SA TOMORROW SUB-AREA PLANNING:
TEXAS A&M-SAN ANTONIO AREA REGIONAL CENTER PLAN

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PLANNING

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1 Introduction

Background

A comprehensive plan is the official long-range planning document that cities use to guide decisions on future growth. Comprehensive plans provide policy guidance on a range of topics from land use to City services. The SA Tomorrow Comprehensive Plan was adopted in August 2016 and is intended to guide decision making through 2040. A key implementation goal of the SA Tomorrow Comprehensive Plan is to create a future land use map for the entire city. This is a large undertaking that requires a methodical approach to ensure thoroughness and consistency. The City's approach is to complete the future land use planning process in a series of smaller geographies, called sub-areas, until the entire city is covered. Sub-areas are categorized as either regional centers or community areas based on a combination of existing conditions and future projections. Generally, regional centers are characterized as major activity or employment centers, while community areas are more residential in nature.

Process and Timeline

The process of developing the Texas A&M-San Antonio Area Regional Center Plan was approximately five years from project chartering to City Council adoption. Planning Department staff worked with a wide range of community members, business and property owners, employers, educational and medical institutions, partner organizations, and City departments to create a realistic and implementable plan for this important regional center.

Phase 1: Project Chartering

August - December 2018

The first phase of the project focused on project chartering. This phase ensures the planning process has a clear timeline and supports the overall goals of SA Tomorrow, while identifying key stakeholders to be involved in the process. Project chartering also included determining the Planning Team membership, finalizing the detailed plan area boundaries, and refining projections for future housing, job, and population growth within all sub-areas and high-capacity transit corridors.

Phase 2: Analysis and Visioning

January - April 2019

The second phase of the project focused on assessing the existing conditions and growth capacity of the Texas A&M-San Antonio Area Regional Center while drafting a vision and set of goals for the future of the area with Planning Team and community direction. The analysis and refinement of existing conditions helped ensure that the vision and goals for the Texas A&M-San Antonio Area Regional Center are grounded in the proper context.

Phase 3: Plan Framework

April 2019 - February 2024

The third phase of the project focused on working with the community and stakeholders to establish the Plan Framework. The Plan Framework components include Land Use, Focus Areas, Mobility, Amenities and Public Space, Housing, and Economic Development.

Phase 4: Recommendation and Implementation Strategies

January 2020 - February 2024

The fourth phase developed specific projects, programs, and policies to effect change in the Texas A&M-San Antonio Area Regional Center. This phase also included the development of specific, action-oriented implementation strategies and recommendations for potential funding sources.

Phase 5: Documentation and Adoption

May 2021 - June 2024

The last phase of the project was devoted to public review and comment, draft revisions, guiding the plan through the approval and adoption process, and creating the Executive Summary and final adopted plan documents. Outreach and engagement were extended during Phases 4 and 5 to raise awareness in the community about the planning process, and additional time was spent on preparing the final draft plan to reflect input and feedback received from stakeholders. The project team met with City departments and other partners to develop critical next steps to support the implementation of the plan.

Stakeholders

The Texas A&M-San Antonio Area Regional Center Plan planning process included a range of engagement activities such as interviews, workshops, meetings, town hall events, and community meetings with stakeholders from the following groups:

- Alamo Area Metropolitan Planning Organization (AAMPO)
- Big Red Dog Engineering/WGI, Inc.
- City Council District 3
- City Council District 4
- City of San Antonio Development Services Department (DSD)
- City of San Antonio Economic Development Department (EDD)
- City of San Antonio Metropolitan Health District (Metro Health)
- City of San Antonio Neighborhood and Housing Services Department (NHSD)
- City of San Antonio Office of Innovation
- City of San Antonio Office of Sustainability
- City of San Antonio Parks and Recreation Department
- City of San Antonio Public Works Department
- City of San Antonio Transportation Department
- KFW Engineers & Surveyors/Colliers Engineering & Design
- Land Heritage Institute
- Overland Partners
- San Antonio River Authority (SARA)
- San Antonio Water System (SAWS)
- South Texas Business Partnership (formerly the South San Antonio Chamber of Commerce)
- Southstar Communities, LLC
- Texas A&M University-San Antonio
- Texas Department of Transportation (TxDOT)
- Texas Public Radio (TPR)
- Toyota Motor Manufacturing Texas, Inc. (TMMTX)
- VIA Metropolitan Transit (VIA)

The Planning Team

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- David Mckenna, Texas A&M University-San Antonio
- Todd Mocabee, Texas A&M University-San Antonio
- Tim Mulry, VIA
- Garrett Phillips, SARA
- Thomas Roth, Opportunity Home San Antonio (formerly the San Antonio Housing Authority)
- Thad Rutherford, Southstar Communities, LLC
- Dominic Silva, Habitat for Humanity of San Antonio
- Dr. Bill Spindle, Texas A&M University-San Antonio
- Michael Taylor, Habitat for Humanity of San Antonio
- David Trevino, Resident
- Michael Trevino, Resident
- Rebecca J. Viagran, South Texas Business Partnership
- Christine Viña, VIA
- Mary Walker, Texas A&M University-San Antonio

The Selection Process

Each of the SA Tomorrow sub-area plans was developed with regular input and participation from residents, business owners, property owners, institutional representatives, and other key partners and stakeholders. In addition, a formal Planning Team was created for each sub-area that provided more frequent, in-depth, and consistent advice and guidance throughout the planning process. The composition of the Planning Team for each area is drawn from the representatives and stakeholders described above, and varies depending on the existing uses, assets, challenges, and opportunities associated with each area. While the Texas A&M-San Antonio Area Regional Center Planning Team list does not include all who were invited to participate, it does include those who participated in at least one Planning Team meeting, as well as those who served as alternate and replacement representatives for participating organizations.

2 Existing Conditions

A History of the Texas A&M-San Antonio Area

[See **Exhibit 1: Texas A&M-San Antonio Area Regional Center Plan Existing Conditions Atlas**]
[See **Figure 1: Plan Location Map**]
[See **Figure 2: Study Area Map**]

The Texas A&M-San Antonio Area Regional Center has a rich past with Native American history and connections to the San Antonio missions and Spanish and Mexican-era land grants. Among the many historic tracts of land in the area is one of the oldest ranches in Texas, the former JLC Ranch, which had been family-owned for more than 200 years since the original grantee, Don Juan Ignacio Perez de Casanova, a Canary Islander, began raising cattle on the land in 1794. The 2,000-plus acre property was sold to the Toyota Motor Corporation in 2003. The Toyota Motor Corporation donated 678 acres of the former ranch to the City of San Antonio to create green space along Leon Creek and the Medina River. The Land Heritage Institute promotes lifelong education for students of all ages by providing interactive experiences along the Medina River with historic, cultural, and environmental landscapes to conserve and promote the uniqueness of the area. The regional center is home to and takes its name from Texas A&M University-San Antonio, a public university that was established in fall 2008, and today serves over 6,500 students.

Assets

The Texas A&M-San Antonio Area Regional Center benefits from a variety of established and emerging assets. Two major anchor employers, the Texas A&M University-San Antonio campus and the Toyota Motor Manufacturing Texas (TMMTX) plant, are currently driving regional center growth. Southstar's VIDA San Antonio development is an ongoing, multi-phase development that will bring new housing, health, education, employment, and recreation opportunities to the area. A significant feature of the VIDA San Antonio project is the University Health Palo Alto campus, which will include a hospital, pharmacy, and medical offices that are intended to serve the entire South Texas region. The regional center also benefits from unique natural features and rural character of the area, such as the Medina River and the Leon Creek watersheds. Although just outside the plan boundary, Mitchell Lake and the Mission Del Lago Golf Course have been identified as assets that contribute to the area's attractiveness.

