

Greater Airport Area Regional Plan

Meeting Summary: Community Survey 3

1.1 Date, Time

- Open Date: June 2022
- Close Date: September 2023
- Participants: 138
- Site: SA SpeakUP
(<https://publicinput.com/m4171>)

To view the archived survey including a full demographic report, visit:

<https://publicinput.com/greaterairportplan>.

To make survey results accessible for those using a screen reader, responses have been lightly edited to correct for spelling and punctuation.

1.2 Objectives

“The City of San Antonio Planning Department is gathering input to improve the draft recommendations that have been developed related to Land Use, Housing, and Economic Development for the Greater Airport Area Regional Center Plan. We are also gathering community input related to Focus Areas, Amenities and Public Spaces, and Mobility to determine what should be evaluated and refined as we continue with the planning process.”

1.2 Questions

Land Use, Housing, and Economic Development

Draft Land Use, Housing, and Economic Development recommendations were presented along with an “slider” that allowed participants to indicate if they agreed or disagreed with the recommendation.

Mobility

A series of 9 “Mobility Sites” were identified and participants were able to rank which site they thought was a priority for future funding, as well as identify another site for improvement if not listed.

Focus Areas, and Amenities & Public Spaces

A map of the area that included Focus Areas was shown and participants were able to place a pin that corresponded to an amenities and public space improvement.

1.2 Results

Land Use, Housing, and Economic Development

DRAFT Land Use Recommendation #1: Encourage the development of mixed-use destinations that include housing with access to walkable amenities and green space.

- Average 73 / 100

DRAFT Land Use Recommendation #2: Encourage the development of a walkable, mixed-use neighborhood serving "main street" place type along established corridors of the plan area, such as Nacogdoches Road and West Avenue.

- Average 69 / 100

DRAFT Land Use Recommendation #3: Facilitate orderly growth and minimize negative impacts of the airport by limiting new development in the area around the airport to aviation-supportive uses and compatible developments.

- Average 75 / 100

DRAFT Land Use Recommendation #4: Preserve the integrity, stability, and identity of existing neighborhoods.

- Average 77 / 100

DRAFT Housing Recommendation #1: Address future population growth in the Greater Airport Area Regional Center by deflecting development pressures towards key portions of the plan area, and limit housing in areas that might impact San Antonio International Airport's operations.

- Average 78 / 100

DRAFT Housing Recommendation #2: Encourage and attract the development of housing for the Greater Airport Area's growing number of older adults.

- Average 57 / 100

DRAFT Housing Recommendation #3: Improve and preserve the areas stock of market-rate workforce housing.

- Average 62 / 100

DRAFT Economic Development Recommendation #1: Attract commercial activity to the area to improve the economic performance of the Greater Airport Area Regional Center.

- Average 59 / 100

DRAFT Economic Development Recommendation #2: Develop partnerships to better leverage airport activity for attracting and growing economic activity throughout the Regional Center.

- Average 65 / 100

DRAFT Economic Development Recommendation #3: Address equity in the area by working to ensure all residents have access to jobs, food and green space.

- Average 72 / 100

Comments

- *Need to ensure existing hoods aren't impacted by and mitigated for existing and future noise and traffic.*
- *Invest in 1) viable public transportation; 2) decent, well-lit, bus stop shelters. 3) I think almost everyone here agrees that we need to increase the tree canopy, including trees along major streets to provide shade. As an example, West Avenue from Bitters to NW Military could become a thriving, walker-friendly neighborhood peppered with restaurants and retail businesses, but it is currently unsightly and difficult to walk or bike because of lack of shade and protection for walkers/bikers from traffic. Make it safe for students and workers to walk to school, maybe grab coffee on the way, while being protected from the scorching sun. Additionally, the noise level from the airport has increased dramatically from when I moved in thirty years ago...when will we be provided noise reducing windows? Finally, after witnessing the extermination, at the hand of Stream Realty, of an entire green area that was host to all kinds of fauna to built the mega-industrial park on West Ave., I would like to see the city of San Antonio insuring that 1) the entry and exit of 18-wheelers from the*

compounds will only occur from strategic entrances that will not affect traffic and damage the streets and 2) the company will replace the vegetation destroyed by planting trees intensively around the compound to make the view less industrial, and the surroundings more ecological and walker-friendly.

