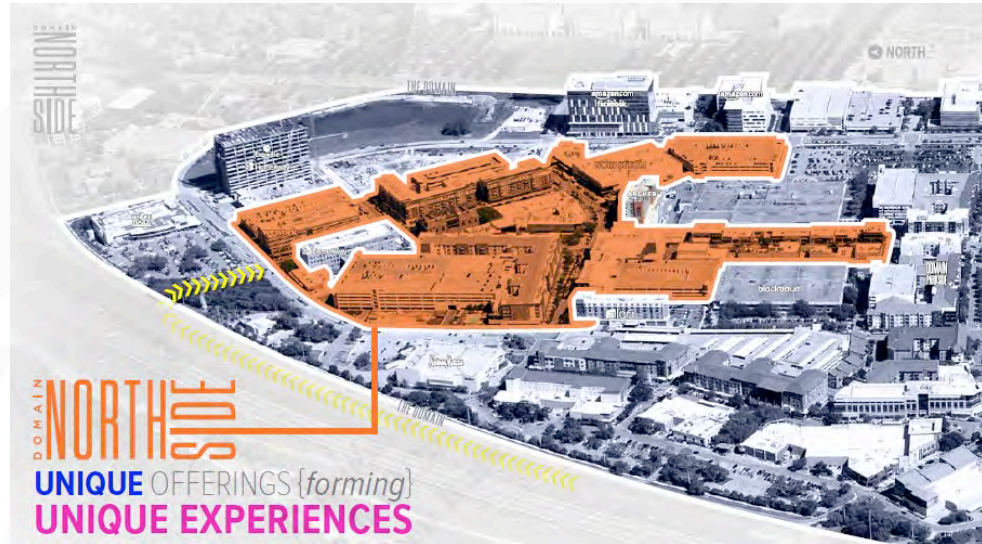
CATALYTIC PROJECTS				
				AIR CARGO HUB
				AEROSPACE HUB
				AEROSPACE PARTS DISTRIBUTION
				FAST CYCLE LOGISTICS/E-COMMERCE/VALUE ADD
				AUTOMOTIVE + EQUIPMENT PARTS DISTRIBUTION
				TRADE MART + EXHIBITION CENTER
				DESTINATION RETAIL OUTLET CENTER
				RESTAURANT CLUSTER
				BIO-LOGISTICS HUB + DISCOVERY PARK INCUBATOR
				MEDICAL TOURISM HUB
				DATA CENTER
				INCUBATOR HUB
				MEDIA PRODUCTION CREATIVE CLUSTER
				STUDIO CITY THEME PARK TOURIST ATTRACTION
				WATER PARK HOTEL
				SPORTS CITY TOURNAMENT + TRAINING CENTER
				AUTO MALL SHOWROOMS + BRAND GALLERIES
				ENERGY CITY - SOLAR POWER
				ENERGY CITY - WASTE TO ENERGY + BIO FUELS
				MARTA TOD INTENSIFICATION - COLLEGE PARK
				MARTA TOD INTENSIFICATION - EAST POINT
				MARTA TOD INTENSIFICATION - FORT MCPHERSON

CATALYTIC PROJECTS AND THEIR TIME-DISTANCE RELATIONSHIP WITHIN THE AEROTROPOLIS

- STRONG
- MODERATE
- 0-5 MIN
- 5-10 MIN
- 10-15 MIN
- 15+ MIN

Domain Northside

- The Domain is a large redevelopment of a former IBM facility and related flex/industrial space
- First phase was the Domain Mall, a 700,000 sf outdoor mall built by Simon Property group in 2003.
- **Domain Northside** is a mixed-use development next to the mall.
- **Domain Northside** features a mixture of retail, restaurants, entertainment, office, hotel, and multifamily uses supporting the adjacent mall



