



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, self-sufficient center with a variety of small and large buildings, including shops, restaurants, and services that serve the needs of the community and support the airport's operations. Residents and others enjoy a well-distributed and well-served park, open space, and trail systems, 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 mayor desarrollo que una variedad de pequeños y grandes edificios, que incluyen tiendas, restaurantes y lugares de entretenimiento, que sirven las necesidades de la comunidad y apoyan las operaciones del Área Regional. Los residentes y otros disfrutan de un espacio público distribuido y bien servido, que incluye parques y sistemas de caminos peatonales, bicicletas y tránsito seguros y cómodos para peatones, ciclistas y transeúntes."

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

Draft Goals / Borrador de los Objetivos

| | | | | | | | |
|--|--|--|--|---|--|--|--|
| <p>DRAFT GOAL 1 "Create walk and bicycle friendly conditions with a diversity of destinations, transit and neighborhood options."</p> | <p>BORRADOR DEL OBJETIVO 1 "Crear condiciones seguras y convenientes para caminar y andar en bicicleta que permitan una variedad de destinos, opciones de transporte y opciones de vecindario."</p> | <p>DRAFT GOAL 2 "Improve existing streets and create new connections to create a more complete street network that supports walking, bicycling, and transit options."</p> | <p>BORRADOR DEL OBJETIVO 2 "Mejorar las condiciones de las calles existentes y crear nuevas conexiones para crear una red de calles más completa que apoye caminar, andar en bicicleta y opciones de tránsito."</p> | <p>DRAFT GOAL 3 "Increase the number of transit options and improve transit service to support walking, bicycling, and transit options."</p> | <p>BORRADOR DEL OBJETIVO 3 "Aumentar el número de opciones de transporte y mejorar el servicio de transporte para apoyar caminar, andar en bicicleta y opciones de tránsito."</p> | <p>DRAFT GOAL 4 "Provide quality open space and recreation opportunities for the community and support the airport's operations."</p> | <p>BORRADOR DEL OBJETIVO 4 "Proporcionar espacios abiertos y recreación de calidad para la comunidad y apoyar las operaciones del Área Regional."</p> |
| <p>DRAFT GOAL 5 "Provide quality open space and recreation opportunities for the community and support the airport's operations."</p> | <p>BORRADOR DEL OBJETIVO 5 "Proporcionar espacios abiertos y recreación de calidad para la comunidad y apoyar las operaciones del Área Regional."</p> | <p>DRAFT GOAL 6 "Provide quality open space and recreation opportunities for the community and support the airport's operations."</p> | <p>BORRADOR DEL OBJETIVO 6 "Proporcionar espacios abiertos y recreación de calidad para la comunidad y apoyar las operaciones del Área Regional."</p> | <p>DRAFT GOAL 7 "Provide quality open space and recreation opportunities for the community and support the airport's operations."</p> | <p>BORRADOR DEL OBJETIVO 7 "Proporcionar espacios abiertos y recreación de calidad para la comunidad y apoyar las operaciones del Área Regional."</p> | <p>DRAFT GOAL 8 "Provide quality open space and recreation opportunities for the community and support the airport's operations."</p> | <p>BORRADOR DEL OBJETIVO 8 "Proporcionar espacios abiertos y recreación de calidad para la comunidad y apoyar las operaciones del Área Regional."</p> |

Install sidewalks from neighborhoods on Bitters To Jones Maltzberger To walking Trails, Blossom, Sports fields etc.

INSTALL SIDEWALKS ALONG WETMORE RD. FROM STONE RIDGE SUBDIV. TO WOLF RANCH PKWY WHICH WOULD ENABLE PEOPLE TO SAFELY WALK OR BIK TO McALLISTER PARK

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

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

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

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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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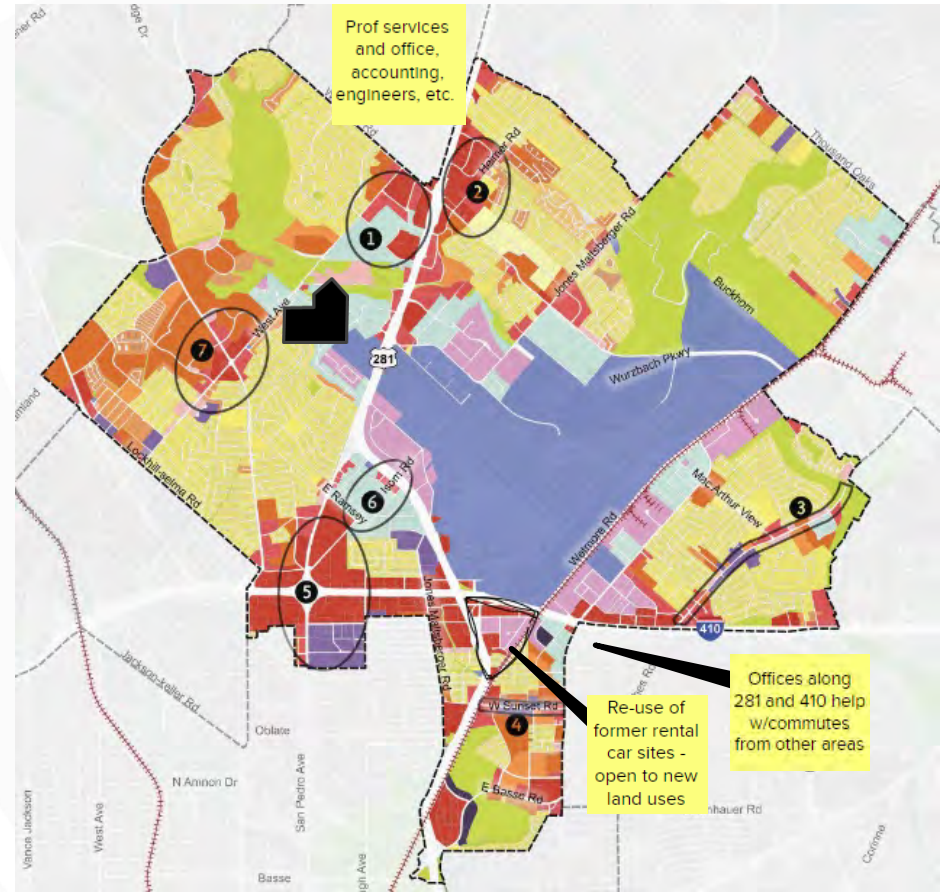
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Economic Development
Recommendations



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?

| | | | | | | | |
|--|---|---|------------------------------|--|--|---|--|
| Private sector - FAA employees in Airport area, working for related industries, expected to expand | Professional services jobs (i.e. engineering) | Higher-paying jobs (hotel/F&B mgmt, entry level w/ growing \$), related to and within airport | Retail and food service jobs | Technical aviation-related roles - air taxi, vertical takeoff logistics, cargo, hangar ops, aircraft sales | Owner-occupied service businesses west of Airport: Pumping, air conditioning, printing companies, et al. | Taxi and TNC operators, rental car agencies | Construction co's based in northside with high-paying jobs, e.g. Guroo, Joeris, HB Zachy |
|--|---|---|------------------------------|--|--|---|--|

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

| | | | | | |
|--|--------------------------------|--|--|--|--|
| Maintain - repair aircraft at airport - global airline support | Home care services for elderly | Need for townhomes, attached housing types - consider what jobs these can support if added | | | Offices west of airport along 281, north of flight paths |
|--|--------------------------------|--|--|--|--|

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

| | | | |
|---|--|--|--|
| Commercial growth vs. residential, but can't rely on commercial flight. We have large retail centers with no jobs nearby and potential up-adding parking issues | | | |
|---|--|--|--|

Additional comments

| | | | |
|--|---|--|--|
| More warehousing space being added near Interpark Blvd, PT should account for that | Federal pay scale for the San Antonio metro area. https://www.opm.gov/policy-data-oversight/pay-leave/salaries-ranges-tables-tables/pdf/2022/SO.pdf | | |
| | | | |

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?