Challenges

Although the regional center is mostly rural or undeveloped, its ability to grow is limited by the amount of agricultural and industrial uses in the area, which generally require appropriate transitions in land uses and densities. The road infrastructure is characteristically rural, and mostly oriented towards freight and the movement of vehicles through the regional center. The lack of nearby housing and residential density for the area's workforce is also a challenge. Limited infrastructure, such as water and sewer connections, could be a costly burden for developers and could discourage future investment in residential uses that could support population growth in the area.

Opportunities

The Texas A&M-San Antonio Area Regional Center has several challenges that could alternatively become opportunities for the area. For example, costly infrastructure upgrades could be addressed through Opportunity Zone designations or future City of San Antonio bond cycles. The adopted Verano Tax Increment Reinvestment Zone (TIRZ), reassigned to Southstar Communities, LLC in 2019, is the City's major investment to facilitate new development in the area. The area's natural features and existing amenities, such as the Medina River Greenway, provide opportunities for possible trail expansion as well as "greenline" amenities, which also protect the area's rural character. The projected growth of Texas A&M University-San Antonio is a major opportunity for improved educational opportunities and is likely to increase demand for a range of housing products available to residents at all income levels. The growth of the regional center, made attractive by increased investment in the area, provides a unique opportunity to absorb anticipated population growth while respecting the rural character of the area.

Sub-Area Plans and Existing Neighborhood and Community Plans

Sub-area plans, including the Texas A&M-San Antonio Area Regional Center Plan, are intended to provide a more coordinated, efficient, and effective approach to planning in San Antonio. In contrast to other regional centers and community areas, there are no existing adopted neighborhood or community plans to incorporate into the Texas A&M-San Antonio Area Regional Center Plan. Currently, there are no registered neighborhood associations in this regional center.

3 Vision and Goals

What is a Vision Statement?

A vision statement describes the desired state of a place in the future. With community support, an effective vision can influence decisions and inspire action to move toward that idealized future. Goals further describe the outcomes that will support the realization of the vision. These, in turn, are supported by more specific strategies and actions that will implement the bigger-picture vision and goals. These strategies will involve specific proposed projects, programs, policies, and other means of achieving the community vision.

The Texas A&M-San Antonio Area Regional Center vision and goals were developed with input from residents, community stakeholders, and Planning Team members through an iterative process of developing and refining these concepts. During preliminary community engagement, efforts that included surveys, community meetings, and Planning Team meetings, community members and other stakeholders articulated important values and identified the area's assets, challenges, and opportunities. This community input became the guiding principles for the Texas A&M-San Antonio Area Regional Center vision and goals, which were refined with feedback from community residents and stakeholders during the community and Planning Team meetings.

Establishing the Vision and Goals

The success of the SA Tomorrow Sub-Area Plans depends on broad participation from area stakeholders. To ensure this success, City staff worked with a wide range of community members throughout the planning process for the Texas A&M-San Antonio Area. These included area residents, business and property owners, employers, educational and cultural institutions, public and nonprofit organizations, and other City departments to create a realistic and implementable plan for the Texas A&M-San Antonio Area Regional Center.

The planning process was designed to create a "feedback loop" between the City and the community as the plan was developed. This approach ensures that the plan reflects community values and priorities. A variety of tools and techniques were used to ensure that those interested were well-informed about the plan, encouraged to participate in a range of stimulating events and activities, and engaged in providing constructive feedback that helped Planning Department staff prepare a plan that reflects input received from the community. The vision and goals were referenced throughout the planning process to ensure key recommendations and strategies align with the long-term vision for the area.

Vision

The Texas A&M-San Antonio Area Regional Center will be a dynamic community that provides quality education, plentiful housing options, and economic opportunity, while respecting and protecting rural and natural character of areas that serve as transition to the manufacturing uses at the core of the regional center. As a major educational and industrial hub for the region, this community

will champion the institutions that call it home, while supporting the growth of other technology and research industries that will be the driving force behind private investment. The community will lead the evolution of San Antonio's Southside by incorporating innovative solutions to environmental sustainability, mobility, and public health.

Goals

Goal 1: The construction and expansion of necessary infrastructure facilitates appropriate development in the area.

- The existing TIRZ designation is utilized to support the construction and expansion of needed infrastructure to attract additional investment to the area.
- Infrastructure needs are identified and included in future bond cycles.

Goal 2: The projected growth of Texas A&M University-San Antonio catalyzes the addition of retail, entertainment, and service industry uses, as well as off-campus housing options.

- New development is connected to existing residential areas, employment, recreational amenities, transit, and retail options.
- New development includes a variety of housing types, sizes, costs, and densities.

Goal 3: New development is focused in targeted areas and along high-traffic corridors, and appropriately transitions to rural homes, ranches, and protected natural areas in order to protect the rural character of the area.

- The character of existing residences and agricultural land is protected, and commercial and high-density encroachment is discouraged within existing agricultural areas.
- Appropriate buffers are used between existing residential neighborhoods and new higher-density residential and commercial/industrial developments, as well as between new residential developments and existing industrial uses.

Goal 4: Natural assets, such as the Medina River Preserve, Medina River Greenway, and Leon Creek Preserve Natural Area, are utilized as amenities to educate and to attract future residents and visitors while also linking the places where people live and work.

- Development provides appropriate access to and interaction with the area's natural features.
- Amenities and wayfinding signage are increased along trail/greenway connections.

Goal 5: The natural environment and associated ecosystem is preserved and serves to help maintain the rural character of the area and enhance biodiversity and climate change resilience.

- The use of green infrastructure helps mitigate stormwater, protect water quality, and minimize negative development impacts on the area's watershed.
- Preservation of natural areas that serve as buffers to the major regional institutions is prioritized.
- New developments incorporate green infrastructure design.
- Use of available incentives and rebate programs for green infrastructure is increased.

Goal 6: The Texas A&M-San Antonio Area is a dynamic mixed-use activity center, with an improved multimodal network, expanded multi-use trail and greenway connections, and better transit service linking the area to Downtown and other employment centers throughout the city.

- Safe and convenient pedestrian, bicycle, and public transit facilities are installed in appropriate locations to meet existing and future demands.
- Improvements to transit service and infrastructure encourage public transit as a mode of choice for residents, students, and employees in the area.

Goal 7: The Texas A&M-San Antonio Area Regional Center is a well-rounded, sustainable, environmentally friendly, and innovative economy.

- Innovative and environmentally friendly companies are attracted to the regional center.
- Existing industries and companies in the area are nurtured and promoted by a cohesive group of community stakeholders.

4 Plan Framework

[See **Figure 3: Plan Framework Map**]

The Plan Framework comprises the six main topics of the plan: Land Use, Focus Areas, Mobility, Amenities and Public Space, Housing, and Economic Development. Detailed background information, maps, illustrations, and recommendations for each of those topics can be found in their respective sections following this overview. Throughout those sections, numerous important recommendations and strategies are identified for achieving the vision and goals of the plan based on existing conditions analysis, research and best practices case studies, collaboration with other City departments and partner agencies and organizations, and many conversations with the Planning Team and the wider Texas A&M-San Antonio Area community.

Implementation Priorities

While all the recommendations and strategies in the plan are important, this overview highlights those that are most critical to achieving the plan vision and goals, are more likely to be funded and implemented in the short-term, build upon other existing or ongoing initiatives, or are a necessary first step to provide a foundation for other projects and investments. These implementation priorities are presented in two ways: the list below represents the full range of priorities, while the accompanying Plan Framework Map illustrates all those that can be physically depicted in order to show important overlaps, adjacencies, and mutually supportive relationships. Some Land Use, Housing, Economic Development, and other recommendations and strategies are not easily depicted on the map but are included in the Implementation Priorities list. Together, the Implementation Priorities and Plan Framework Map represent the key strategic concepts and physical improvements that will influence future development of the Texas A&M-San Antonio Area Regional Center.