Domain Northside

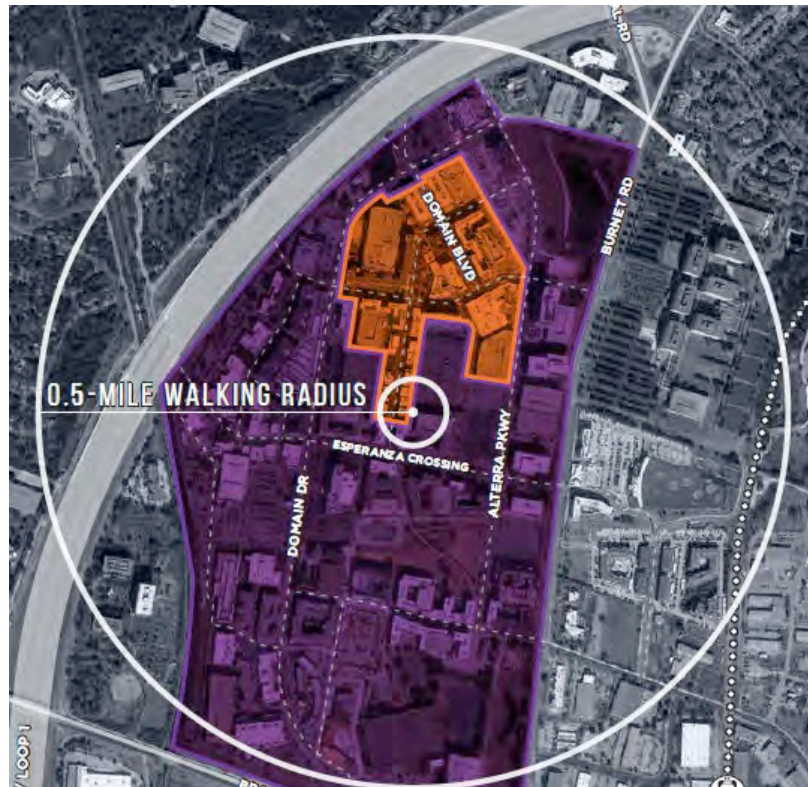


The Domain Master Plan

Existing	
Retail	700,000 sf
Residential	425 Units
Office	92,555 sf
Hotel	330 rooms

Existing	
Retail	525,000 sf
Residential	425 Units
Office	75,500 sf
Hotel	128 rooms