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

| | | | |
|--|--|--|--|
| Commercial growth vs. residential, but can't rely on commercial flight. We have large retail centers with no opportunities and potential job losses, including retail. | | | |
|--|--|--|--|

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| | | | |

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

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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

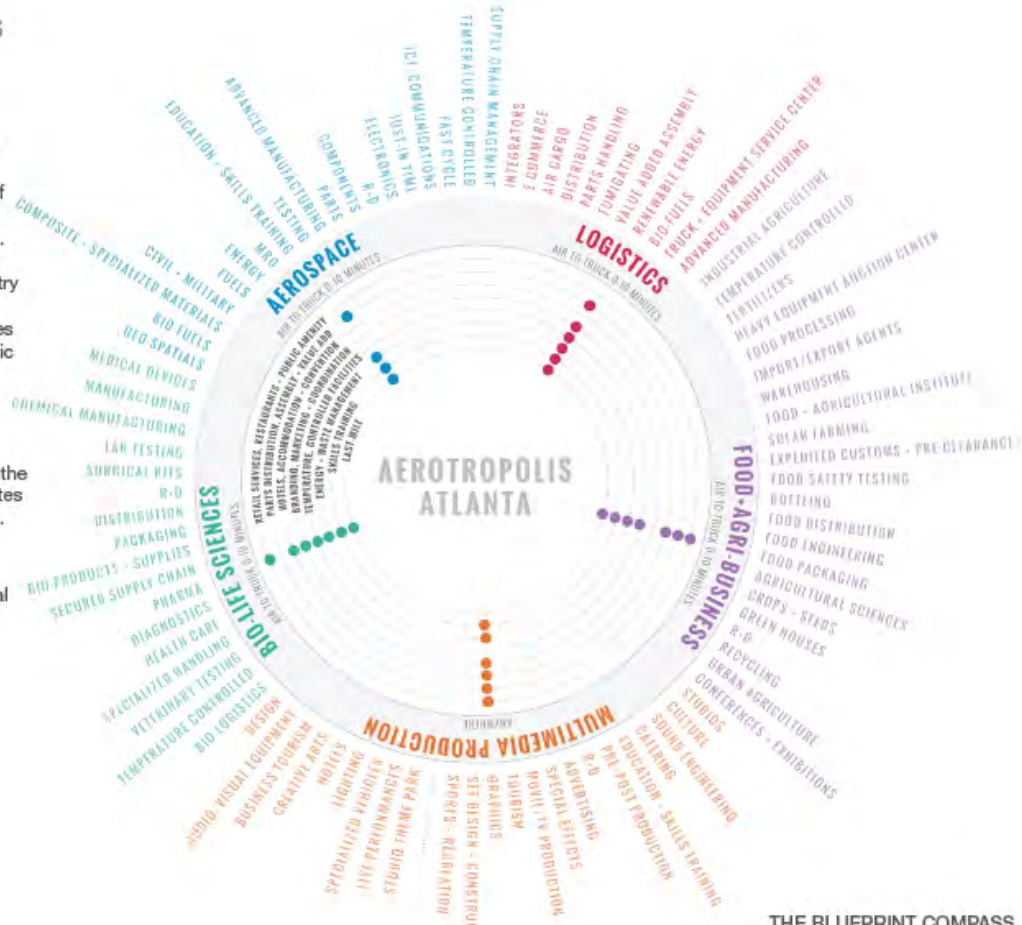
Aerotropolis Atlanta Alliance

RECOMMENDATIONS

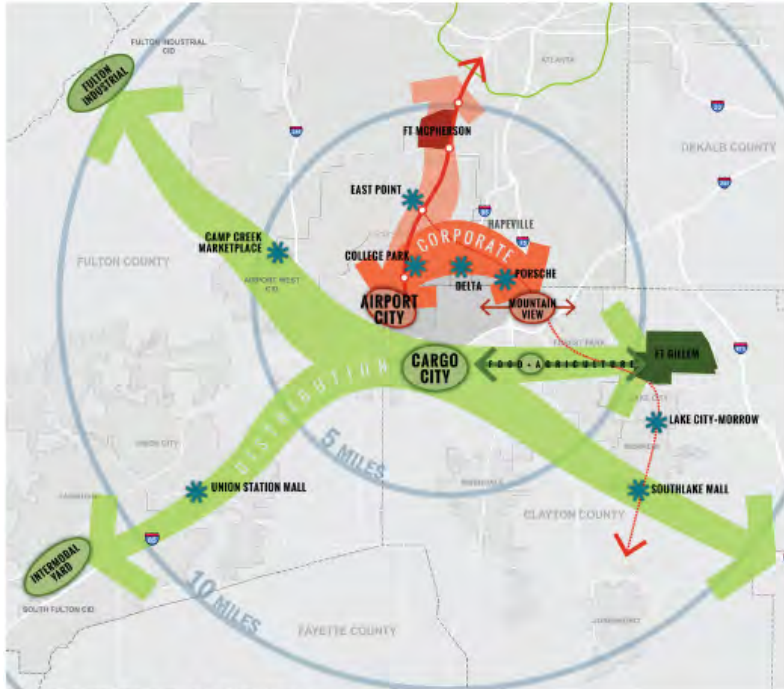
TARGET INDUSTRIES - THE BLUEPRINT COMPASS

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.