Land Use

Strategy 1.1 (Regulatory and Policy, Partnerships, Investment)
Properties north of Jaguar Parkway should be zoned to allow for vertical mixed-use projects including multi-family and community-scaled commercial uses.

Strategy 2.1 (Regulatory and Policy, Partnerships)
Property south of Mauermann Road should maintain the Light Industrial land use designation and related permitted zoning districts. Property north of Mauermann Road may be suitable for agricultural or limited commercial uses, on a small scale, where accessible from Mauermann Road.

Strategy 3.1 (Regulatory and Policy, Partnerships)
As the Texas A&M University-San Antonio campus continues to develop, coordinate with the Texas A&M University System to ensure that properties near on-campus activity centers are zoned to allow for complementary uses based on traffic patterns, access, and retail or employment demand.

Land Use Recommendation #4: Facilitate watershed protection and landscape preservation near key riparian corridors in the plan area, such as Leon Creek and the Medina River.

Focus Areas

Strategy 1.2 (Regulatory and Policy, Partnerships)

Work with transportation partners to ensure the intersection of Jaguar Parkway and University Way can be efficiently reconfigured to achieve the desired vision of the VIDA San Antonio Zócalo.

Strategy 1.3 (Regulatory and Policy)
Amend the Unified Development Code (UDC) to create new zoning districts that will support mixed-use, pedestrian-friendly development at a variety of scales within the focus areas.

Strategy 2.1 (Regulatory and Policy)
Provide examples and models for developers for how to build more compact, walkable residential neighborhoods that utilize and integrate multiple types of housing. Utilize the Place Types developed in the SA Tomorrow Comprehensive Plan, such as the Green Neighborhood, Trail-Oriented Development, and Multimodal Mixed-Use place types, to encourage new amenity-rich neighborhood designs and approaches.

Mobility

Strategy 1.2 (Regulatory and Policy, Investment)
In anticipation of adding more focal points of activity, invest in well-designed pedestrian crossings that incorporate best practices for safety and placemaking at all future intersections within the mixed-use areas of the Texas A&M-San Antonio Area Regional Center.

Strategy 2.1 (Regulatory and Policy, Partnerships, Investment)
Ensure long-term sustainable street design by incorporating elements like bioswales and pervious pavement to manage stormwater run-off and street trees to provide shade.

Mobility Recommendation #4: Consider the regional center's freight movements and need for efficient east-west connectivity in land use and transportation planning activities.

Strategy 4.4 (Partnerships, Investment)
Using the City of San Antonio Major Thoroughfare Plan (MTP) as a guide, encourage continual dialogue between relevant local, state, and federal entities in pursuing east-west connectivity options through the regional center.

Amenities and Public Space

Strategy 1.1 (Regulatory and Policy, Partnerships, Investment)
Identify trail routes to connect Palo Alto College, the VIDA San Antonio development, the Texas A&M University-San Antonio campus, and the Medina River Greenway that are compatible with land uses in the area.

Strategy 2.2 (Regulatory and Policy, Investment)
Identify areas that could benefit from green infrastructure and consider packaging improvements into future bond projects to be eligible for additional funding, including rebate programs, from the San Antonio River Authority (SARA).

Housing

Strategy 1.1 (Regulatory and Policy)
Encourage higher-density housing and mixed-use development in the two focus areas located north and east of the Texas A&M University-San Antonio campus.

Strategy 3.1 (Partnerships, Investment)
Coordinate with utility providers to identify and address infrastructure challenges in the area, specifically the lack of sewer connection at Southwest Loop 410 and University Way.

Economic Development

Strategy 2.2 (Regulatory and Policy, Partnerships, Investment)
Continue to support the VIDA San Antonio development through the existing Tax Increment Reinvestment Zone (TIRZ) and City capital investments as long as the development aligns with the envisioned future land use plan for the area. Work with Southstar, Texas A&M University-San Antonio, the Toyota Motor Manufacturing Texas (TMMTX), other property owners, and utility providers to identify and build infrastructure improvements that will support future growth in the area.

Strategy 2.3 (Investment)
Use City capital investments, future City bond cycles, Federal/State/Local programs and incentives, public financing tools, and public-private partnerships as possible funding sources.

Plan Framework Map Overview

[See **Figure 3: Plan Framework Map**]

The Plan Framework Map identifies and shows the interrelatedness of key physical concepts and strategies in the plan and is a visual representation of key plan elements discussed among the Planning Team and the community throughout the planning process. The map takes into consideration some of the more thoroughly discussed items or proposed elements that could help the area achieve the community vision. These include the focus areas, recommended mobility priorities that would then help determine appropriate streetscape improvements, enhanced trail connections, pedestrian crossings, and mobility hubs. These recommended physical improvements and investments are complemented by other supportive plan strategies related to land use, housing, economic development, green infrastructure, and providing access to and preserving green space.

The Texas A&M-San Antonio Area Regional Center Plan Framework was developed over the course of several focused Planning Team meetings in which participants were asked to identify areas for development, amenities, and mobility improvements. The Plan Framework Map captures the Planning Team and the community's vision for the future of the area, incorporating innovative solutions to environmental sustainability, mobility, and public health goals.

Focus Areas

Throughout the planning process, the Planning Team identified areas that could benefit from significant improvements and new development. The rural and mostly undeveloped character of the regional center allowed for in-depth discussions and broad recommendations for sustainable development that will meet the future needs of the area. The two focus areas north and east of Texas A&M University-San Antonio's campus are part of the VIDA San Antonio development. The first focus area extends north along University Way from the intersection with Jaguar Parkway; the second focus area is located east of the intersection of Jaguar Parkway and University Way. A third focus area is located at the intersection of the Medina River Greenway Park Trail and Pleasanton Road. Generally, the team agreed that future development of these areas should express the overall community vision of incorporating innovative solutions to environmental sustainability, mobility, and public health.

Social Gathering and Community Event Spaces

Social gathering spaces are areas designed to encourage the community to congregate, or to host social or recreational events. These spaces serve the community in a way similar to small parks or plazas and serve a multitude of benefits, including creating a shared experience that allows visitors and residents to create a sense of ownership of the area unique to the regional center. The two locations identified by the Planning Team for this type of space overlap with the focus areas noted above: the VIDA San Antonio Zócalo project located at the intersection of Jaguar Parkway and University Way, and the Medina River Greenway Pleasanton Road Trailhead. Both spaces are discussed in detail in the Focus Areas section.

Trails

There were many conversations throughout the planning process about enhancing the area's amenities and preserving the natural character of the area. There are several opportunities to capitalize on the existing natural greenways with expanded new trails. New development, north of the Texas A&M University-San Antonio campus, provides an opportunity for early designation of future trail routes that could serve as recreational amenities and provide a crucial east-to-west connection for non-automobile traffic through the plan area. There are two drainage ways north and northeast of the university that could be utilized as trails, with proper green infrastructure features to minimize the negative impact of stormwater runoff into the nearby Leon Creek, Canvasback Lake, and Mitchell Lake. Future trail development could also serve the campus by creating a trail network from the campus to the Medina River Greenway.

Signature Gateways

Signature gateways are distinguishing entrances with character defining features that will welcome people to the regional center. These gateways can take the form of unique signage to let the visitor know they are entering into the Texas A&M University-San Antonio campus, or into the Medina River Greenway. These gateways not only provide a special visual cue, but also demand the attention of motorists to help create safer pedestrian environments. Three gateways are designated on the Plan Framework Map: the South Zarzamora Street and Loop 410 intersection, the intersection of South Zarzamora Street and Jaguar Parkway, and the intersection of Pleasanton Road and the Medina River Greenway. Signature gateways can be improvements or installation of signage, or could be more comprehensive to include bike lanes, signage, lighting, and landscaping.