Domain Northside

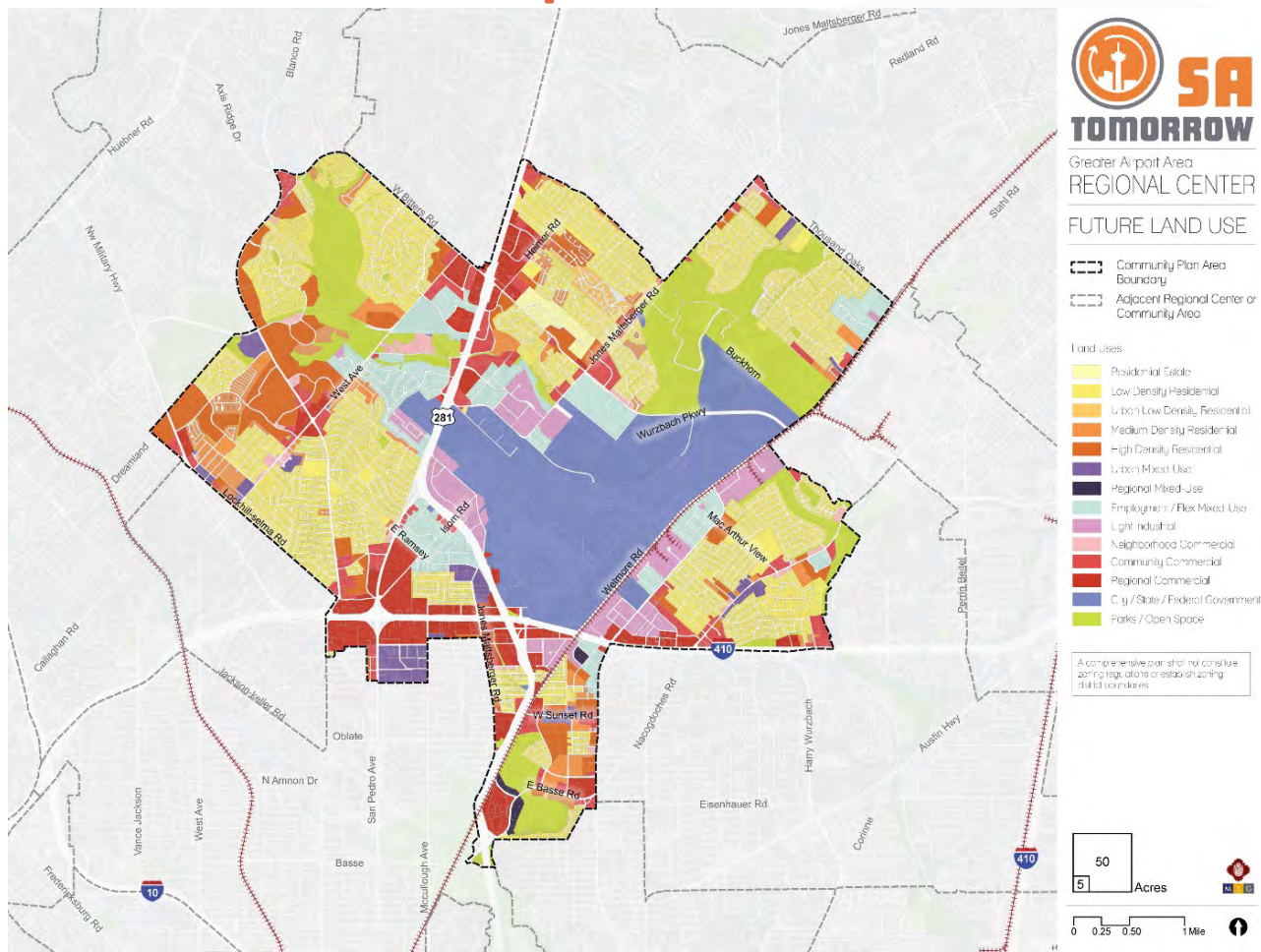


SA TOMORROW

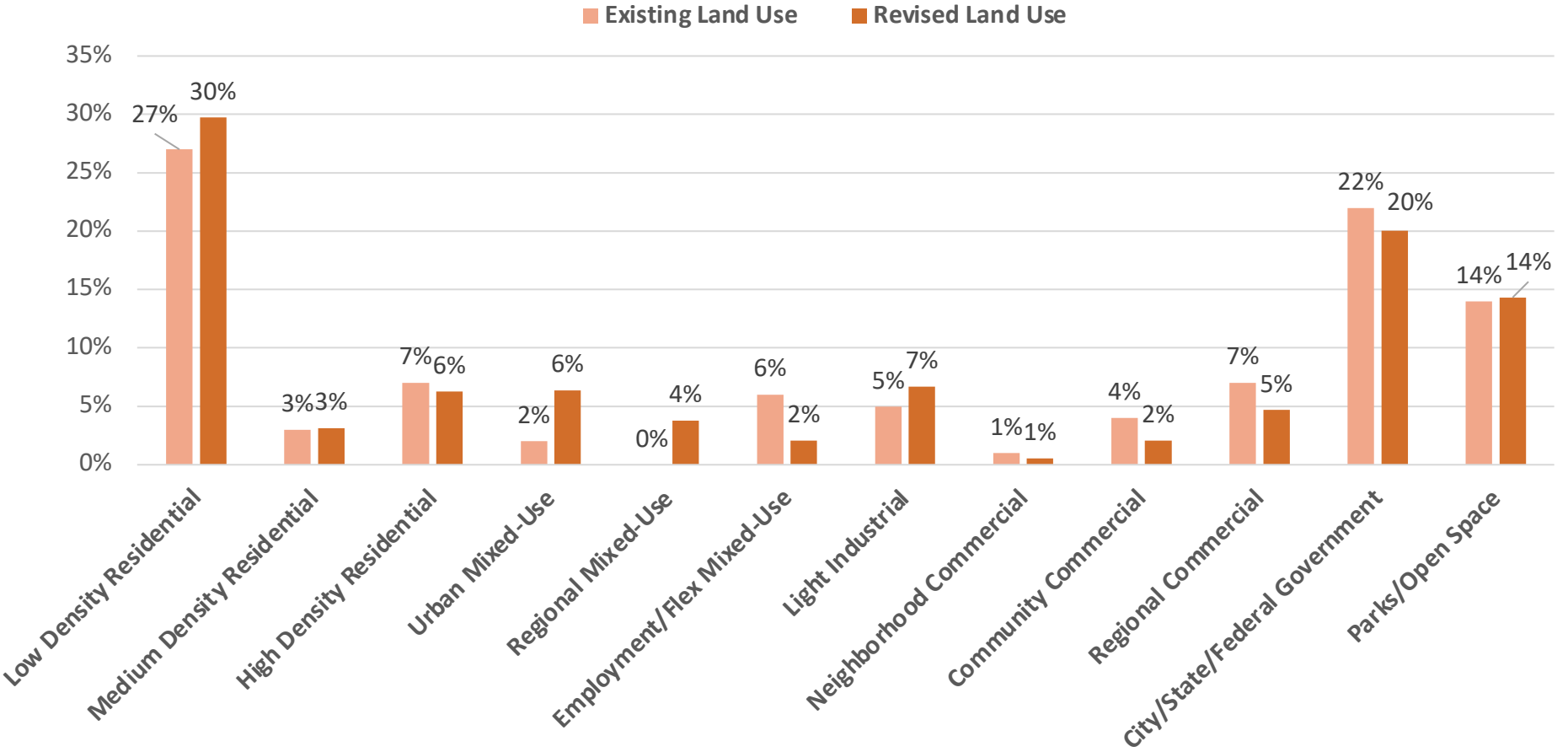
Future Land Use Review



