



Planning Team Meeting 4 Summary

1.1 Date, Time, Location

- Meeting Date: September 15, 2022
- 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, Principle, MIG
- Jonathan Tarr, MIG
- Krystin Ramirez, Project Manager, MIG
- Elly Schaefer, Project Associate, MIG
- Carissa Cox, Mosaic
- Gretchen Roufs, AMS

1.3 Planning Team Attendees

[ATTENDANCE NOT FORMALLY TAKEN]

- Christina Castaño, VIA Metropolitan Transit
- Marco Barros, Bluffview Resident
- Libby Day, Shearer Hills / Ridgeview
- Neighborhood Assoc.
- Gary Gibbons, Greater Harmony Hills
- Neighborhood Association
- Ryan Hall, Aviation Department
- Josh Heiss, Aviation Department
- Matthew Hosack, SA Hotel and Lodging Assoc.
- Marilyn Jowdy, Blossom Park Neighborhood
- Bryan Hummel, Resident
- Michelle Madson, SA Hotel and Lodging Assoc.
- Stephen McGuire, Walkers Ranch Neighborhood
- Terry Palmer, Forest Oak Neighborhood Association
- Nathan Ramon, SA Chamber of Commerce
- Ileana Sandoval, Council District 9
- Steve Southers, Aviation Department
- Donna Thompson, Arboretum Neighborhood Association / Bluffview Association

1.4 Meeting Objectives

The purpose of Planning Team Meeting four was to discuss the future of housing and jobs in the sub-area. Staff conducted a housing and jobs growth allocation activity to gather feedback on what housing and jobs in the area should look like in the future from Planning Team Members. Additionally, the San Antonio River Authority gave a presentation on mitigating land development impacts.

1.5 Meeting Agenda

- a. Introductions
- b. San Antonio River Authority Presentation: Introduction to “Low-impact Development”
- c. Review Vision & Goals / Review Draft Future Land Use Map
- d. Planning Team Meeting #4 Topics
 - Equity: Employment Access
 - Discuss Housing & Jobs Projects
 - Housing & Jobs Activity
- e. Next Steps

a. Introductions

Project Staff were introduced, including Matt Prosser with EPS (Economic Planning Systems) and Jonathan Tarr with MIG. Matt Prosser is managing projections relating to housing and jobs for the area. Jonathan Tarr is a Housing Subject Matter Expert with the lead consultant MIG.

b. San Antonio River Authority Presentation: Introduction To “Low-Impact Development”

Karen Bishop from the San Antonio River Authority (SARA) gave a brief presentation on mitigating development impacts via LID or Low Impact Development. The goal of LID is to use multi-benefit green infrastructure, site planning, and development tools to lessen pollution and flooding.

THE GREEN INFRASTRUCTURE RECOMMENDATIONS FROM SARA INCLUDE:

- Green Streets
- Storm-water Parks
- Open Space Preservation
- Clustering Development
- Floodplain Preservation
- Stream Buffers
- Policy and Programs such as:
 - Reducing Minimum Parking Requirements
 - Increasing Street Sweeping
 - Pet Waste Programs

THE BENEFITS OF GREEN INFRASTRUCTURE INCLUDE:

- Improvement of stream and storm-water quality
- Flood reduction
- Trash reduction
- Habitat improvement
- Air pollution reduction
- Urban heat reduction
- Recreation opportunities

The Planning Team generally agreed that future investments and green infrastructure have long-term positive impacts that benefit the area and the San Antonio River. Questions about cost and how the plan could incorporate these ideas were raised. The SARA representative explained that the cost of LID may be offset by fiscal benefits. Within the plan, LID may be directly addressed in the Amenities and Public Spaces section.

c. Review Future Land Use

Project staff presented a review of the conversation covering Land Use held in the last meeting. In the City of San Antonio, there are eighteen Land Use designations that are organized into five categories (Residential, Commercial, Industrial, Mixed-Use, City/State/Federal, and Parks/Open-Space). In the prior meeting, participants were asked what land use they would like to see more of, what land use are not appropriate, and what land use do we not need more of. In general, most land uses were identified as appropriate somewhere within the sub-area boundaries.