Green Infrastructure

New construction and future improvements to trails and pedestrian networks should always consider incorporating green infrastructure to protect the area's sensitive natural features. The Plan Framework Map identifies the proposed network north of Jaguar Parkway, and the proposed extension of Jaguar Parkway to the east, as prime areas for establishing Green Infrastructure Best Management Practices and showcasing sustainable green infrastructure features to treat stormwater runoff, while protecting the area's waterways and lakes. Protecting the rural character and natural environment of the regional center has been a major theme throughout the planning process and reflects the efforts by the San Antonio River Authority (SARA) to provide critical data and recommendations, through their detailed Watershed Analysis, to ensure the impact of future development of the area is mitigated through targeted interventions.

Mobility Framework

Future mobility improvements will provide safe, accessible, and convenient routes through the plan area to serve mobility needs and provide transportation options for residents, employees, visitors, and the

Texas A&M University-San Antonio campus community. The mobility component of the Plan Framework Map emphasizes the need for a west-to-east connection across the northern part of the plan area. Future expansion of Jaguar Parkway should be prioritized as it would be the only west-to-east mobility route north of Mauermann Road and would connect South Zarzamora Street to Pleasanton Road. This connection would reduce traffic congestion around campus and avoid bottleneck congestion on South Zarzamora Street, which would allow freight traffic to move more efficiently to serve the industrial needs south of Mauermann Road. Future expansion of Jaguar Parkway would also provide an opportunity for additional commercial, research, or innovative development east of campus.
The mobility framework also considers the need for pedestrian and multimodal transportation. Pedestrian networks are illustrated on the map mostly south of campus as the proposed trail network extends southeast, across Mauermann Road, connecting to the Medina River Greenway.

Intersection/Crossing Enhancements

Intersection treatments such as painted crosswalks, clearly designated lanes, and illuminated signage are examples of possible intersection improvements. Improving pedestrian safety is critical in efforts to achieve the City's Vision Zero Action Plan. The Plan Framework Map is not intended to limit pedestrian safety considerations to only the designated intersections, but rather highlight areas where higher volumes of pedestrian or multimodal traffic is more likely. Those areas include the intersection of Loop 410 and South Zarzamora Street, University Way midway between Jaguar Parkway and Loop 410, and the intersection of South Zarzamora Street and Jaguar Parkway.

Mobility Hubs

Mobility Hubs are focal points in the transportation network that seamlessly integrate different modes of transportation. These "hubs" can include bus stops that connect bike routes, accessible sidewalks, and safe intersections. The intersection of Jaguar Parkway and University Way could serve as a future mobility hub for the area. Mobility hubs should be designed to be safely accessed by all modes of travel and will provide users with last-stop connectivity, meaning users can safely get on or off the bus and transition to a bike lane or pedestrian walkway to their destination. Amenities within the hub can include transit shelters, bike share stations, Wi-Fi service, bicycle storage and repair facilities, as well as common open spaces where users can comfortably wait for their bus.

Establishing the Plan Framework and Recommendations

The Plan Framework includes recommendations and strategies around future land use; focus areas and mixed-use corridors for development or improvement; pedestrian, bicycle, and street improvements; amenities and public space; and priority areas to encourage mixed-use development. All sections of the Plan Framework are presented and briefly described below.

Land Use: Land Use is a foundation of this plan, and all the other sections are intended to respond to and support the designated future land use patterns. One of the key goals of implementing the SA Tomorrow Comprehensive Plan is to create a future land use map for the entire city. By developing sub-area plans, such as the Texas A&M-San Antonio Area Regional Center Plan, the Planning Department will eventually create a detailed future land use map for the entire City of San Antonio.

Focus Areas: Focus areas are key locations of opportunity where future investments or other improvements are desired. Focus areas can vary in size and encompass specific sites or locations along roadway corridors. Mixed-use corridors are focus areas that support a variety of uses and modes of travel such as walking, biking, and public transportation. Many of the concepts within this plan are long-

term and somewhat abstract. To help visualize some of these concepts, small geographies were selected within or in close proximity to the focus areas for a transformative project exercise. Transformative projects explore how different types of development and improvements can achieve the community's future vision for the area. While this plan contains detailed renderings, the specific style choices are for illustrative purposes to show potential, rather than prescribe specific aesthetic aspects of a development.

Mobility: The ability to efficiently travel in and around the city is a key concern for future growth. This section describes different modes of transportation – automobile, bicycling, walking, and transit – and how they can be used together to create an efficient, flexible mobility network. Also included are specific recommendations and strategies for future improvements to help the Texas A&M-San Antonio Area Regional Center achieve a less congested future.

Amenities and Public Space: As the city grows, it is important that all communities have access to features that make them enjoyable places to live, work, and play. In addition to basic infrastructure, features such parks, trails, and cultural assets can enhance an area's quality of life and unique sense of identity. This section provides recommendations for projects and policies that contribute to the regional center's future livability.

Housing: It is essential to consider the number, type, and location of housing options when planning for future growth. After a review of current housing trends within the plan area, this section explores housing options that accommodate growth in a way that supports the community's land use goals and vision for future residential areas.

Economic Development: The Texas A&M-San Antonio Area Regional Center supports major businesses, institutions, and transportation networks that are integral to the economy of the city and surrounding region. Creating and leveraging economic opportunities will be critical in maintaining and strengthening the regional center's competitive position in changing markets. This section describes recommendations and specific strategies to help the area adapt and thrive in the future.

Public Feedback

The Texas A&M-San Antonio Area Regional Center Plan Framework was developed through a combination of technical analysis and community input. The framework illustrates and outlines the overall long-term vision for the Texas A&M-San Antonio Area Regional Center, including future land use types, priority areas where new development may be focused, recommendations for key mobility improvements, opportunities for additional parks and open space, and other "big moves" or ideas that will shape the future of the area.

At the beginning of the planning process, the project team developed an in-depth study and analysis of the Texas A&M-San Antonio Area Regional Center to understand the history, development, and existing conditions. The Planning Team provided their input on the area's existing assets, challenges, and opportunities to develop a better understanding of the area and the community's priorities and values. City staff also organized and facilitated additional stakeholder input and public outreach to capture a broad range of plan area residents' considerations. Through a series of facilitated work sessions and interactive exercises, the Planning Team provided input and direction that is reflected in the Plan Framework and throughout all sections of the Texas A&M-San Antonio Area Regional Center Plan.

Over several months, project staff and the Planning Team worked collaboratively to build upon the Plan Framework to identify the key priorities, improvements, and strategies that will guide growth, development, and investment in the Texas A&M-San Antonio Area Regional Center. A series of draft recommendations on several topics were developed for stakeholder feedback and are reflected in the plan.

During the second Planning Team meeting, staff presented on existing conditions and the team discussed assets, challenges, and opportunities in the Texas A&M-San Antonio Area Regional Center Area and discussed concepts for the plan vision and goals.

The Plan Framework was then iteratively developed, based on Planning Team conversations, additional public input, and analysis of each plan section. Multiple Planning Team meetings were devoted to each of the topics, allowing for initial feedback and then a review of draft recommendations.

Land Use

The future land use element of the plan was primarily informed by Planning Team input at their 4th and 5th meetings, and feedback received from the broader public in the 3rd and 4th Community Meetings and associated online questionnaires. Initial public input for the draft vision and goals, and other public input related to housing, economic development, and other sections of the plan also informed the future land use element of the plan.

Focus Areas

At their 3rd meeting, the Planning Team completed an exercise to identify priority areas within the Texas A&M-San Antonio Area Regional Center where they would like to see improvements such as new development, parks, plazas, corridors, or streetscape improvements among other items. These elements were drawn on trace paper over an existing transportation and amenities map. The Planning Team members participated in facilitated discussions to identify these areas in need of improvements or investments. The Planning Team identified multiple areas and streets in need of improvement. These were then mapped on the Plan Framework diagram and defined as “focus areas.”