- Desperate need for facilities (hangars tiedowns self fueling) for small privately owned aircraft. There are almost none at airport. They are now at Boerne Stage Field and Bulverde Airport. Gentrification has occurred with multi million dollar corporate aircraft displacing small privately owned due to no facilities for them and outrageous fees and fuel costs Currently \$9.33/gal at Signature vs \$ 6.70 at Boerne Stage and no \$ 75 service fee. It's a real economic development killer for Mom and Pops where it all starts!
- I'm with the person who is conflicted about new vs old. If there is a convenient place to put a new airport without disrupting aquifer zones, military flight paths, and having it too far from SA proper, start from scratch. Staying put but enlarging it would be real nice for convenience sake but be careful if a land grab is necessary because of NEISD. Also, if it's moved and built from scratch, have a new, viable use planned for the current spot before committing to the new space and rapid transit to and from the new. Whatever is done, DO NOT add more housing, etc. to the area. That's the problem with the existing airport -- development around it wasn't controlled now it's hemmed in. I say stay put and take some of the surrounding neighborhood.
- equity! we can't be a compassionate city when we have so many folx in trouble, can we?!
- Either lower parking minimums or encourage vertical parking structures. New developments should have shade on the sidewalks and parking behind the buildings. It's too hot to disembark from a Via bus only to be surrounded by a sea of parking lots.
- Move airport outside City Limits; if this cannot be done, ensure all housing within 3 mile radius has upgraded soundproofing, i.e. windows and doors, especially those in direct line of the runways - adding and removing houses with the studies is ridiculous, it just leads to areas going downhill.
- I agree with the recommendation to expand the tree canopy. We need more trees.
- Airport should be in another location away from houses.6
- Please include noise reducing windows for home within the area. This was previously done for some homes near Wetmore road and is also needed for home near Jones Maltsberger.
- 1. Conflicted on choosing to build a new airport in a new location from scratch or revamp the existing one. On one hand, the existing airport is in a convenient location for everyone all over the city. With some land acquisition and a little creativity, the existing airport could still be viable. By lengthening the runways across 281, this should be able to accommodate larger, heavier jets. Acquiring land north of the existing boundary towards Wurzbach Parkway could lead to the creation of additional runways, maintenance/operations facilities, or another terminal. On the other hand, building a new airport on the outskirts takes away that convenience, but replaces it with the opportunity to have a blank slate. This would the constraints the existing airport is bound by. Choosing a location may prove to be difficult to not infringe on the aquifer recharge zone, the missions, or the airspace of the military bases. Perhaps on the SE side by I-37 and 410, as it isn't too far away from the city, the existing freeways provide easy access to the rest of the city. This would allow leaders to PLAN a fresh airport from the start to incorporate sensible entry and exit points, freeway ramps, a station for rail (or BRT if we want to keep being cheap), and design the airport in a way that encapsulates SA life and culture. I would say maybe a third option could be investing more into Port SA and working out a deal with Lackland AFB to handle more cargo related flights on their runway to free up space at the existing airport, or work to make Stinson a more viable alternative for smaller planes/jets. 2. I would say consider the feasibility of widening West Ave for the purpose of creating a grassy median with which trees could be planted. If that idea isn't possible, I would suggest working with VIA to at least create more shaded bus stops. 3. Trees, trees, trees! More trees, less pavement. Where practical 4. Look into zoning changes to discourage single family homes in the areas closest to the airport to replace them with mixed use neighborhoods
- Answer choices for DRAFT Economic Development Recommendation #1 were switched?

- *Can the plan. Time for council to think big, really big. Build an airport east of town, as did Denver. This will allow you to build the city within a city, which is what you really want anyway. Bull dose the current airport to redevelop it, again like Denver did with the old Stapleton airport. Imagine big plazas, no cars, and a very walkable environment. Commercial on ground floor, parking and residential above. Five to six story structures anyway you want it. Think about it. Draw people from New Braunfels, Cibolo, Schertz, Victoria, Seguin and of course San Antonio and beyond. Then you can build the high-speed rail you want to connect the dots. Use existing road right away, what an idea. Just Thinking. Thanks for reading.*
- *Please include noise abatement barriers along 281 like you have on Wetmore road to help the residents in Camino Real, Bluffview, and the greater Walker Ranch Area. The airport we have also needs to be maintained better. I support expanding and growing the airport, but also want to see the current airport taken care of. Fix the escalators, elevators, toilets, and sinks.*
- *Airport is obsolete. The need to grow in size exponentially is obvious, otherwise in the future Austin will be the main point of departure, for most travel by San Antonio residents, to other national and international destinations.*
- *The chief reason why we are not attracting larger business into our area is because of our small airport in comparison to other major cities that are smaller in geographic size to SA. New land needs to be set aside like they did in Austin to build a much, much larger airport and to abandon the small city airport that use to be downtown off 35. Pouring more and more money into a commuter airport is not the answer to attract more people and companies to SA.*
- *Most friends and family in the Stone Oak area drive to Austin b/c its close, convenient, and most of all they have many options of flights to choose from b/c it touches better airport hubs then SA. SA is losing millions to Austin b/c of our subpar airport. It's a sleepy airport still like in the 80s no matter how much lipstick you put on that pig. Travelers almost certainly have to route through DFW or IAH before you can start onto your real destination. Those connections cost travelers and companies more money. We are not a good investment for future business as it pertains to easy access to the rest of the countries airports.*
- *It needs to be like our Love Field, like in Dallas. SA needs to secure lands that is out of the way of downtown and build for the future growth and not what the city looks like now or in the next 5 years.*
- *Sorry but I am not a Professional Urban Planner! I truly believe that the SAA should expand now because SA is growing so fast. It also needs to compete with Austins. Why does Austin have flights to Europe and SA does Not!!! I did not fill out these questions on what to do with neighborhoods! People in those hoods should be doing that. That's where they live!*
- *Preserve all green space*
- *Preserve McAllister park. No new development.*
- *More green space, less parking lots. City too hot. Lower energy costs by cooling the city with more green space.*
- *New housing should have better sound proofing because of aircraft noise*
- *DRAFT Economic Development Recommendation #1 slider mis-labeled. The ones I didn't respond to were unclear to me. The language is too broad to make an informed decision.*
- *The airport has already fallen behind the Austin airport. It should be a top priority for the city since it is an economic hub and valuable resource to San Antonio citizens.*
- *The airport is nothing but a hazard. It needs to move. It does not improve my home value and decreases the pleasure of my neighborhood. Do NOT grow this mess*

