



Planning Team Meeting 8 Summary

1.1 Date, Time, Location

- Meeting Date: June 22th, 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
- Saul Vazquez, Senior Project Associate, MIG
- Marco Hinojosa, Senior Project Associate, MIG
- Hannah Santiago, Senior Associate

1.3 Planning Team Attendees

[ATTENDANCE NOT FORMALLY TAKEN]

- Joey Pawlick, Activate SA
- Ryan Hall, Aviation Department
- Donna Thompson, Arboretum / Bluffview Neighborhood Assoc.
- Marilyn Jowdy, Blossom Park Neighborhood Assoc.
- Libby Day, Shearer Hills/Ridgeview Neighborhood Assoc.
- Marco Barros, Bluffview Resident
- Elizabeth High, Bike Network Plan Consultant Team
- Bryan Hummel, D9 Resident
- David Bemporad, Bike Network Plan Consultant Team
- Karen Bishop, San Antonio River Authority
- Veronica Escalera-Ibarra, VIA Metropolitan Transit Authority

1.4 Meeting Objectives

The purpose of the eighth Planning Team Meeting was to build on mobility discussions from planning team meeting #6 and community meeting #3 to assess draft mobility recommendations, reintroduction of Amenities & Public Space Elements and introduction of draft Amenities & Public map, Review draft graphics created from the digital design charrette and provide input on the elements shown.

1.5 Meeting Agenda

- a. Mobility Recommendations
- b. Reintroduction to Amenities & Public Space Elements
- c. Overview of Digital Design Charrette Graphics
- d. Next Steps

a. Mobility Recommendations

Project Staff was reintroduced. A quick summary of input and background relating to Mobility was presented to the Planning Team and a first draft of Mobility Recommendations along with supporting strategies was presented

and discussed with the Planning Team. The draft Mobility Recommendations and Strategies presented at the meeting are listed here:

MOBILITY RECOMMENDATION 1: PRIORITIZE SAFE MOBILITY FOR ALL:

- *Continue implementation of Vision Zero strategies (reduced speeds, narrow lanes) for key areas of conflicts between people driving, people walking and people bicycling*
- *Separate railroads from streets to improve safety and reduce delay*
- *Eliminate low water crossings as roads are reconstructed*

MOBILITY RECOMMENDATION 2: TRANSFORMS STREETS INTO ATTRACTIVE AND FUNCTIONAL MULTIMODAL ASSETS.

- *Integrate green stormwater infrastructure into street reconstruction and traffic calming projects*
- *Add pedestrian crossing opportunities for people accessing transit, schools, and other neighborhood destinations*

MOBILITY RECOMMENDATION 3: SUPPORT FUTURE GROWTH WITH CONNECTED TRANSPORTATION NETWORK.

- *Reconnect neighborhoods through pedestrian scale improvements at intersections of highways and arterials*
- *Eliminate sidewalks gaps and ensure maintenance of existing sidewalks along multimodal corridors*
- *Provide contiguous protected bicycle infrastructure to connect neighborhoods north and south of the Airport*

Planning Team Members noted the importance of coordination with TxDOT and the state for implementing changes on state roadways and highlighted that coordination had been a barrier for past projects, especially concerning narrowing lanes or removing lanes. Cooling elements like shade trees and other structures were identified as important for pedestrians and street design in general. Furthermore, the group discussed how trees and other shading elements can serve as traffic calming measures as well. Meeting participants also noted an opportunity to utilize existing funds for tree planting collected through developer fees. Safety call boxes, popular on college campuses, were also mentioned as a potential way to improve safety along trails in the area. It was noted that the Parks and Recreation department does provide some call boxes at trailheads out of the flood plain, which also limits where lighting may be placed. The Woodlands was raised as an example of a place that has done a good job facilitating trail crossings along roadways. A question about potential railroad crossings that need upgrades was asked, with railroad crossings along Wetmore Road and along US Highway 281 North being identified. Participants also noted that trains will sometimes change crews near Wetmore, which contributes to delays in the area.