The Planning Team further refined the focus areas at their 11th meeting. For the selected focus areas, the Planning Team identified purpose, future character, appropriate building heights, and areas of transition. This exercise was also completed at the 3rd Community Meeting and through the second online questionnaire, which asked residents whether each focus area should be a place for people to live, work, or play (including shopping and other retail activities).

Mobility

During the 3rd Community Meeting, the project team gathered input related to mobility. A board with mobility-related questions was displayed at the community meeting for attendees to respond to and provide additional comments and input. Based on input from attendees and input from the Planning Team during two meetings focused on mobility, major corridors were identified on the Mobility Framework Map with modal priorities. The Mobility Framework Map was presented to and discussed with the Planning Team to determine appropriate modal priorities for roadways in the regional center. Trails, trail connections, transit routes, bicycle routes, streetscape improvements, pedestrian safety, and traffic congestion were discussed to ensure that the Mobility Framework Map reflected the appropriate modal priorities and needs of the community.

Amenities and Public Space

The Planning Team also discussed amenities and public space at their 9th meeting. Meeting participants were first briefed by City staff on what elements make up a complete neighborhood such as active recreation opportunities, natural features, social spaces, and stormwater management, among other things.

After seeing examples of the elements that create complete neighborhoods, Planning Team members discussed which elements were most critical and should be prioritized to help achieve the vision and goals of the Texas A&M-San Antonio Area Regional Center. After the presentation on complete neighborhoods, the team broke out into two groups for a mapping exercise to identify areas for amenities and pedestrian improvements, followed by a review of the exercise results.

Housing

The housing recommendations were primarily informed by Planning Team input at their 6th and 7th meetings, and feedback received from the broader public in the 3rd and 4th Community Meetings and associated online questionnaires. Initial public input for the draft vision and goals, and other public input related to future land use, economic development, and other sections of the plan also informed the housing recommendations and strategies.

Economic Development

The Planning Team also discussed preliminary economic development concepts and strategies at their 6th meeting. The project team presented information on economic development issues and trends in the area. Following the presentation, the Planning Team discussed economic strengths, opportunities, and weaknesses in the area.

At their 7th meeting, the Planning Team discussed and provided feedback on economic development case studies and conceptual draft economic development recommendations that were based on discussion in the prior meeting.

The project team used the results of Planning Team discussions and exercises to create draft economic development recommendations. These were presented in the 3rd Community Meeting and associated online questionnaire for feedback from the public.

The project team improved the draft housing recommendations and created implementation strategies associated with each recommendation. These were presented for feedback in the community meeting. This feedback was used to confirm and make final improvements to the economic development recommendations and strategies.

Land Use

[See **Figure 4: Future Land Use Map**]

Future Land Use

The Texas A&M-San Antonio Area Regional Center Future Land Use Plan supports the SA Tomorrow Comprehensive Plan, Multimodal Transportation Plan, and Sustainability Plan. It also draws on recommendations from the SA Corridors Strategic Framework Plan and implements the Vision, Goals, and Plan Framework for the Texas A&M-San Antonio Area. In coordination with plans for further expansion of the Texas A&M University-San Antonio campus and long-term development of the VIDA San Antonio community, the future land use plan encourages growth and development at various scales and intensities, primarily focused in the northern third of the plan area. The future land use plan recognizes the importance of maintaining separation between heavy industrial uses and residential areas to ensure the continued health, safety, and welfare of the community, while also acknowledging the economic significance of ongoing industrial and manufacturing operations in the area. Future land use designations respond to the community's desire for continued protection of valuable agricultural, historic, open space, and greenway trail amenities, particularly in the southern portion of the regional center.

The following sections describe the general future land use patterns of the Texas A&M-San Antonio Area Regional Center. Recommendations for implementing the future land use plan follow, and the full catalog of land use categories (including descriptions and allowable zoning districts) adopted in the Unified Development Code (UDC) are found at the end of this section.

Residential Areas

The Texas A&M-San Antonio Area Regional Center Plan has limited housing options, especially south of Mauermann Road. Most current residential uses are in the northeast corner of the plan area, near Loop 410 and Pleasanton Road. Small residential pockets exist along Pleasanton Road, Mauermann Road, and South Zarzamora Street. Other residential uses are spread throughout the area and are mostly rural in character.

Urban Low Density Residential

Urban Low Density Residential allows more density and flexibility of housing types than a traditional single-family area and is designated to encourage additional housing options, while maintaining the generally low-density character of the area. The Urban Low Density Residential designation has been applied in the northeast section of the plan area, west of the Moursund Boulevard and Pleasanton Road intersection.

Medium Density Residential

The lone Medium Density Residential property is the Rosemont at University Park Apartments in the northeast corner of the plan area, southeast of the Loop 410 and Moursund Boulevard intersection.

Mixed-Use Centers and Corridors

The Texas A&M-San Antonio Area Regional Center Future Land Use Map primarily encourages development and increased density in the northern portion of the plan area to capture projected increases in the university student and faculty population, to support the long-term development of the

VIDA San Antonio community, and to provide retail opportunities to serve the area. The Future Land Use Map incorporates four mixed-use categories, each of which encourages a different mix of allowable uses, density, and intensity, thus promoting developments that best serve the needs of, and complement, the surrounding areas. Mixed-use areas can also support appropriate transitions to the more rural and industrial type uses in the area while spurring economic activity. The four mixed-use designations in the Texas A&M-San Antonio Area Regional Center are Regional Mixed-Use, Urban Mixed-Use, Business/Innovation Mixed-Use, and Employment/Flex Mixed-Use. Regional Mixed-Use and Urban Mixed-Use areas are described below and Business/Innovation Mixed-Use and Employment/Flex Mixed-Use are described in the "Employment Areas" section.

Regional Mixed-Use

Regional Mixed-Use areas are intended to be centers with the highest intensity of uses and activity, serving nearby neighborhoods and regional interests alike. The residential components of projects in these areas are typically higher density and incorporate first-floor retail and commercial uses. Regional Mixed-Use areas also serve as hubs for transportation and mobility and help guide valuations of surrounding properties and future development.

The only Regional Mixed-Use area designated in the plan area is located north of the Texas A&M University-San Antonio campus and straddles both sides of the Jaguar Parkway and University Way intersection. This area is part of the VIDA San Antonio development and, when fully built out, will serve both the growing university and regional population with housing, retail, entertainment, and service uses. The development will include the University Health Palo Alto campus, a mixed-use town center, and multi-family housing options.

Urban Mixed-Use

Urban Mixed-Use also integrates residential and commercial uses but at a lower level of intensity than Regional Mixed-Use. Urban Mixed-Use areas are walkable, have access to transit, and are active throughout the day. Two Urban Mixed-Use areas are designated in the regional center. The first is located in the northern section of the plan area, immediately south of the Loop 410 and University Way intersection, west of the railroad tracks. Much of this area is also part of the VIDA San Antonio development and will include lower-density housing options with commercial and retail uses fronting Loop 410. The second Urban Mixed-Use area is located in the northeast corner of the plan area west of Moursund Boulevard.

Commercial Areas

Commercial areas provide retail, professional service, and office uses at varying levels of intensity. Commercial designations are applied to the regional center based on existing zoning and include Regional Commercial and Community Commercial areas. These wholly commercial areas are found in the northeast corner of the plan area, near the Loop 410, Moursund Boulevard, and Pleasanton Road intersections.

Regional Commercial

The Regional Commercial land use designation allows for higher intensity commercial uses, can attract large-scale businesses, and can draw traffic from a larger region. It is intended to accommodate the existing higher-intensity commercial zoning and uses found in the northeast corner of the plan area, east of Moursund Boulevard and south of the Rosemont at University Park Apartments.