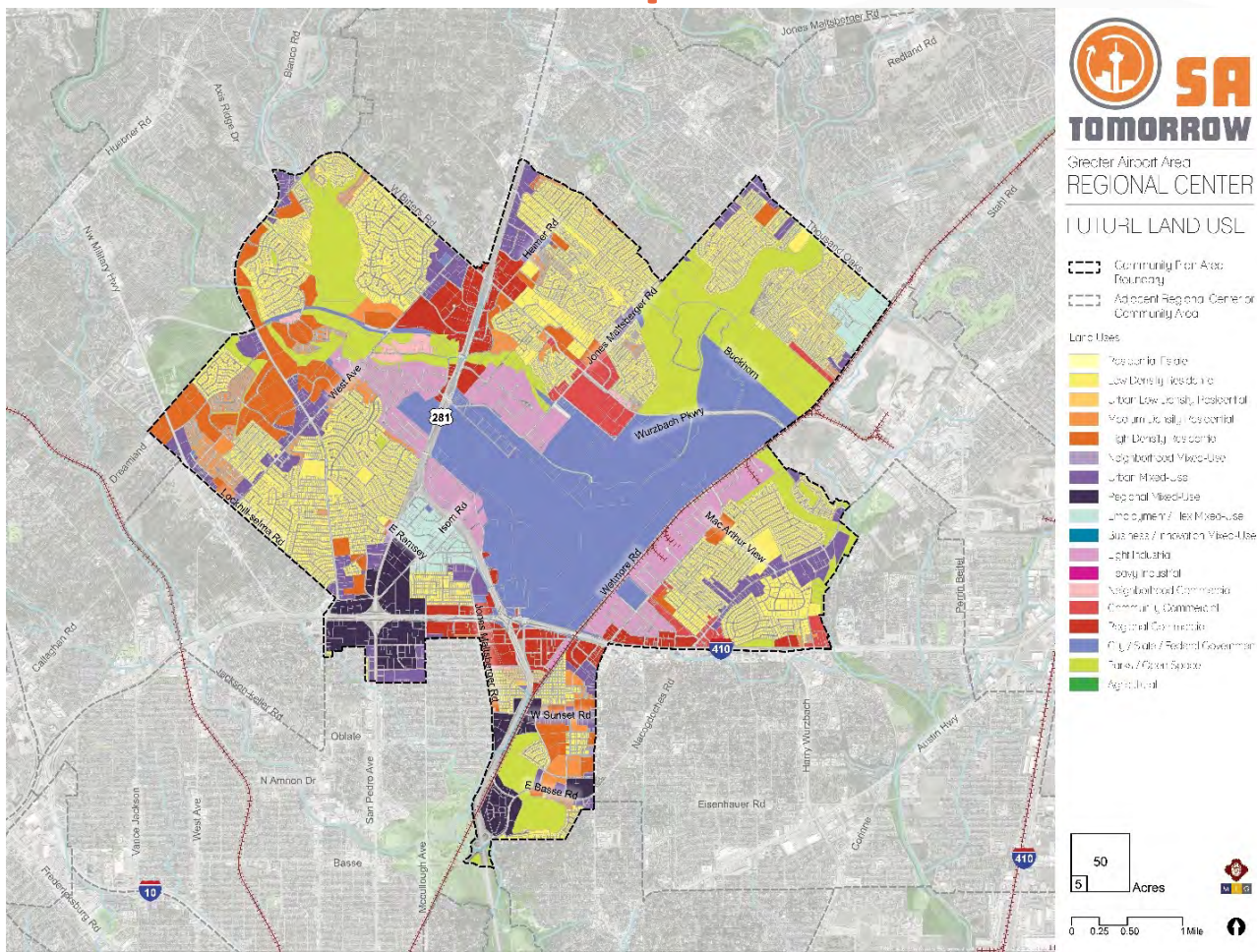
Initial Draft Land Use Map



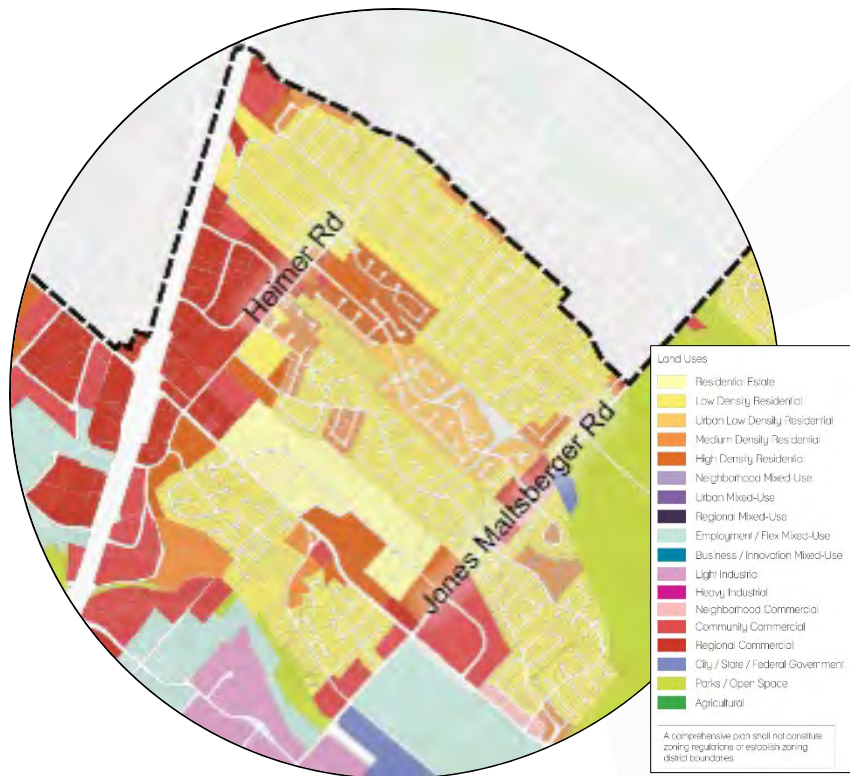
Greater Airport Area: Future Land Use Changes