Funding from the EPA, HUD, General Land Office, and FEMA were identified as sources of funding for stormwater and green infrastructure improvements to streets. Stormwater issues along Dellwood (just south of the Plan Area) were pointed out as impacting the Shearer Hills/Ridgeview Neighborhoods Association, and the Barbara Street Drainage project was identified as ongoing and in need of prioritization. Planning Team members also noted the need for expanding accessibility in neighborhoods and not only along major thoroughfares.

Following the discussion of the Recommendations and Strategies, a graphic showing potential Mobility Improvements that could be made along Nacogdoches Road was presented and discussed. Planning Team Members noted that the site along Nacogdoches is near a potential trailhead improvement near Salado Cliffs. Participants asked where potential users would come from, since the site is currently near a series of unused parcels, and it was noted that the area is within Focus Area 2, and that additional mixed-use development in the area could support.

b. Reintroduction to Amenities & Public Space Elements

A quick reintroduction to Amenities and Public Space in the plan was given. A handful of public comments related to Amenities and Public Space were shown, along with a brief description of the activity held at Community Meeting 3. Amenities and Public Space Elements shown include Parks, Plazas, Trails/Trailheads, Signage and Wayfinding, Improved Lighting, Pedestrian Crossings, Green Infrastructure, Public Art, Priority Connections, and Character Defining Features. Draft maps prepared based on community meeting input were presented. These maps show some ideas for where the improvements listed above could be placed in the sub-area and focus area.

Planning Team Members raised street flooding in the Focus Area along Isom Road as an important issue to resolve. Food Deserts were also identified as important to consider, and it was noted that several areas have limited access to food. Park Space, as indicated on the Amenities and Public Space Map for Focus Area 4 (San Pedro and 410), was noted as possibly less appropriate than green infrastructure where it is very close to Loop 410 and in between large roadways, and that it could also be important space for native plants. A need for access to drinking water for trail users was noted. Similarly, Planning Team members pointed out a desire for more public art in the area, including along San Pedro and at sites near schools.

c. Overview of Digital Design Charrette Graphics

A brief reintroduction to the Digital Design Charrette was presented, and graphics were reviewed with the Planning Team for the two sites. Some ideas included in the graphic are:

For Site one, which includes North Park Shopping Center, the visual rendering produced at the Digital Design Charrette was discussed. The development of a promenade flanked by retail, creating an enclosed green space that could be used for stormwater runoff or green infrastructure near Loop 410, was highlighted. The image also depicts additional hospitality uses like a hotel near the intersection of Loop 410 and San Pedro, close to the North Star Transit Center. Beyond the hospitality uses, mid-rise mixed-use/apartment buildings are shown, including an on-site structured parking deck that could serve new residents or shoppers in the area. Smaller scale residential units (e.g., townhomes) are depicted adjacent to existing residential areas on the south side of the site. The image also illustrates the conversion of a parking lot to green space and the inclusion of existing retail spaces like Target, the Alamo Drafthouse site, and the Aloft hotel.

The Planning Team noted that the image represented an improvement from the previous depiction, and Aviation Staff supported the image. One planning team member suggested that programmed green space is preferable to large open areas.

For Site two, Burlington/AutoFit, located within Focus Area 1 to the north of Wurzbach Parkway and west of US 281 North, was reintroduced. An illustration of potential changes to the site developed during the digital design charrette was presented to the planning team. The image shows most of the existing pattern of development remaining, with some modifications to a more coordinated internal circulation network. Additionally, the image depicts additional green space and trees that could be used to capture and treat stormwater runoff. New uses shown in the image include business or flexible office or service spaces near US 281 North. Entertainment uses like a brewery are shown more centrally on the site. Existing large-format regional-serving uses are included and could become grocery or other retail space. Amenities like green space and expanded trails are also shown on the site.

The planning team expressed support for the image. It was noted that the site is adjacent to the Greenway, even though it is on the opposite side of Wurzbach Parkway. Any additional connection to the trails network would represent a major benefit to the area and support multimodal connectivity.

d. Next Steps

PLANNING TEAM MEETING #9 Planning Team Meeting #9 will be held virtually on Thursday, July 20th, 2023, from 2:00 PM to 4:00 PM

PLANNING TEAM MEETING #10 Planning Team Meeting #10 will be held virtually on Thursday, August 17th, 2023, from 2:00 PM to 4:00 PM

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