Figure: Draft Future Land Use Map

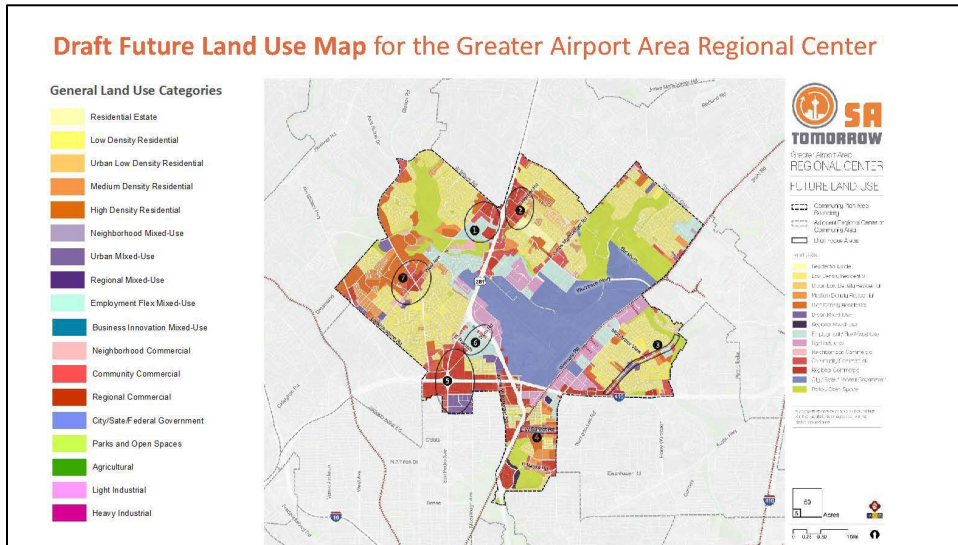


Figure: Future Land Use Priority for the Area

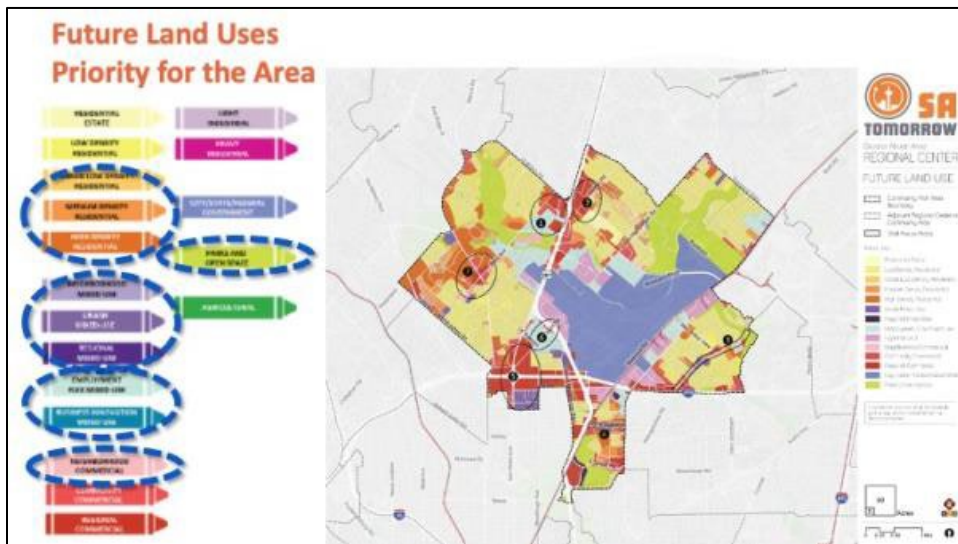
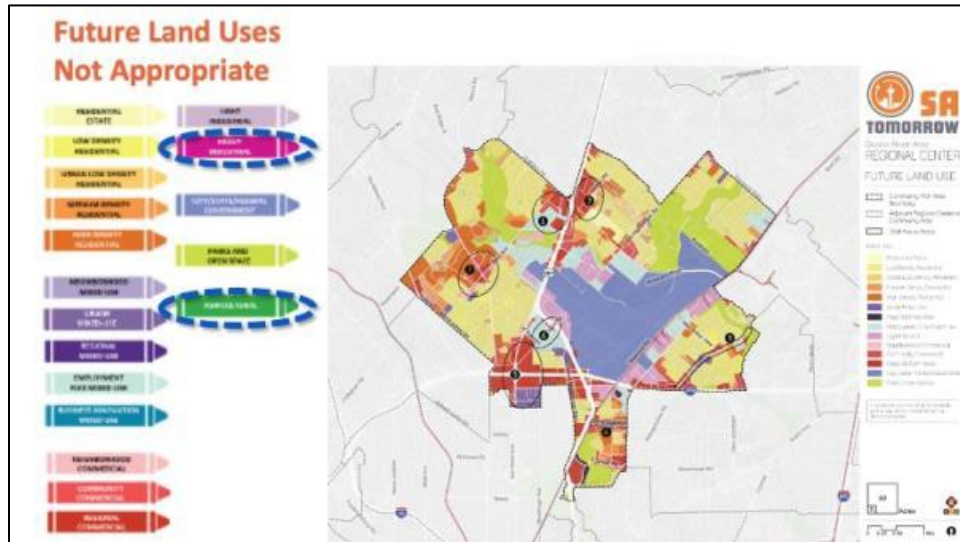