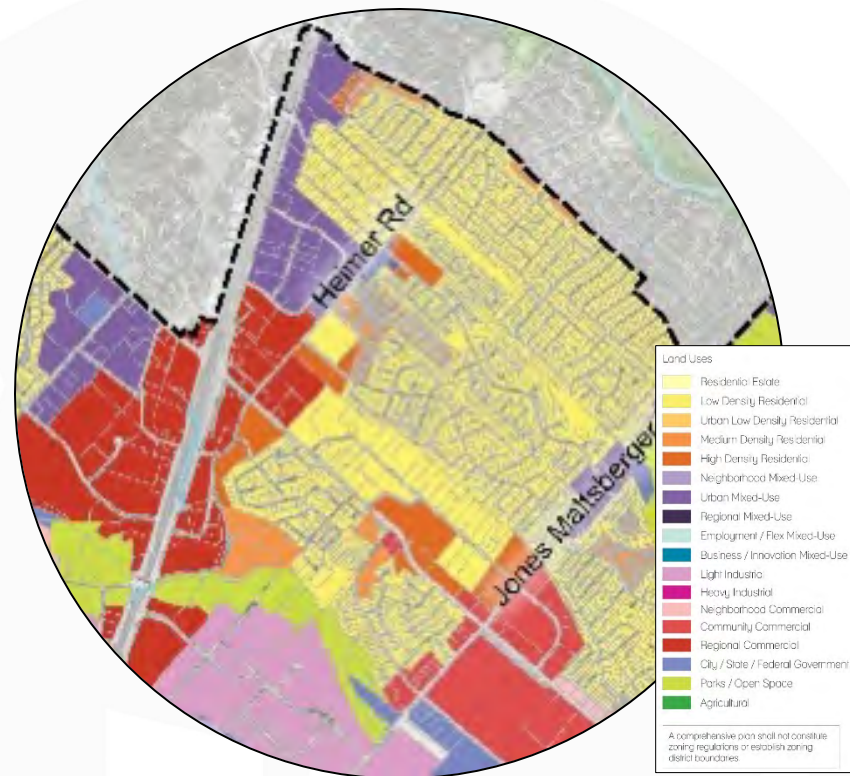
Revised Future Land Use Map



Revised Future Land Use Map

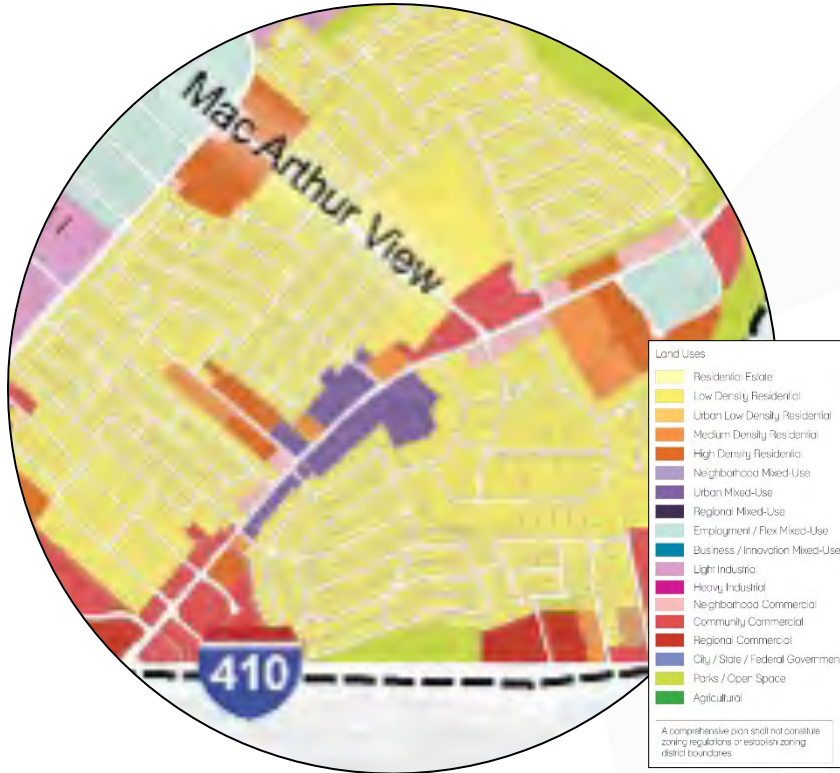


INITIAL DRAFT



CURRENT DRAFT

Revised Future Land Use Map



INITIAL DRAFT