Community Commercial

Community Commercial is reserved for medium intensity, community-serving retail uses like those currently found west of the intersection of Moursund Boulevard and Pleasanton Road. This area is a mix of feed stores and other locally owned small businesses and services that support the area. Another location where the Community Commercial designation has been applied is northeast of the Mauermann Road and Applewhite Road intersection.

Employment Areas

While designated mixed-use and commercial areas will support a variety of businesses and employment opportunities, there are three land use designations that have a significant impact on employment: City/State/Federal Government, Business/Innovation Mixed-Use, and Employment/Flex Mixed-Use.

City/State/Federal Government

City/State/Federal Government designations include areas owned and operated by a Federal, State, or City agency. The Texas A&M University-San Antonio campus is the predominant City/State/Federal Government use in the regional center and is one of the major employment anchors in the area. Most of the 694 acres owned by the Texas A&M University System is the Texas A&M University-San Antonio campus south of Jaguar Parkway. Two smaller Texas A&M University System-owned areas can be found on either side of University Way at Loop 410. Additionally, the university's 2019 Master Plan Update has identified 104 acres south of Mauermann Road bordering Comanche Creek as an irrigation research hub. The City/State/Federal Government parcels west of the university's Comanche Creek property includes the SAWS Leon Creek Water Recycling Center. City of San Antonio Fire Department Station #50 is located on the far western boundary of the plan area on Applewhite Road just south of Leon Creek.

Business/Innovation Mixed-Use

Business/Innovation Mixed-Use areas provide a flexible, employment-focused live/work environment by accommodating residential, commercial, office, and light industrial uses within a cohesive setting. Within the regional center, Business/Innovation Mixed-Use has been applied to the area northeast of the Texas A&M University-San Antonio campus, on the east side of the Union Pacific Railroad tracks. This designation is intended to support the university's development and establish a framework for similar industries and businesses.

Employment/Flex Mixed-Use

Land designated as Employment/Flex Mixed-Use is intended to allow for a broad range of permitted uses, so that industrial, commercial, and some residential uses can be integrated into small- to mid-scale projects. This designation allows adaptive reuse of older industrial flex properties for creative workspaces, cottage industrial, or fabrication uses, including live/workspaces. The only area identified as Employment/Flex Mixed-Use in the regional center is located west of the Moursund Boulevard and Pleasanton Road intersection.

Industrial Areas

The industrial sector within the plan area is anchored by the TMMTX plant. Many of the other industrial uses in the area either directly support TMMTX or are related to freight or other industrial uses. To preserve the function and performance of this key industrial area, while protecting community and university-oriented activities to the north, buffers and transitions are needed between the industrial uses and rural properties in the south of the plan area and the mixed-use designations to the north of

the Texas A&M University-San Antonio campus. The riparian corridor lying to the north of the heavy industrial area of the regional center serves as a natural buffer. Transitional uses, including light industrial, state and federal lands, and agriculture are found between the area of heavy industry and the campus-oriented development to the north.

Light Industrial

A large portion of the plan area has been designated as Light Industrial. Light Industrial areas north of the TMMTX plant generally extend from Leon Creek to Jaguar Parkway on the east, south, and west sides of the Texas A&M University-San Antonio campus. The Light Industrial designation allows for an additional mix of manufacturing uses and provides a transition from the Heavy Industrial-designated TMMTX plant south of Leon Creek. Some Light Industrial areas may be appropriate for other land use designations such as Agricultural, Business/Innovation Mixed-Use, or Employment/Flex Mixed-Use, provided key criteria are considered. Example considerations include, but are not limited to, intensity of proposed uses, land use transitions, ingress/egress, and existing freight and traffic patterns.

Heavy Industrial

The TMMTX plant is the only area designated as Heavy Industrial within the regional center. The plant is bordered by Leon Creek to the north and the Medina River to the south. As the southern portion of the plan area continues to grow as a hub for industry, appropriate transitions between industrial uses and less intense uses will be necessary to protect the regional center's economic vitality, as well as the health, safety, and well-being of surrounding communities.

Parks/Open Space

Parks/Open Space generally refers to large, linear, or unimproved land where conservation is promoted, and development is not encouraged. The designation may include utility corridors and public or private land uses that encourage outdoor passive or active recreation. Examples include City-owned and/or operated pocket, regional, or linear parks, as well as private parks associated with subdivisions and neighborhood associations. The Parks/Open Space land use designation can also provide a buffer between incompatible land uses.

There are two primary areas designated as Parks/Open Space within the regional center. The first area encompasses Leon Creek and the Leon Creek Preserve Natural Area north of the TMMTX plant. The second area is located south of the TMMTX plant and includes the Medina River Preserve and the Land Heritage Institute. The Land Heritage Institute maintains 1,200 acres of open space on the Medina River to preserve the area's archeological, cultural, educational, environmental, historical, and recreational resources and provides interactive experiences with historical, environmental, and cultural landscapes. Both areas of Parks/Open Space help buffer the Heavy Industrial uses of the TMMTX plant from surrounding less intense uses.

Parks/Open Space is also applied to a group of smaller properties within the VIDA San Antonio development. These properties were identified as open space on the project's plats and include recently completed sections of the Madla Greenway as well as small neighborhood parks.

Agricultural

Given the rural nature and history of the regional center, there still exist smaller-scale agricultural uses within the plan area. These agricultural areas are used for livestock and other farming uses that are not

at an industrial scale. Agricultural uses also provide a buffer between the mixed-use areas in the north of the plan area and the industrial uses surrounding the TMMTX plant. Agricultural areas are located north of the Mauermann Road and South Zarzamora Street intersection; south of Mauermann Road at the Union Pacific Railroad tracks; along Neal Road in the southeast section of the plan area; and in the southwest corner of the plan area at the intersection of Applewhite Road and Neal Road.

Land Use Recommendations

Land Use Recommendation #1: Encourage a greater mix of uses and higher residential densities in the northern portion of the plan area.
Property north of the Texas A&M University-San Antonio campus should accommodate a mix of uses, including a diversity of residential building types and commercial uses, at intensity levels that can help to reinforce this area as the hub for the regional center. Higher-density residential and higher-intensity commercial uses near Loop 410 and north of the university campus will help absorb anticipated population growth and encourage supportive retail and other commercial uses.

Land Use Recommendation #2: Maintain appropriate transitions in density and uses between the northern and southern portions of the plan area.
Thoughtful consideration of future land uses and their supported activities helps communities develop in a way that minimizes or avoids conflict between incompatible uses. Coordination with Texas A&M University-San Antonio should continue in order to align the planning and development of campus activity anchors with the uses of surrounding properties. The Light Industrial land use designation is used to create transitional buffers between more intense industrial and freight uses associated with the TMMTX plant and the residential, commercial, and educational uses further north.

Within the City's municipal boundaries, potential tools for maintaining appropriate land use transitions in a consistent and predictable way include implementation of the adopted Future Land Use Map and development of an overlay zoning district. In the City's Extraterritorial Jurisdiction, the primary tool is continued implementation of the City's Annexation & Growth Management Policy (2023) through the review of proposed projects such as requests for Special Districts.

Land Use Recommendation #3: Coordinate future land use planning with campus planning and development, in order to build on the resources and opportunities provided by Texas A&M University-San Antonio.
Universities benefit the communities around them in numerous ways. They produce engaged citizens who are prepared to enter the professional workforce in the area; spur economic development through partnerships with corporate neighbors, research activities, and creative and/or scholarly work; and serve as stewards of place for communities, public service issues, and futuristic enterprises.

The City's public improvement planning should be aligned with Texas A&M University-San Antonio's long-term facilities and capital improvement plan in order to anticipate and adequately address capacity needs and level of service commensurate with the office, industrial, residential, entertainment, and commercial uses associated with campus life.