Figure: Future Land Use Not Appropriate



d. Overview of Upcoming Activity: “Maptionnaire”

Following the recap of the draft Future Land Use map, staff gave an overview of the Land Use Activity through the Maptionnaire website. The activity allows users to identify appropriate land uses and make notes on the draft Future Land Use Map and the areas near the Focus Areas. Maptionnaire is intended to give Planning Team participants an additional opportunity to provide input on where the initial draft of the land use map and draft focus areas should be altered.

e. Planning Team Meeting 4 Topics

EQUITY: EMPLOYMENT ACCESS

MIG staff provided background on Employment Access and its implications for Equity within the Area. The Greater Airport Area is home to a relatively high number of jobs compared to other parts of San Antonio. Over half of the US Census Tracts overlapping the area have two or more jobs for every household; however, the remainder of Census Tracts have more than one household for every one job, in part because of the concentration of parks in those tracts. The site of the Airport itself was not included in the analysis as no households are present there. Finally, no part of the Greater Airport Area has a Census Tract with a median income in the top 20%, or a percentage of people of color in the top 20%.

DISCUSS HOUSING AND JOBS CONDITIONS

Matt Prosser of EPS, presented to the team on Housing and Jobs in the sub-area.

- HOUSING:** The Greater Airport area is one of the largest Sub-area in terms of population (72,160 residents.) Despite its size, the area has grown at a relatively slow rate compared to other sub-areas in recent years – just .1% between 2010 - 2021. There are approximately 36,396 housing units in the area. Owner-occupied units represent 40% of occupied units in the Sub-area. Average list price for owner occupied units is approximately \$326,000 for the ZIP code 78216 and \$534,000 for the ZIP code 78209, both higher than for the City generally. The area has a higher proportion of renter occupied units than the rest of the City at 60%. Average rental rate is approximately \$1,200 per month, roughly in line with the Bexar County, and 75% of rental units are affordable to a household earning the Citywide median income of \$52,361. The majority of all housing units were built between the year 1970 and 2000.

- **EMPLOYMENT:** The Greater Airport Area has one of the highest concentrations of Jobs of all Sub-areas in the City with the estimated number jobs at 87,600. Professional, Scientific, and Tech Services, Retail Trade, Accommodation & Food Services, and Health Care are the four sectors with the highest number of jobs. 55% of workers earn less than \$40,000 annually a low wage relative to San Antonio’s median of \$52,361.
- **REAL ESTATE CONDITIONS:** Local market conditions indicate a strong market in the area for Office, Retail, Lodging and Industrial space. The area is a major office cluster. Most of the office space in the area was built in prior decades with few new offices recently. Office vacancy rate in the Sub-area is 15.9% roughly equivalent to that of the County. The Sub-area is also a major retail destination with a large amount of retail space, and a low vacancy rate of 3.4%, slightly lower than that of the County. There are 29 hotels and with 4,523 rooms, driven by the sub-areas central location and proximity to the Airport. Further the area also has a fairly large concentration of the industrial spaces.
- **WAGES AND AFFORDABILITY:** Estimated wages, household income, affordable rent, and affordable home prices for ten common occupations in the Sub-area were presented (image below.) On average a typical household in the sub-area has an annual income of \$73,572, making an affordable rent approximately \$1,839 per month and an affordable house approximately \$250,145.

Figure: Typical Jobs/Wages and Affordability

Occupation	Average Annual Wage	Est. HH Income	Affordable Rent (based on wages)	Affordable Home Price (based on wages)
Waiter/Server	\$21,860	\$30,803	\$547	\$74,324
Hotel, Motel, and Resort Desk Clerks	\$22,580	\$31,817	\$565	\$76,772
Retail Salesperson	\$27,970	\$39,412	\$699	\$95,098
Production Workers	\$36,283	\$51,126	\$907	\$123,361
Light Truck/Delivery Services Drivers	\$40,000	\$56,364	\$1,000	\$136,000
Transportation Security Screeners	\$39,740	\$55,997	\$994	\$135,116
Avionics Technicians	\$64,580	\$90,999	\$1,615	\$219,572
Healthcare Practitioners and Technical C	\$78,360	\$110,417	\$1,959	\$266,424
Civil Engineers	\$80,520	\$113,460	\$2,013	\$273,768
Lawyers	\$111,690	\$157,382	\$2,792	\$379,746
Average for Area		\$73,572	\$1,839	\$250,145

Source: US BLS; CoStar; MLS

ACTIVITY: HOUSING AND JOBS ALLOCATION

Planning Team Members were asked a series of three questions for Employment and Housing.