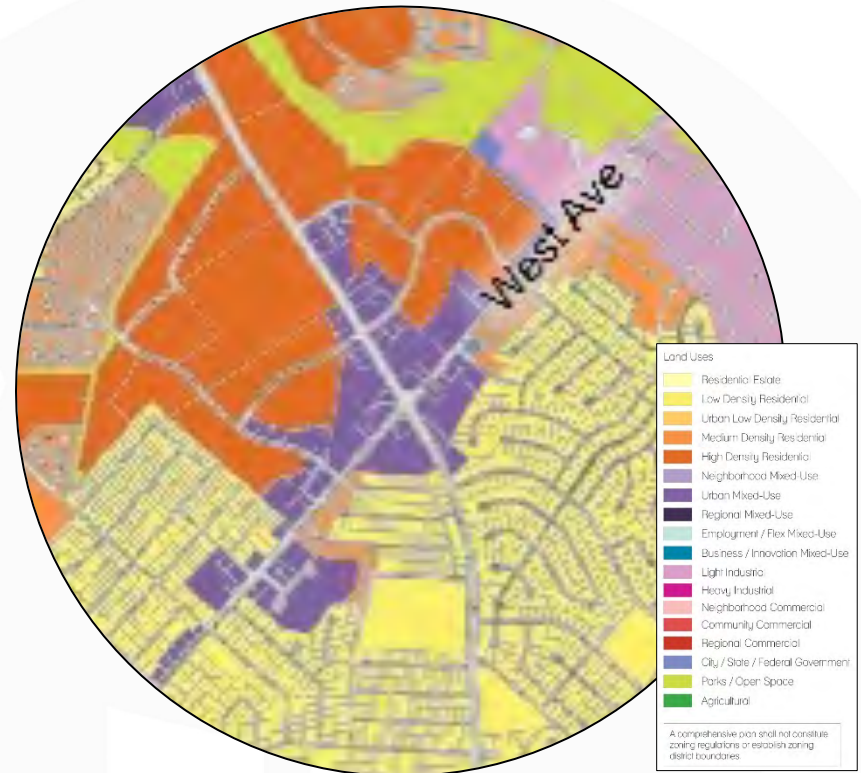


CURRENT DRAFT

Revised Future Land Use Map

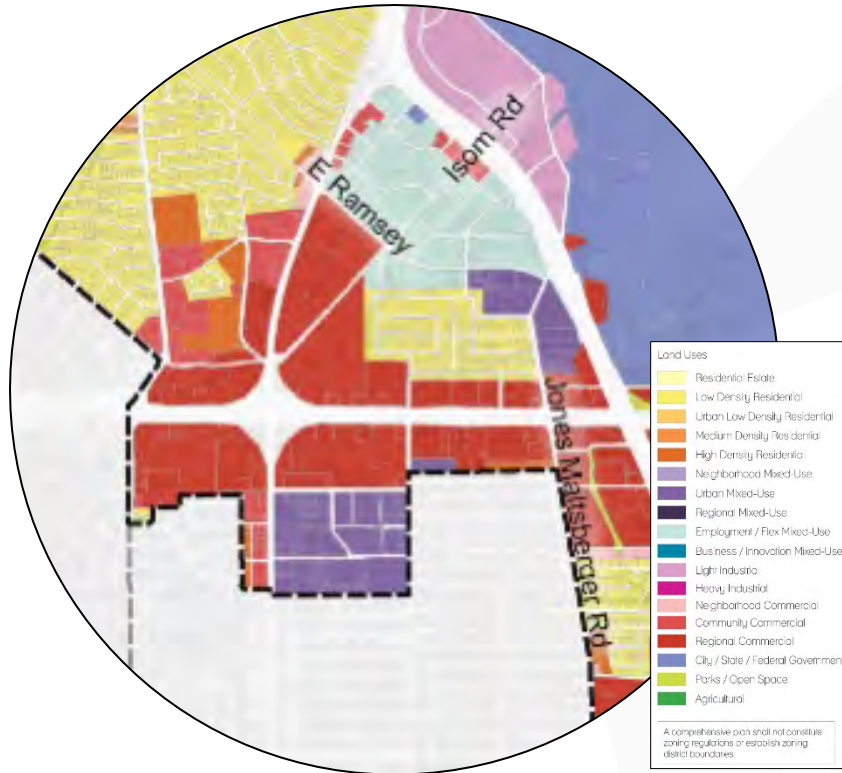


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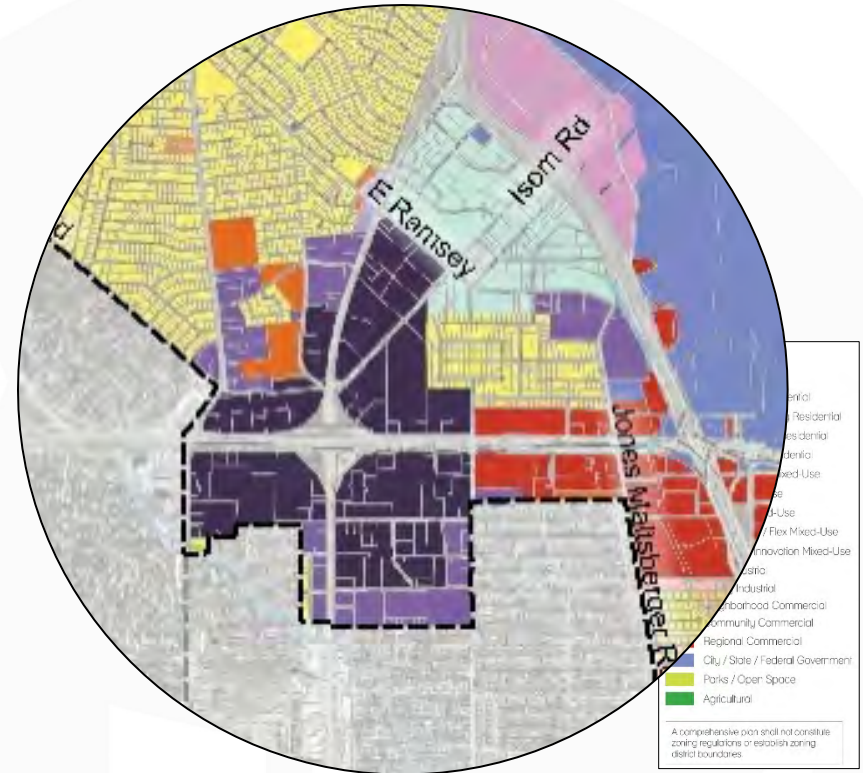