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

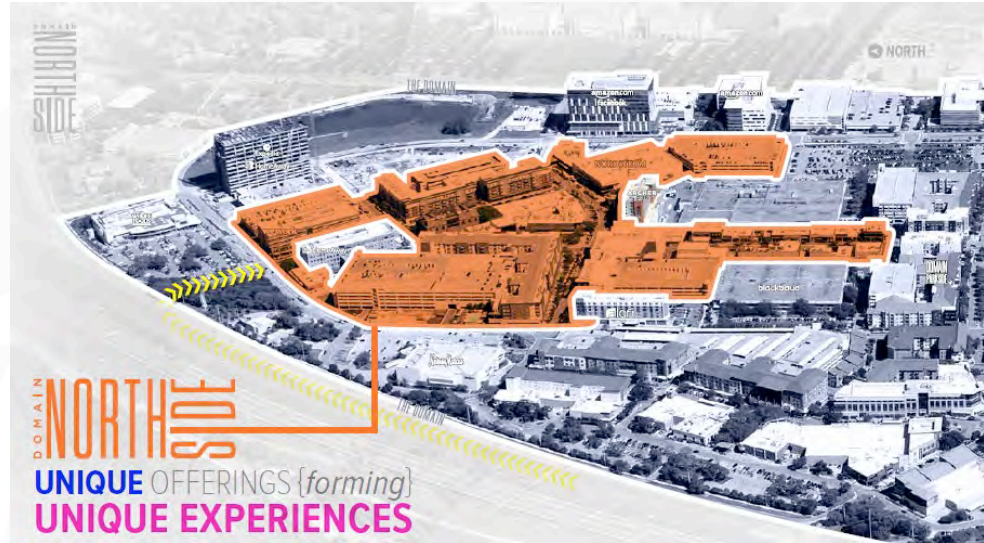
| CATALYTIC PROJECTS | | | | | | |
|--------------------|--|--|--|--|--|--|
| | | | | | | AIR CARGO HUB |
| | | | | | | AEROSPACE HUB |
| | | | | | | AEROSPACE PARTS DISTRIBUTION |
| | | | | | | FAST CYCLE LOGISTICS/E-COMMERCE/VALUE ADD |
| | | | | | | AUTOMOTIVE + EQUIPMENT PARTS DISTRIBUTION |
| | | | | | | 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

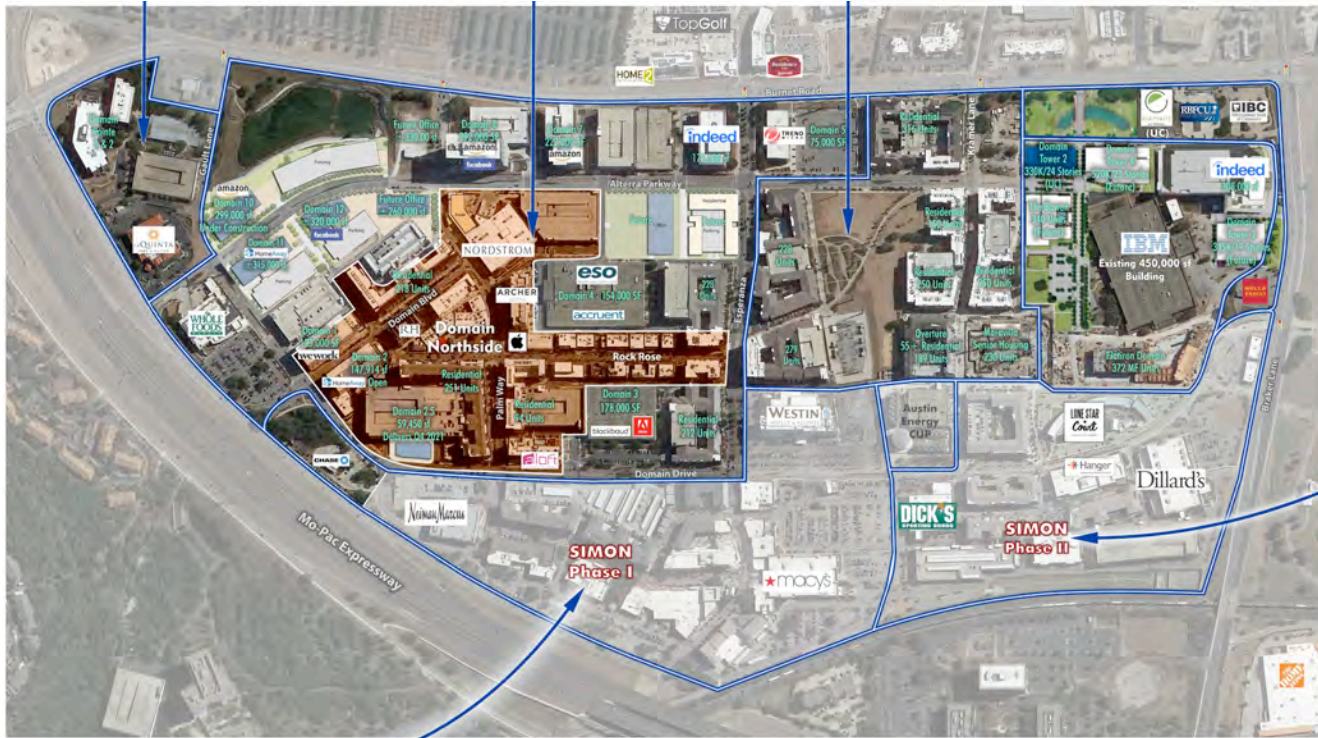
- ★ STRONG
- ★ MODERATE
- ⌚ 0-5 MIN
- ⌚ 5-10 MIN
- ⌚ 10-15 MIN
- ⌚ 15+ MIN