Mobility

The results of the ranking activity are below.

1. US 281 (from Nakoma to Coulter Dr.)
2. Wetmore (from 410 to Thousand Oaks)

3. Nacogdoches (from Macarthur View to Salado Creek)
4. Sunset (from US 281 to Broadway)
5. Jones Maltsberger (from Sandau to US 281)
6. San Pedro (from Loop 410 to Sprucewood)
7. Loop 410 (From Blanco to McCullough)
8. Lockhill Selma (From Blanco to San Pedro)
9. Blanco (from Churchill HS to Eisenhower MS)
10. Other

Comments

- *Area around Churchill is among the densest housing in the city, yet mobility options are terrible. Many students drive less than 2 miles to school because walking and biking in the area is so dangerous. Road diets, protected facilities, more frequent crossing points, buffered sidewalks with pedestrian scale commercial development is desperately needed.*
- *Larger, covered, well-lit bus stop shelters EVERYWHERE. Fix the sidewalks and line them with trees (particularly West Ave.)*
- *According to this map about the only thing that's needed is improvement to*
- *Wurzbach Pkwy/281 access. Otherwise, just general maintenance and safer school crossings.*
- *sidewalks are a mess*
- *Make a definitive decision whether it's a street or a road. Streets should be a complex environment where life in the city happens, with pedestrians, cars, buildings close to the sidewalk for easy accessibility, many property entrances / exits to and from the street, and with spaces for temporary parking and delivery vehicles. Roads should be a high-speed connection between two places with wide lanes and limited entrances and exits, and which are generally straight or have gentle curves. Too many streets and roads in our city are trying to be both, when they should be one or the other.*
- *safe bike lanes on wetmore and clean up the existing sidewalks that you can no longer find*
- *I don't understand what this question is asking.*
- *1. It's mind boggling that some people really want the airport to move rather than sell their house. Why would your selfish benefit outweigh the benefit of the MILLIONS of travelers that use the airport? 2. Pay close attention to San Pedro so that this BRT line is successful. 3. Tree lined avenues would be greatly appreciated 4. Moving sidewalks further away from the roadway. This could allow for tree planting between the roadway and sidewalks.*
- *Improve pedestrian/ADA access along future VIA green line. Provide direct accessible pedestrian connection from North Star Mall to VIA Transit Center.*
- *Access to Wurzbach Parkway/on and off ramps to go north and south on 281.*
- *Close the westbound Mccoullah (sp) exit off loop 410 it's a death trap with merging hwy 281 merging into 410 competing with individuals tryin to exit off 410 on to Mccoullah (sp)*
- *Repair, repave existing roads. Huebner, between NW Military and 1604 badly needs work,*
- *A larger airport presence, more competitive flights, more direct flights are needed at SAA to compete, and attract business to SA.*
- *I am not so sure about the proposed bus routes from the airport to Hwy 90. It's for people who don't have cars or trucks. Tourists don't want these.*
- *Tree lined avenues, repair and maintain existing roads. Enforce speed limits.*
- *Repair and maintain existing roads. No new development.*
- *Move the airport. Don't expand. The noise from planes is worsening over my home. You're trying to put lipstick on a pig.*
- *Tree-lined avenues.*

- *8 months ago*
- *Heimer is full of Pot holes that need repair*
- *N. Coulter and Heimer Rd. are overdue for re-paving.*
- *Enough already. Tired of the torn up streets. Work on expanding these areas was opposed in the past but the city did as it pleased Now Blanco is a highway with too many cars going too fast*

Focus Areas / Amenities and Public Space

- *Trail -- 1*
- *Trail Head --1*
- *Park -- 5*
- *Character Defining Feature -- 5*
- *Green Infrastructure -- 6*
- *Signage and Wayfinding -- 5*
- *Improved Lighting -- 3*
- *Pedestrian Crossing -- 5*
- *Public Art – 8*
- *Plaza -- 0*