Appropriate ingress and egress for student traffic, community visitors, school uses, and commercial and service uses for recruiting and major events need to be considered as transportation planning continues for this regional center.

Land Use Recommendation #4: Facilitate watershed protection and landscape preservation near key riparian corridors in the plan area, such as Leon Creek and the Medina River.
Riparian corridors, which are the areas immediately surrounding natural waterways, should not be developed. Stream buffers should be preserved in accordance with the San Antonio River Authority's (SARA) green infrastructure guidelines and should be used as points of transition for land use wherever possible.

Integrated stormwater management planning should be implemented in this plan area, looking to non-structured stormwater management solutions to guide future development form. Future campus expansion and the phases of the VIDA San Antonio community are ideal contexts for green stormwater management solutions, particularly because they can be planned and implemented at scale, rather than as retrofit projects like many other more urbanized parts of the city.

Future Land Use Categories

As described above, the Texas A&M-San Antonio Area Regional Center Plan includes a range of land use designations that represent the unique character of the area, while encouraging and supporting development and traffic patterns that reflect the goals of the SA Tomorrow Comprehensive Plan and the preferences of the Texas A&M-San Antonio Area community. Listed below is the full list of land use categories adopted by City Council into the Unified Development Code (UDC) on October 11, 2018. Each category listed includes a description, general guidance on where the land use designation is most appropriate, and a list of allowable zoning districts. Refer to the UDC for the most up-to-date definitions and allowable zoning districts.

Residential Estate

Residential Estate includes large lot single-family detached houses on individual estate-sized lots or in conservation subdivisions. This form of development should be located away from major arterials, and can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access. Permitted zoning districts: FR, R-20, RE, and RP.

Typical densities in this land use category would be up to 2 dwelling units per acre.

Low Density Residential

Low Density Residential includes single-family detached houses on individual lots, including manufactured and modular homes. This form of development should not typically be located adjacent to major arterials. This land use category can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access. Permitted zoning districts: R-4, R-5, R-6, NP-8, NP-10, and NP-15.

Typical densities in this land use category would range from 3 to 12 dwelling units per acre.

IDZ and PUD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Urban Low Density Residential

Urban Low Density Residential includes a range of housing types including single-family attached and detached houses on individual lots, small lot residences, duplexes, triplexes, fourplexes, cottage homes,

manufactured homes, low-rise garden-style apartments, and manufactured home parks. This land use category may also accommodate small scale retail and service uses that are intended to support the adjacent residential uses. Other nonresidential uses, including, but not limited to, schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. Permitted zoning districts: R-3, R-4, R-5, R-6, RM-5, RM-6, MF-18, MH, MHC, MHP, and NC.

Typical densities in this land use category would range from 7 to 18 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Medium Density Residential

Medium Density Residential accommodates a range of housing types including single-family attached and detached houses on individual lots, manufactured and modular homes, duplexes, triplexes, fourplexes, and low-rise, garden-style apartments with more than four (4) dwelling units per building. Cottage homes and very small lot single-family houses are also appropriate within this land use category. Higher density multi-family uses, where practical, should be located in proximity to transit facilities. Certain nonresidential uses, including, but not limited to, schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. Permitted zoning districts: R-3, R-4, RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, MH, MHC, and MHP.

Typical densities in this land use category would range from 13 to 33 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

High Density Residential

High Density Residential includes low-rise to mid-rise buildings with four (4) or more dwelling units in each. High density residential provides for compact development including apartments, condominiums, and assisted living facilities. This form of development is typically located along or near major arterials or collectors. High density multi-family uses should be located in close proximity to transit facilities. Certain nonresidential uses, including, but not limited to schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. This classification may be used as a transitional buffer between lower density residential uses and nonresidential uses. High density residential uses should be located in a manner that does not route traffic through lower-density residential uses. Permitted zoning districts: RM-4, MF-25, MF-33, MF-40, MF-50, MF-65, MH, MHC, and MHP.

Typical densities in this land use category would range from 25 to 50 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Neighborhood Commercial

Neighborhood Commercial includes smaller intensity commercial uses such as small-scale retail or offices, professional services, and convenience retail and services that are intended to support the adjacent residential uses. Neighborhood commercial uses should be located within walking distance of neighborhood residential areas. Special consideration should be given to pedestrian and bicycle facilities that connect neighborhoods to commercial nodes. Permitted zoning districts: O-1, NC, and C-1.

IDZ, PUD, MXD, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Community Commercial

Community Commercial includes offices, professional services, and retail uses that are accessible to bicyclists and pedestrians and linked to transit facilities. This form of development should be located in proximity to major intersections or where an existing commercial area has been established. Community commercial uses are intended to support multiple neighborhoods, have a larger market draw than neighborhood commercial uses, and attract patrons from the neighboring residential areas. All off-street parking and loading areas adjacent to residential uses should include landscape buffers, lighting and signage controls. Examples of community commercial uses include, but are not limited to, cafes, offices, restaurants, beauty parlors, neighborhood groceries or markets, shoe repair shops and medical clinics. Permitted zoning districts: O-1.5, NC, C-1, and C-2.

IDZ, PUD, MXD, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Regional Commercial

Regional Commercial includes high intensity uses that draw customers from both adjacent communities as well as the larger metropolitan region. Regional commercial uses are typically located in general proximity to nodes along expressways or major arterial roadways and incorporate high-capacity transit facilities. Regional Commercial uses should incorporate well-defined entrances, shared internal circulation, limited curb cuts to expressways and arterial streets, sidewalks and shade trees in parking lots, landscaping between the parking lots and roadways, and well-designed monument signage. Examples of regional commercial uses include, but are not limited to, movie theaters, plant nurseries, automotive repair shops, fitness centers, home improvement centers, hotels and motels, mid- to high-rise office buildings, and automobile dealerships. Permitted zoning districts: O-1.5, O-2, C-2, C-3, L, and BP.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Neighborhood Mixed-Use

Neighborhood Mixed-Use contains a mix of residential, commercial, and institutional uses at a neighborhood scale. Within mixed-use buildings, residential units located above first floor are encouraged. Typical first floor uses include, but are not limited to, small office spaces, professional services, and small-scale retail establishments and restaurants. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use.

Live/work housing options are permissible in Neighborhood Mixed-Use area to ensure access to housing options and services within close proximity for the local workforce. Where practical, buildings are situated close to the public right-of-way, and parking is located behind buildings. Parking requirements may be minimized using a variety of creative methods, such as shared or cooperative parking agreements, to maximize land available for housing and community services. Pedestrian spaces are encouraged to include lighting and signage, and streetscaping should be scaled for pedestrians, cyclists, and vehicles. Properties classified as Neighborhood Mixed-Use should be located in close proximity to transit facilities. Permitted zoning districts: RM-4, RM-5, RM-6, MF-18, O-1, NC, C-1, MH, MHC, MHP, FBZD, AE-1, and AE-2.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Urban Mixed-Use

Urban Mixed-Use contains a mix of residential, commercial, and institutional uses at a medium level of intensity. Urban Mixed-Use development is typically larger-scale than Neighborhood Mixed-Use and smaller-scale than Regional Mixed-Use, although many of the allowable uses could be the same in all three categories. Building footprints may be block-scale, but could be smaller depending on block configuration and overall development density. Typical first floor uses include, but are not limited to, professional services, offices, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Urban Mixed-Use areas to ensure access to housing options and services within close proximity for the local workforce. Structured parking is encouraged in Urban Mixed-Use category, but is not required. Parking requirements may be satisfied through shared or cooperative parking agreements, which could include off-site garages or lots. The Urban Mixed-Use category should be located in proximity to transit facilities. Permitted zoning districts: RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, MF-40, O-1, O-1.5, C-1, C-2, MH, MHP, MHC, FBZD, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Regional Mixed-Use