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

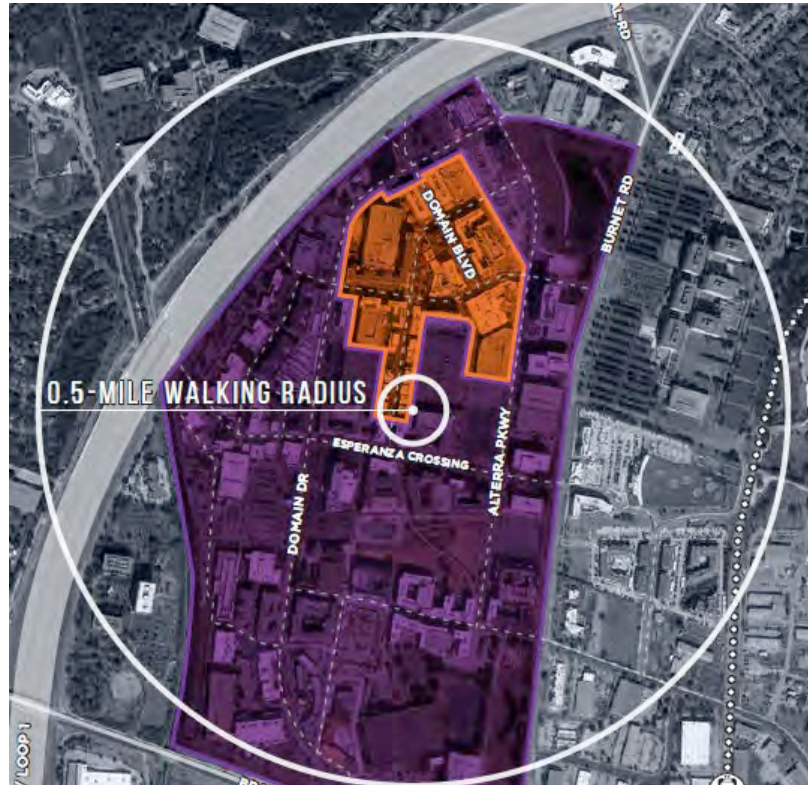


The Domain Master Plan

| 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



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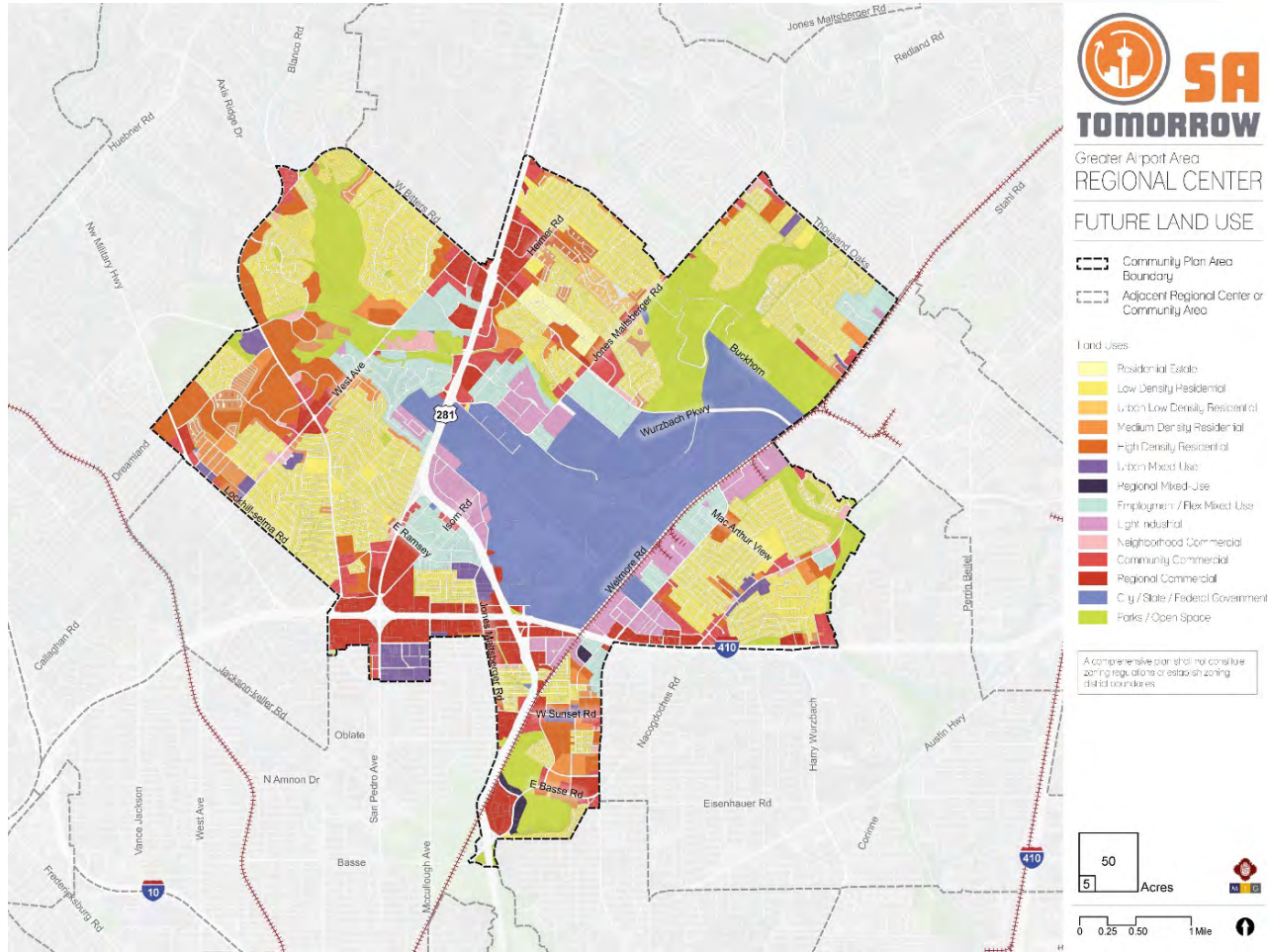