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Revised Future Land Use Map

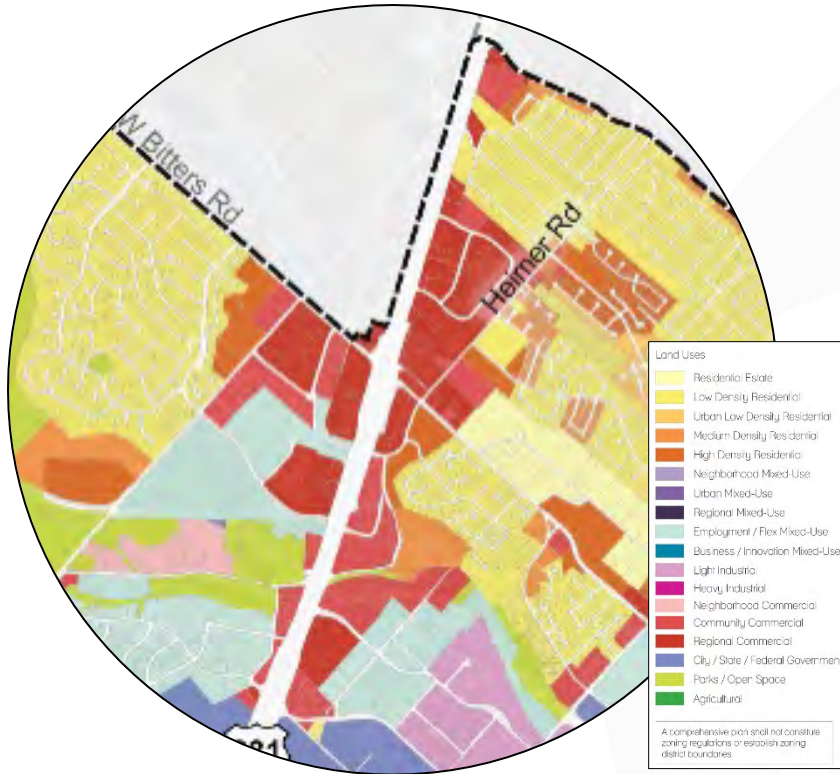


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CURRENT DRAFT

Revised Future Land Use Map

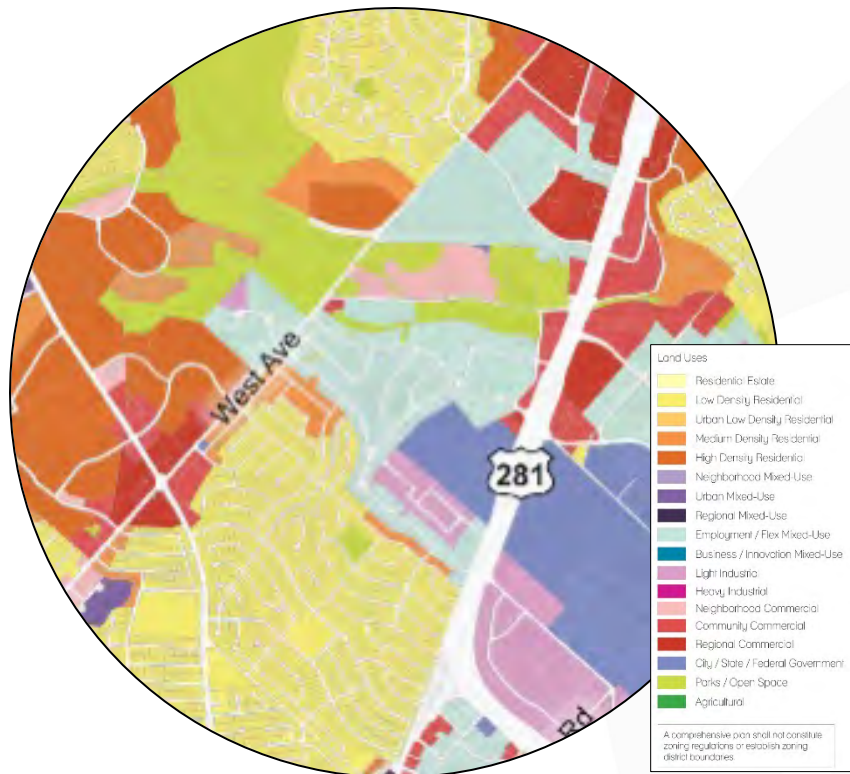


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CURRENT DRAFT

Revised Future Land Use Map

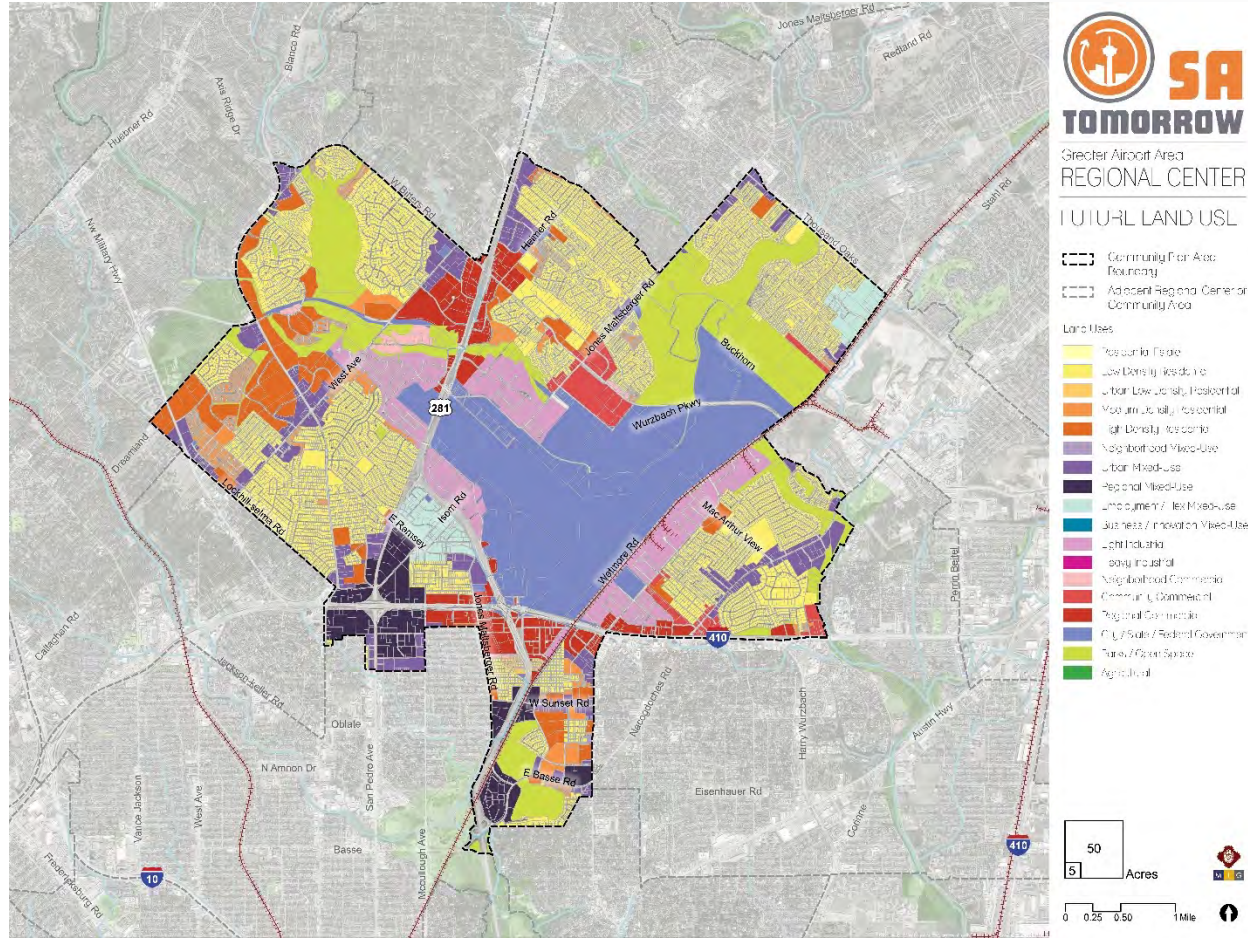


INITIAL DRAFT



CURRENT DRAFT

Revised Future Land Use Map



Land Use Recommendations

- Protect the stability and character of existing neighborhoods by utilizing transitional land uses on neighboring properties. This could include neighborhood commercial, neighborhood mixed-use or medium density residential uses.
- Utilize site design modifications to minimize the negative impact where new uses create conflict with existing neighborhoods. This could include (but shouldn't be limited to) exaggerated buffers or setbacks, dark sky lighting practices, full screening of parking areas, and/or building height restrictions.
- Encourage the development of smaller-scale, locally-serving park facilities, in addition to the regional-scale parks already developed in this regional center.

Land Use Recommendations

- Promote safety and minimize conflict in uses by limiting residential development within flight paths.
