



Planning Team Meeting 10 Summary

1.1 Date, Time, Location

- Meeting Date: August 17th, 2023
- Time: 2:00 PM – 4:00 PM
- Location: Virtual

1.2 Project Staff

- Jacob Howard, Senior Planner, City of San Antonio Planning Department
- Jay Renkens, Principal, MIG
- Marco Hinojosa, Senior Project Associate, MIG
- Hannah Santiago, Senior Associate, Cambridge Systematic

1.3 Planning Team Attendees

[ATTENDANCE NOT FORMALLY TAKEN]

- Jeff Fair, SA Chamber of Commerce
- Marco Barros, Bluffview Resident
- Joey Pawlick, Activate SA
- Marilyn Jowdy, Blossom Park Neighborhood Association
- Donna Thompson, Arboretum Neighborhood Association / Bluffview
- Libby Day, Shearer Hills / Ridgeview Neighborhood Association
- Brian Hummel, District 9 Resident
- Karen Bishop, San Antonio River Authority
- Stephen McGuire, Walkers Ranch Neighborhood
- Laura Parker, City of San Antonio Parks Department
- Pam Peck, Tanglewood Resident
- Gary Gibbons, Greater Harmony Hills Neighborhood Association
- Christine Vina, VIA Metropolitan Transit

1.4 Meeting Objectives

The purpose of the tenth Planning Team Meeting was to cover amenities and public space in the sub-area for the first time, additionally edits to the Vision and Goals were presented along with statements relating to amenities.

1.5 Meeting Agenda

- a. Reintroduction of Digital Design Charette Graphics
- b. Reintroduction of APS Recommendations and Strategies
- c. Introduction of Draft Plan Framework Map
- d. Introduce the Plan Framework Map.
- e. Discussion of Implementation Strategy

a. Reintroduction of Digital Design Charette Graphics

Edits to the two Digital Design Charette sites made based on Planning Team Meeting comments were presented at the meeting.

Digital Design Charette Site 1

North Park Shopping Center:

The Planning Team noted that the Pedestrian Bridge shown linking the North Star Transit Center and the North Park shopping center would support transit riders' access to the Park North site but would not facilitate connection across San Pedro for those trying to travel from North Star Mall to Park North Shopping Center. It was suggested that the bridge be moved south over the intersection of San Pedro and the entrance to the mall. It was also noted that the bridge could double as a gateway feature into the area and should include a public art component in its design. ADA accessibility was also noted as important to focus on in the design of the bridge, as was improving ADA access to North Star Mall. Further pedestrian safety, in general, at intersections was highlighted as important.

The need for green infrastructure was noted, especially as it relates to mitigating stormwater runoff on-site in areas that contribute to flooding downstream. Planning Team Members also noted that solar panels over parking may be funded through grants and other outside sources. Planning Team members also noted the need to address stormwater runoff by maintaining on-site holding ponds and managing impervious cover.

Additional tree cover was suggested in parking lots for the site to match the amount of cover shown in the rendering for DDC site 2, as a way to help mitigate the heat island effects.

Digital Design Charette Site 2

Burlington/AutoFit Site:

Adaptive reuse of structures was suggested as preferred where buildings are still in good shape. Similarly, a preference for additional green infrastructure that aligns with channelized and buried creeks, as opposed to green space that is strictly for passive recreation and aesthetic benefits, was expressed.

A connection to the Salado Creek Greenway was highlighted as a potential opportunity at the southern end of the site, although it was noted that the area is complicated and would require reconfiguration of the roads in the area. Similarly, the intersection of Wurzbach and US 281 was pointed out as difficult and dangerous to navigate.

Finding opportunities for structured parking in the area was an alternative suggested by the Planning Team. Similarly, adding cover to parking lots that could also include solar panels was suggested. Burying any new parking structures was suggested.

b. Reintroduction of Amenities and Public Space (APS) Recommendations and Strategies

Amenities and Public Space Recommendations were represented. They include:

- *APS Recommendation #1: Promote development of underutilized parking lots with community serving uses, open spaces, and amenities.*
- *APS Recommendation #2: Safely connect neighborhoods to community destinations with high visibility pedestrian crossings, improved lighting, enhanced sidewalks.*
- *APS Recommendation #3: Utilize green stormwater elements and Low Impact Development (LID) to beautify spaces, create buffers, and mitigate flooding.*
- *APS Recommendation #4: Create indoor and outdoor community gathering spaces at key destinations and at locations with underutilized land to cultivate community connections and enhance community character.*
- *APS Recommendation #5: Prioritize public investments in locations to improve safety and aesthetics for existing residents and businesses and to encourage private investments.*

Following the presentation of these recommendations edits to the implementing strategies were presented. The revised amenities and public space strategies are:

- *APS Strategy 1.1: Identify larger underutilized parking lots and initiate discussions with property owners.*

- *APS Strategy 1.2: Work with property owners to facilitate shared parking solutions that help meet demand with less overall parking supply.*
- *APS Strategy 1.3: Explore incentives to promote development of parking lots when projects create community benefits.*
- *APS Strategy 1.4: Create neighborhood sidewalk connections to new community serving uses.*
- *APS Strategy 1.5: Conduct an inventory of large or underutilized parking lots.*

- *APS Strategy 2.1: Prioritize access to shopping and activity centers, schools, parks, and open spaces with pedestrian crossing improvements, sidewalk enhancements, and trail connections.*
- *APS Strategy 2.2: Add people-scaled lighting along major roads and within neighborhoods.*
- *APS Strategy 2.3: Incorporate wayfinding signage for pedestrians and cyclists, especially leading to schools, parks, and other community destinations.*
- *APS Strategy 2.4: Provide shade at shopping center parking lots that won't be redeveloped in the near future.*
- *APS Strategy 2.5: Consider downward facing lighting for wildlife and airport operations.*

- *APS Strategy 3.1: Integrate green infrastructure improvements in street maintenance and improvement projects.*
- *APS Strategy 3.2: Integrate green infrastructure elements and improvements in streets, parking lots, and landscaping.*
- *APS Strategy 3.3: Integrate Low Impact Development (LID) best practices to ensure new greenways and park space provide multiple benefits.*

- *APS Strategy 4.1: Work with developers and owners of larger properties to identify opportunities for new gathering spaces that are accessible to the public.*
- *APS Strategy 4.2: Engage the community in designing new or improved public spaces to ensure they reflect the people and culture of the area.*
- *APS Strategy 4.3: Integrate public art into community gathering spaces that helps to tell the story of the area.*
- *APS Strategy 4.4: Provide shade at connections between neighborhoods and different destinations.*
- *APS Strategy 4.5: Provide water fountains to people to stay hydrated during warmer seasons.*

- *APS Strategy 5.1: Integrate safety elements, landscaping, and public art into maintenance and replacement projects.*
- *APS Strategy 5.2: Prioritize public improvement projects within and around identified focus areas and priority mobility areas as identified in this Plan.*

Planning Team Members noted that when lighting is suggested, eliminating glare and reducing lights shining in drivers' eyes, as well as on private property late at night, should be avoided and taken into consideration when designing or selecting fixtures.

c. Reintroduction of Individual Plan Elements Maps

A brief review of the plan "elements" and maps was presented. This includes the draft future land use map, the draft focus areas maps for each of the plans five focus areas, a draft of the mobility map, and a draft of the amenities and public space map. Pedestrian and Bicycle connectivity from inside loop 410 to Salado Creek was highlighted as needed and was identified as needed on the map.

Planning Team Members noted that for the Amenities and Public Space map, screening along Wurzbach Parkway where it travels through industrial areas like between Jones Maltsberger and Starcrest and near West Ave. was important to the community.

a. Introduce the Plan Framework Map

Following the presentation of each plan elements maps, a “Plan Framework” map was presented for the first time, that include some items identified on the plan element maps for prioritization. Staff reviewed the map, and the planning team was able to suggest edits and improvements.

Broadway corridor was highlighted as needing attention just south of Loop 410 where it forms the boundary of the plan shared with the upcoming Near Northeast Community Area Plan, a Phase 4 Sub-area Plan. The are is highlighted as an important north-south connector that is not functioning well today.

Focusing on trails and connecting trails to throughout the area was noted as important and a need to be clear about potential future opportunities that combined with the vision was noted. Identification of Sunset Road as a Main Street was supported by Planning Team Members who noted its existing character as supporting the place type. Connectivity on Basse was also noted as important to neighborhoods to the south of the area that may pass through the area traveling to the trail head near Basse and US 281.

e. Discussion of Implementation Strategy

After discussing the Plan Framework Map a list of items included on that map were presented to the Planning Team for prioritization. Staff worked with the Planning Team to identify a rough set of “Key Stakeholders,” “Funding,” and “Timing.”

Planning Team Members pointed out that state funding could be used to leverage federal funding sources. A connection to NorthStar Mall was identified as needed in the area. Federal Funding administered through the Alamo Area Metropolitan Planning Organization (AAMPO) was identified as applicable for several transportation improvements. An interchange between Wurzbach and US 281 was noted as an important item that should be added. Some planning team members noted that the list was not what they had expected, and they were expecting see more items that related to the neighborhoods and the Focus Areas which had been were not noted.

f. Next Steps

PLAN SECTIONS RELEASE – Fall/Winter 2023

PUBLIC DRAFT – Winter 2023

COMMUNITY MEETING #4 – Early 2024

PLANNING TEAM MEETING #11 – Early 2024

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