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Future Land Use Review

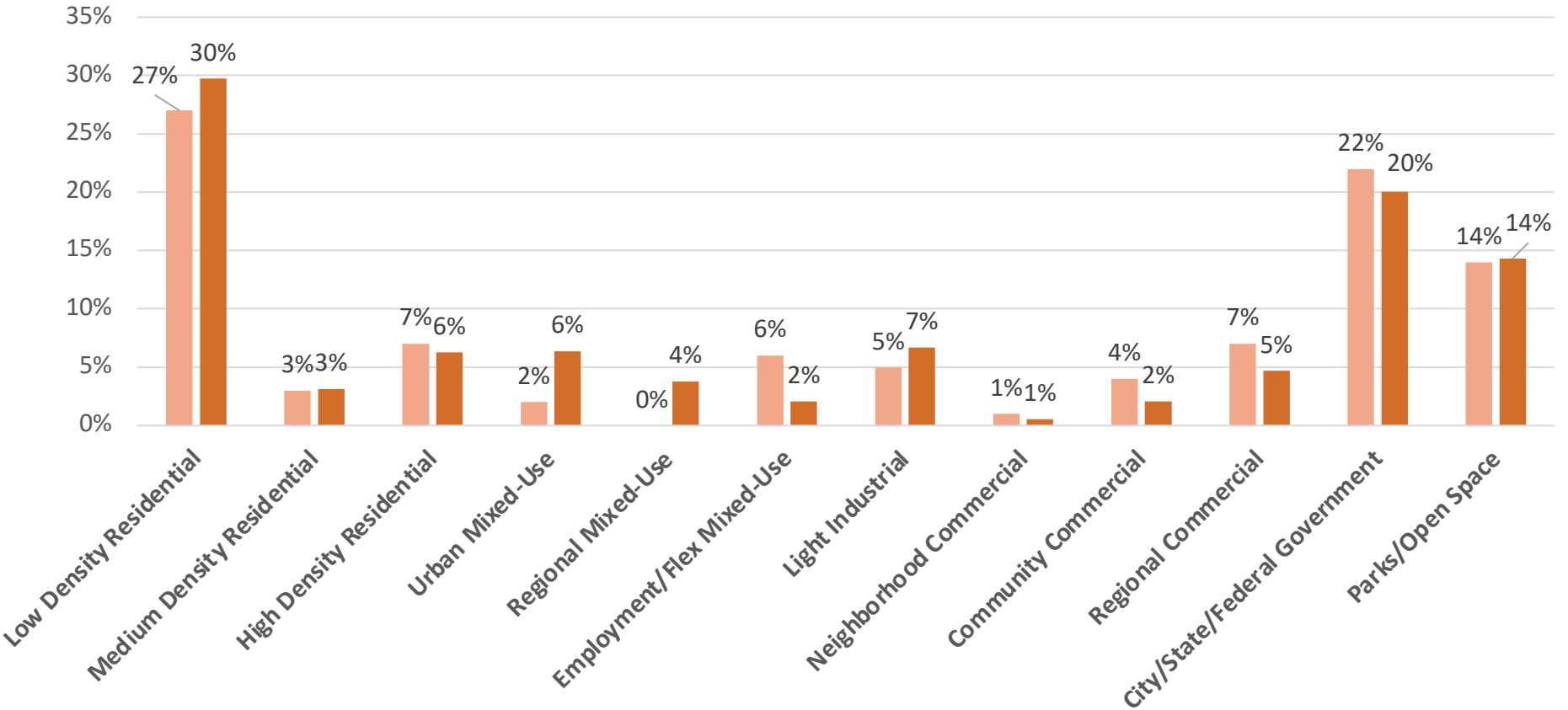


Initial Draft Land Use Map

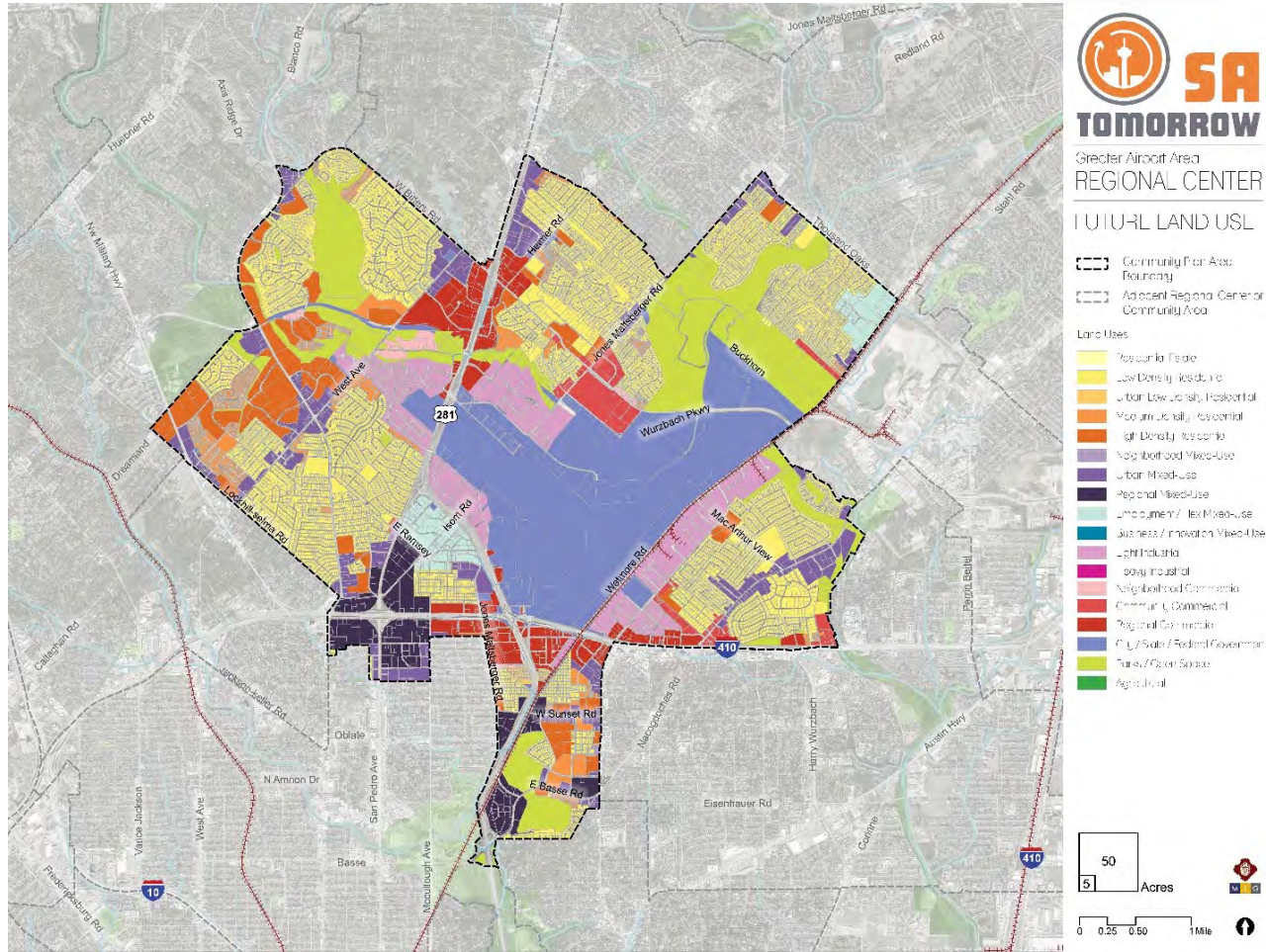


Greater Airport Area: Future Land Use Changes

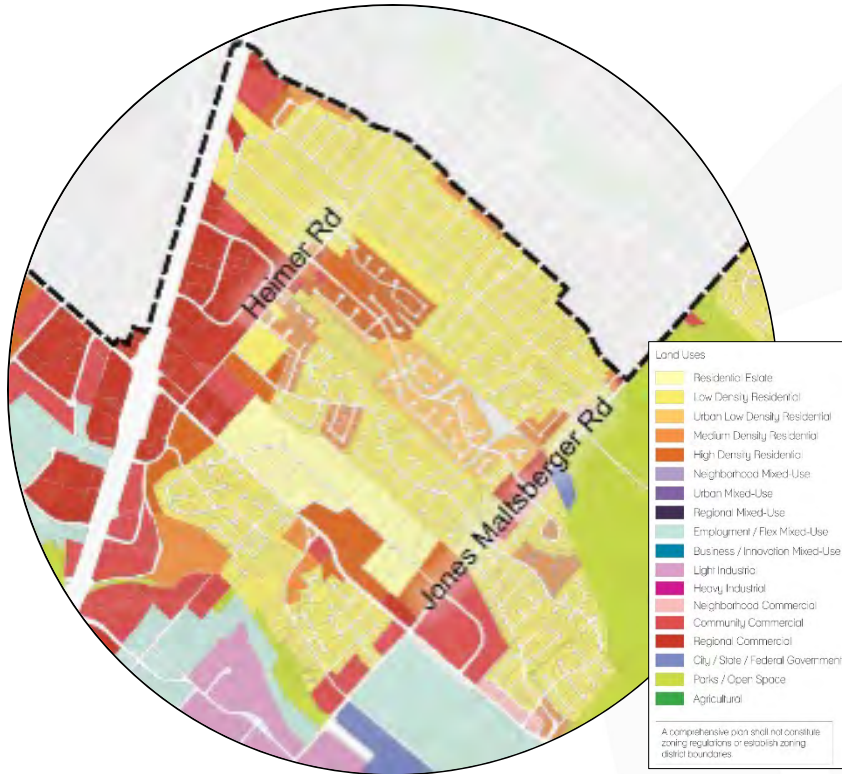
Existing Land Use Revised Land Use