- Facilitate long term economic success of the airport by encouraging supporting and compatible uses on properties in close proximity to the airport. This should include industrial uses on adjoining properties and high intensity office and commercial uses in close proximity.
- Encourage higher density residential and commercial activity near key transit hubs.
- Encourage mixed-use expressions where and when commercial properties redevelop.

Land Use Recommendations

- Promote place-making and create regional-scale economic opportunity through differentiation along corridors, creating nodes of highest density uses at key intersections. Highest intensity of use should generally be found along Loop 410 at intersections with San Pedro, McAllister Freeway and Broadway.
- Corridors should be characterized by commercial and/or mixed-use projects that are scaled appropriately for their context.

SA



TOMORROW

Next Steps



Next Steps

- Next Planning Team Meeting(s):
 - Planning Team Meeting #6 – Thursday, February ~~2~~ 9, 2023 from 2 PM-4 PM
 - Planning Team Meeting #7 – Thursday, March ~~2~~ 9, 2023 from 2 PM-4 PM
 - Digital Design Charrette – TBD, March of 2023
- Questions?
 - Jacob Howard, City of San Antonio
 - jacob.howard@sanantonio.gov
 - (210) 207-5441



Greater Airport Area Regional Center Planning Team Meeting #5

Thursday, December 8, 2022

Zoom

2:00 – 4:00 PM



Cambridge Systematics, Inc.
Bowtie
Economic & Planning Systems, Inc.
Auxiliary Marketing Services
Mosaic Planning and Development Services
SJPA