- **EMPLOYMENT:** 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? Some points covered in the conversation are identified below:
 - Research and Development is growing in the area (i.e. ST Engineering is expanding their space)
 - Federal Regulatory jobs are expanding (i.e. FAA hiring more people)
 - Logistics Jobs seem to be growing in the area (i.e. new warehousing adjacent to Wurzbach near interpark.)
 - VTOL (Vertical take-off and landing) industry, and drone related jobs will likely grow and need to be planned for.
 - Currently the Airport is adding terminals and gates, which will add jobs. Additionally, maintenance, repair, and overhaul businesses are expanding in the area. Logistics businesses are also industries to consider.
 - Lodging jobs are also important positions to consider and may be accessible and pay well

- Transportation jobs area plentiful
 - Restaurant and food services jobs are an asset for residents
 - Owner-occupied industrial jobs are common and should be preserved
 - Home healthcare for the elderly is needed in the Sub-area.
 - Construction jobs are very common and are import to the area
- **HOUSING:** 1) What existing housing types are assets 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? Some points covered in the conversation are identified below:
- Senior Housing is in need and we should plan for it.
 - “Missing Middle” housing would benefit the area and address the very pronounced difference between single-family and multi-family housing in the area. Currently, not very many types in between single-family homes and garden apartments.
 - Maintaining existing housing should be a priority and home ownership should be protected.
 - A balance between apartments and single-family homes should be maintained.
 - Urban low-density is missing in the area (duplexes, triplexes, fourplexes). Currently no or very few options.
 - Mixed-use development like at Broadway and Basse could be a benefit.
 - Consider access to parks, sidewalks and environmental issues like soils and flooding in the area when thinking housing and industries in the area.

ALLOCATION ACTIVITY: Planning Team Members were asked to consider where in the Sub-area they would want to see housing and jobs. To begin, the Planning Team were re-presented background on the concept of Regional Centers. In the SA Tomorrow Comprehensive Plan, Regional Centers were Identified as sub-area where that are well positioned for growth. According to the Alamo Area Metropolitan Planning Organization (AAMPO), from 2010 to 2040 employment the Greater Airport Area Regional Center is forecasted to increase by 39,400 jobs. As of 2015, the Sub-area has added 16,028 jobs outpacing projections. Similarly, housing was projected to increase within the Sub-area. From 2010 to 2040 housing was projected to increase by 3,500 units or one tenth the number of jobs. Since 2010 the sub-area has added roughly 1,100 units over the last 10 to eleven years, on track with the forecast.

Following the background, Planning Team Members were asked to consider the four housing types (Single Family Detached, Attached/Townhomes, Garden Multifamily, Urban Multifamily) and four employment types (Retail, Industrial/Flex, Office/Education/Health, Hospitality/Entertainment) and to specify location in the sub-area that they would be appropriate. Below is a list of ideas covered in the discussion with the Planning Team. The following are points covered during the allocation activity.

EMPLOYMENT

- Consider office on 281 at 410
- New professional offices are planned at Focus Area 1 (Bitters and Blanco: West)
- Reinvest in existing retail area where it makes sense
- Supporting existing industrial uses in the area
- Consider airport supporting jobs south of the airport on Airport Blvd.

HOUSING

- Find Places for “Missing Middle Housing”
- Open to mixed-use and or housing at Focus Area 5 (San Pedro at 410) and Focus Area 1 (Bitters and 281: West)
- Focus Area 7 potential for mixed-use development. Area already has large amount of high-density housing, so would like to avoid additional high-density, but potential for smaller housing types.

- Potential for small infill development at Focus Area 1 (Bitters and 281: West), Focus Area 4 (Sunset) and Focus Area 5 (San Pedro at 410).

d. Next Steps

COMMUNITY MEETING #2: Community Meeting #2 will be held at the Walker Ranch Senior Center (835 West Rhapsody Drive) on Thursday, November 3rd from 5:30 PM to 7:30 PM.

PLANNING TEAM MEETING #5: Planning Team Meeting #5 will be held virtually on Thursday, December 8th from 2:00 PM to 4:00 PM.

PLANNING TEAM MEETING #6: Planning Team Meeting #6 will be held virtually on Thursday, February 2nd from 2:00 PM to 4:00 PM

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