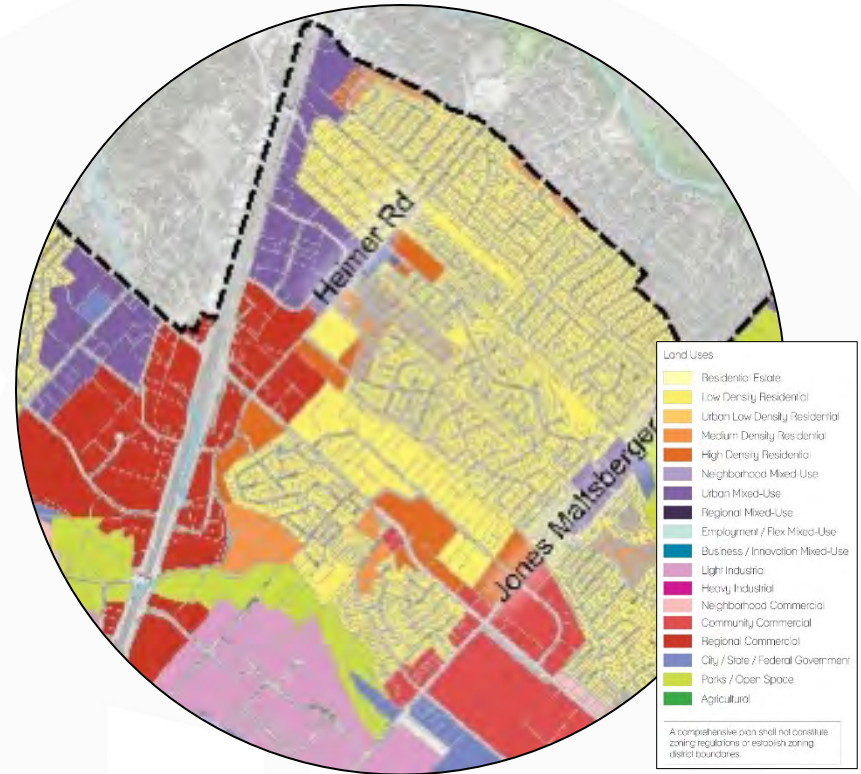
Revised Future Land Use Map



Revised Future Land Use Map



INITIAL DRAFT



CURRENT DRAFT

Revised Future Land Use Map



INITIAL DRAFT

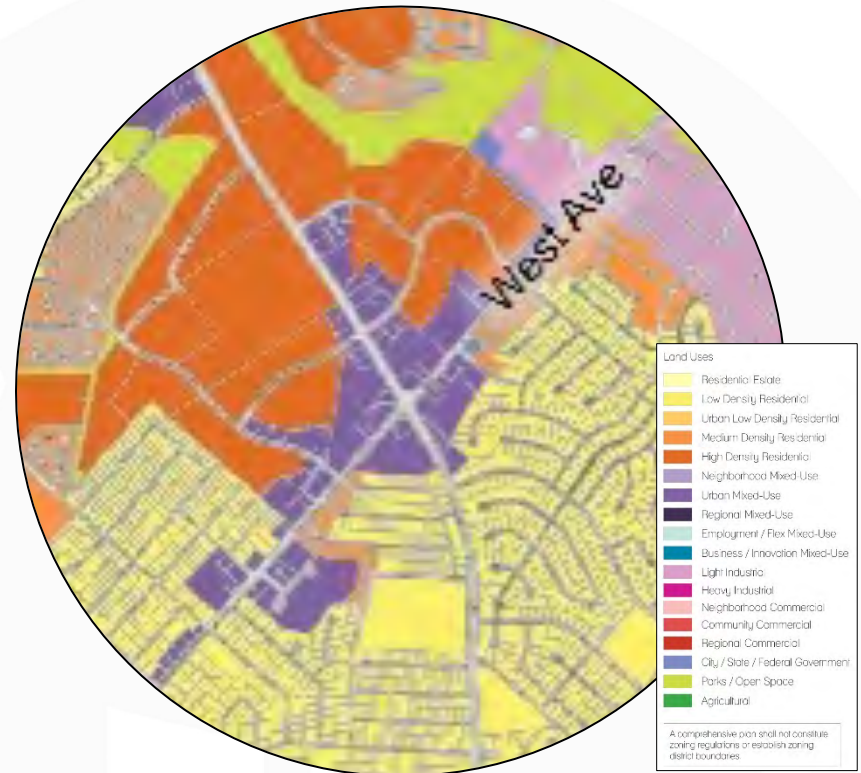


CURRENT DRAFT

Revised Future Land Use Map

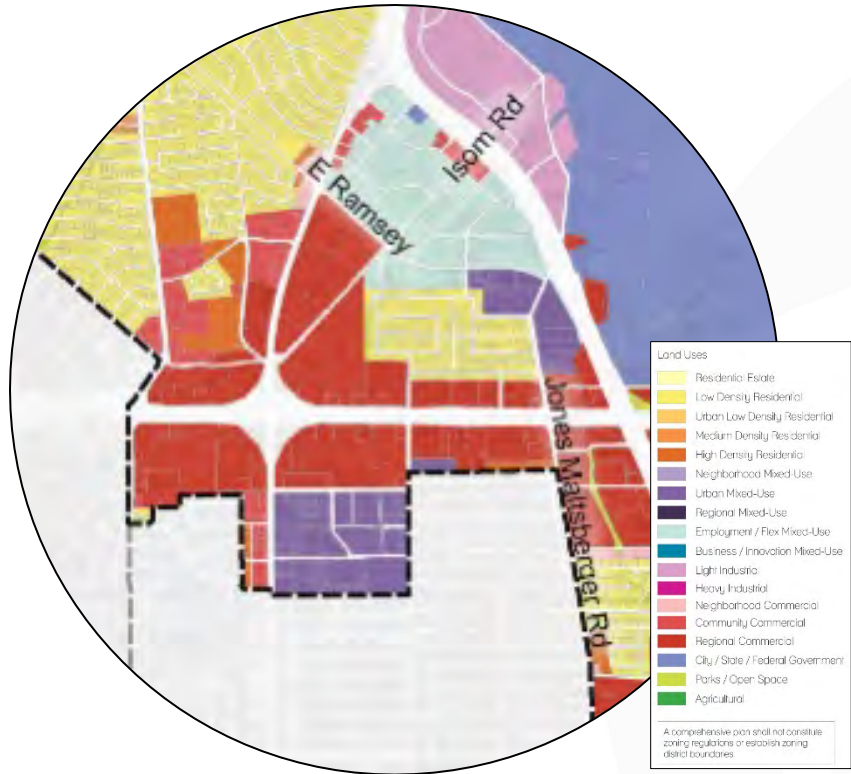


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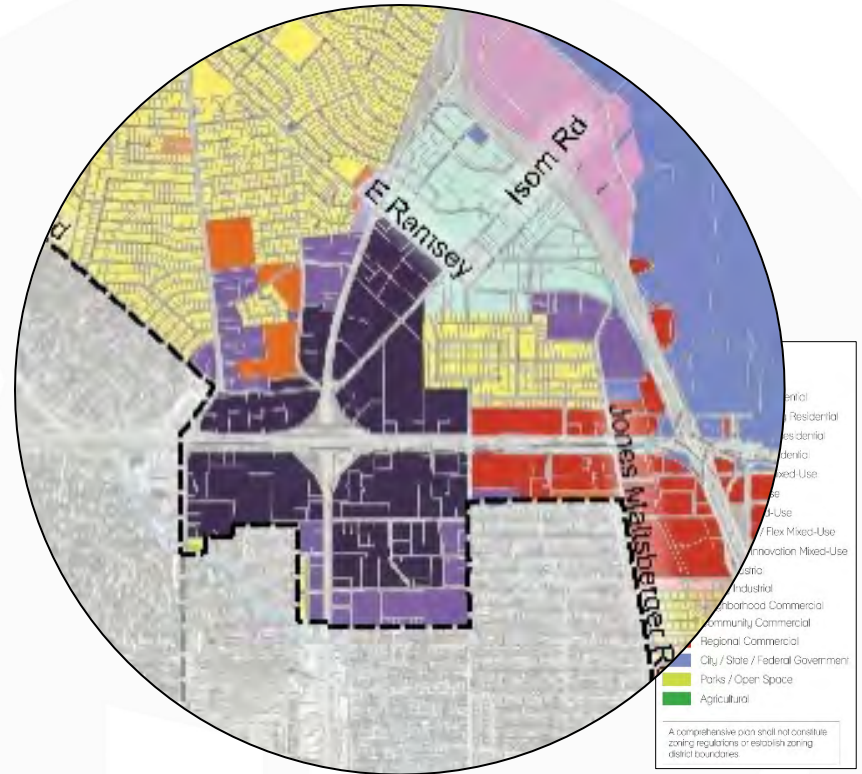


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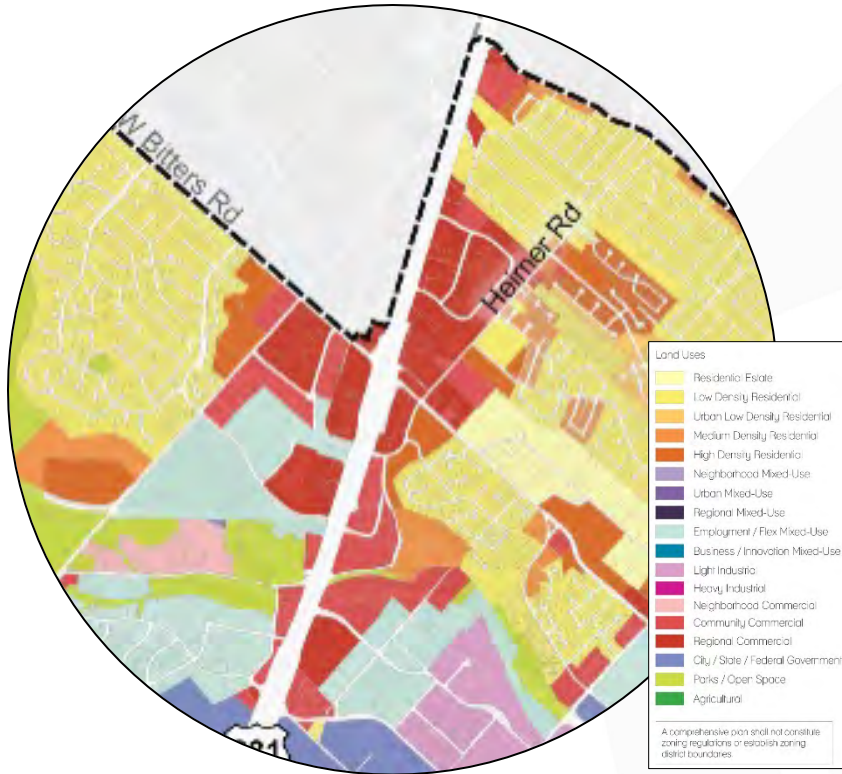


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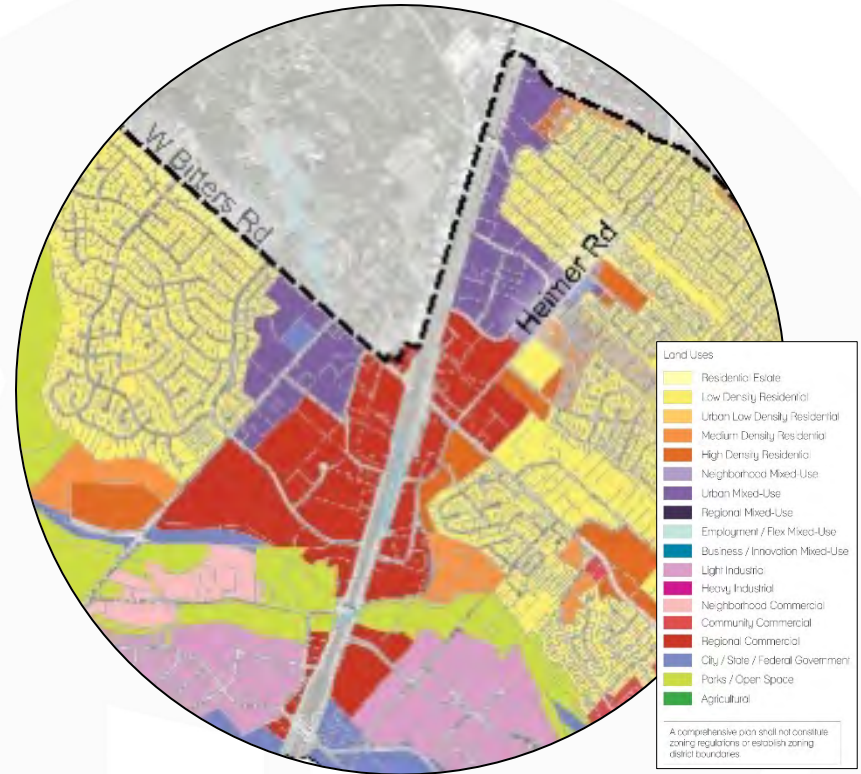


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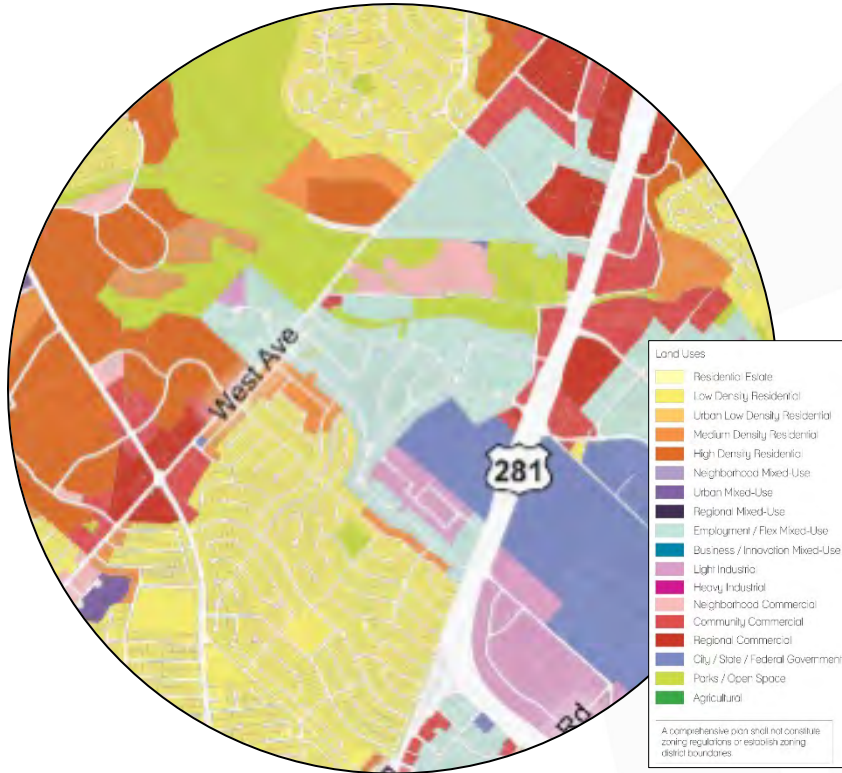


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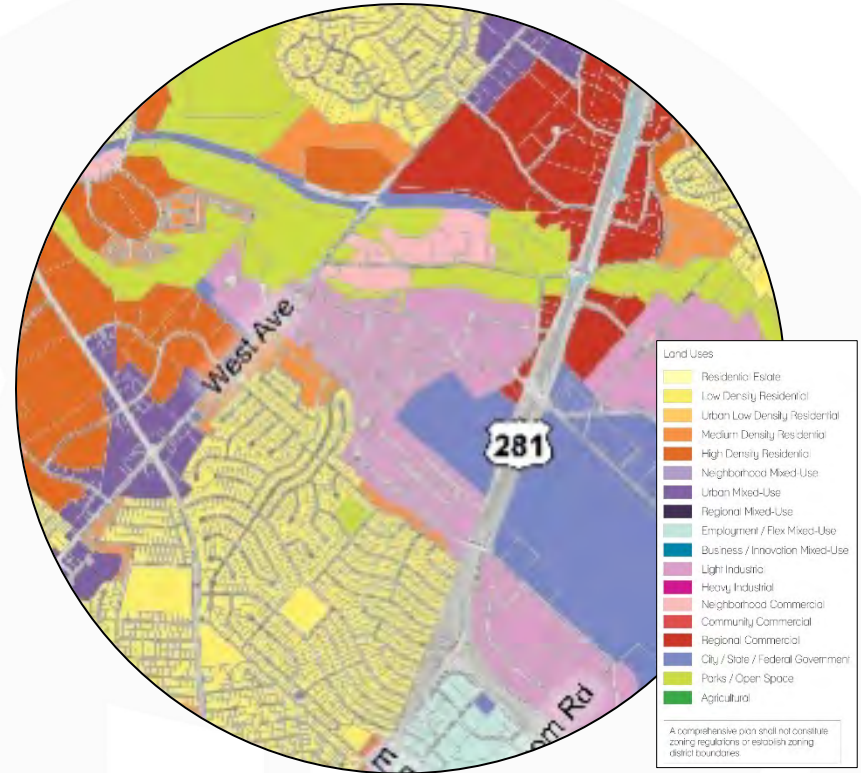


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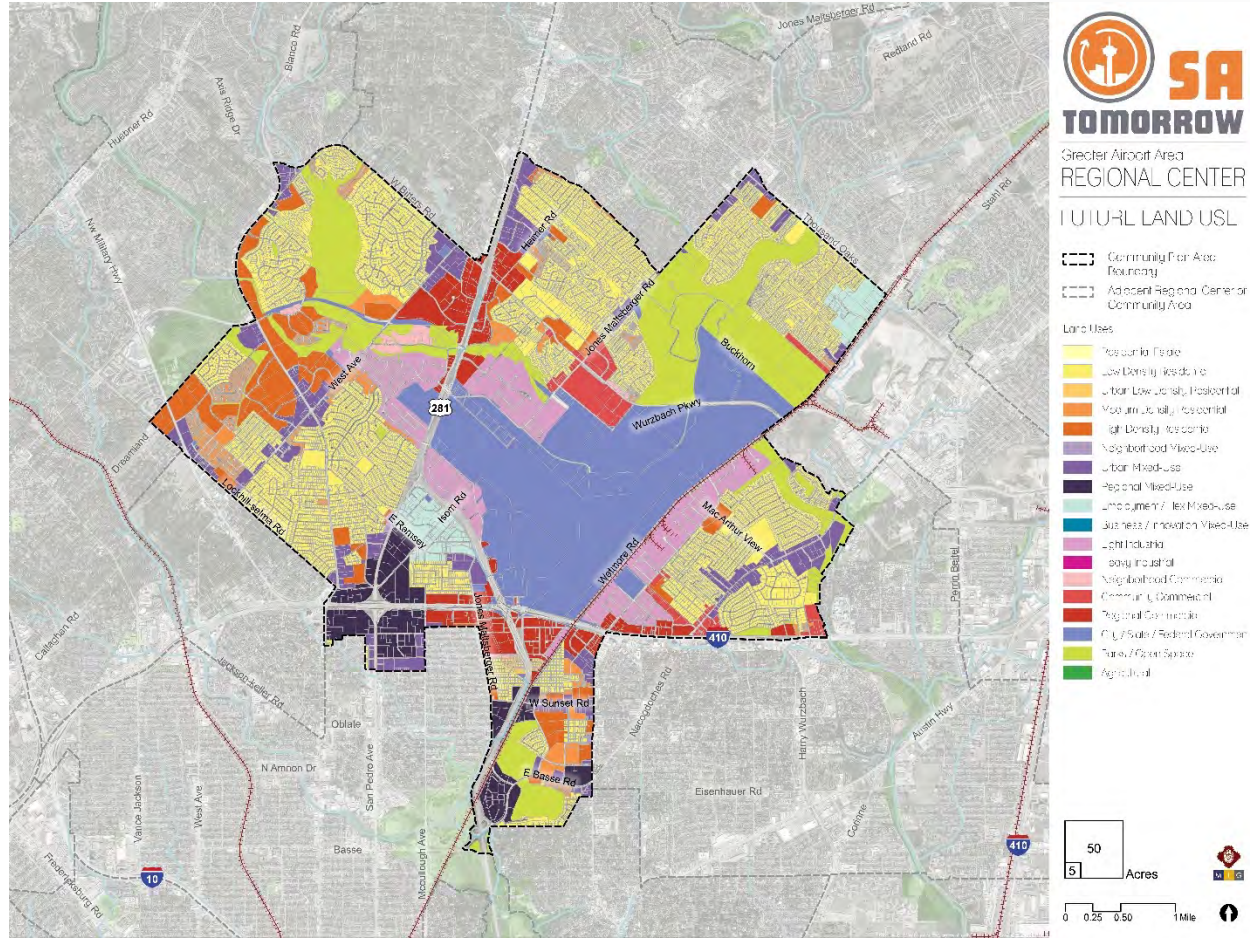


INITIAL DRAFT



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.

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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
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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