Regional Mixed-Use contains residential, commercial and institutional uses at high densities. Regional Mixed-Use developments are typically located within regional centers and in close proximity to transit facilities, where mid-rise to high-rise buildings would be appropriate. Typical lower floor uses include, but are not limited to, offices, professional services, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Regional Mixed-Use areas to ensure access to housing options and services within close proximity for the local workforce. Where feasible, development is ideally built at the block scale, with minimum building setbacks. Parking requirements may be satisfied through shared or cooperative parking agreements, which can include off-site garages or lots. If parking requirements are satisfied on-site, structured parking is encouraged. Pedestrian spaces are encouraged to be generous in width and lighting, with streetscaping and signage scaled to pedestrians. Regional Mixed-Use projects encourage incorporation

of transit facilities into development. Permitted zoning districts: MF-33, MF-40, MF-50, MF-65, O-1.5, O-2, C-2, C-3, D, ED, FBZD, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Employment/Flex Mixed-Use

Employment/Flex Mixed-Use provides a flexible live/work environment with an urban mix of residential and light service industrial uses. Uses include smaller-scale office, retail, art studio warehouses, art-oriented fabrication, creative businesses and work spaces, and cottage industrial and fabrication uses. Adaptive uses of vacant or underutilized structures are encouraged to provide residential urban infill and appropriate employment opportunities within or in close proximity to neighborhoods. Buildings have a smaller footprint and can closely resemble campus-like development across multiple sites or with several multi-functioning buildings on one site. Permitted zoning districts: RM-4, MF-18, MF-25, MF-33, O-1, O-1.5, C-1, C-2, L, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Business/Innovation Mixed-Use

Business/Innovation Mixed-Use accommodates industrial uses with office, commercial, and residential uses, all within a cohesive setting, on a larger scale and within larger footprints than the Employment/Flex Mixed-Use category. Industrial arts workshops, high tech fabrication, processing and assembly, and other industrial uses are permitted, in addition to commercial uses. Vocational training, technological learning centers, medical campuses, and research/development institutions are also appropriate for these spaces. Additional environmental performance standards should be employed for properties designated as Business/Innovation Mixed-Use, such as hours of activity, loading, noise levels and lighting, to ensure that the intensity of the industrially oriented uses is comparable to that of the other non-residential uses. The mix of uses may be either vertically or horizontally distributed. Live/work housing options are permissible in Business/Innovation Mixed-Use areas to ensure access to housing options and services within close proximity of business innovation areas for the local-workforce. Business/Innovation mixed use should incorporate transit and bicycle facilities to serve the training and employment base. Permitted zoning districts: RM-4, MF-18, MF-25, O-1.5, O-2, C-2, C-3, L, I-1, MI-1, BP, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Light Industrial

Light Industrial includes a mix of manufacturing uses, business park, and limited retail/service uses that serve the industrial uses. Industrial uses should be screened and buffered from adjoining non-industrial uses. Any outside storage should be under a roof and screened from public view. Examples of light industrial uses include drug laboratories, furniture wholesalers, lumberyards, food production, and warehousing. Permitted zoning districts: L, I-1, MI-1, and BP.

IDZ, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Heavy Industrial

Heavy Industrial includes heavy manufacturing, processing and fabricating businesses. Heavy industrial uses shall be concentrated at arterials, expressways, and railroad lines. This category is not compatible with neighborhood-scaled categories or those that permit residential zoning. Heavy Industrial should be separated from non-industrial uses by an allowable land use or a significant buffer. Examples of heavy industrial uses include auto manufacturing, battery manufacturing, and petro chemical bulk storage. Permitted zoning districts: I-1, I-2, MI-1, MI-2, QD, and SGD.

Agricultural

Agricultural includes crop agriculture, ranching, and related agribusiness practices. Single-family detached houses and detached accessory dwelling units are permitted on agricultural and ranch lands at very low densities or in conservation subdivisions that will not interfere with agricultural operations. Limited commercial uses directly serving agricultural and ranching uses, such as farmers markets, nurseries, stables, bed and breakfasts are permitted. To maintain scenic qualities, natural vegetative buffers, deeper setbacks, increased signage control, earthen drainage channels, and more restrictive access management standards are desired along major scenic corridors. Floodplain protection and buffer zones along creeks and rivers are instrumental in retaining rural character. Permitted zoning districts: RP and FR.

Parks/Open Space

Parks/Open Space may include, but is not limited to, large, linear, or unimproved land where conservation is promoted, and development is not encouraged due to the presence of topographic constraints or institutional uses on the site. Parks/Open Space may include utility corridors and public or private land uses that encourage outdoor passive or active recreation. Examples include city owned and/or operated pocket, regional, or linear parks, as well as private parks associated with subdivisions and neighborhood associations.

City/State/Federal Government

City/State/Federal Government includes areas owned and operated by a federal, state, or city agency. Examples may include government offices, public service facilities such as libraries and police stations, military bases, state colleges, and federal courts. This category does not apply to properties owned by a public agency but leased to and operated by another party.

Focus Areas

[See **Figure 5: Focus Areas Framework Map**]

Three focus areas within the Texas A&M-San Antonio Area Regional Center were identified by the Planning Team and the community as areas that merit special planning and design consideration. Two focus areas present opportunities to accommodate population and employment growth while simultaneously fulfilling the SA Tomorrow goal of creating compact walkable places where San Antonio residents can live, work, and play. The third offers an opportunity to enhance regional trail connectivity and celebrate the natural and historical aspects of the area.

It was important to the Planning Team and the community that Focus Areas #1 and #2 contribute to and serve as guiding examples of a cohesive district identity. They highlighted the following key concepts that should be integrated into the focus areas:

- Increasing connectivity, walkability, and safe access to public transit stops.
- Increasing availability of green spaces, protection of existing natural features, and mitigation of additional impervious cover through green infrastructure.
- Increasing the amount and range of housing stock available.

The Planning Team and community provided the vision, goals, desired elements, and recommendations for the focus areas. The main point of the focus areas exercise is to facilitate more detailed conversations around building form, streetscape, connectivity, and other urban design concepts. To help visualize some of these concepts, small geographies were selected within or in close proximity to some of the focus areas for a transformative project exercise. Transformative projects explore how different types of development and improvements can achieve the community's future vision for the area. While the transformative project examples contain detailed renderings, the specific style choices are for illustrative purposes to show potential, rather than prescribe specific aspects of a development.

Focus Area #1: University Way and Jaguar Parkway

[See **Figure 6: Focus Area #1 Map – University Way and Jaguar Parkway**]
[See **Figure 7: Focus Area #1 Transformative Project A – University Way and Jaguar Parkway (Existing)**]
[See **Figure 8: Focus Area #1 Transformative Project A – University Way and Jaguar Parkway (Conceptual)**]
[See **Figure 9: Focus Area #1 Transformative Project A – VIDA San Antonio Zócalo (Conceptual)**]
[See **Figure 10: Focus Area #1 Transformative Project B – South Zarzamora Street and Loop 410 Underpass (Existing)]**
[See **Figure 11: Focus Area #1 Transformative Project B – South Zarzamora Street and Loop 410 Underpass (Conceptual)]**

Focus Area #1 is centered around University Way between Loop 410 and Jaguar Parkway, immediately north of the Texas A&M University-San Antonio campus. The focus area is within Southstar's VIDA San Antonio development. University Way is the main entrance to the Texas A&M University-San Antonio campus from Loop 410 and is heavily traveled. Vacant property immediately north of the university campus on Jaguar Parkway was a primary topic of discussion for this focus area. VIDA San Antonio's most recent development plans identify this property as supporting a mixed-use town center. Another key feature of the VIDA San Antonio development within this focus area is the Madla Greenway Trail. The Madla Greenway Trail begins west of University Way and is planned to extend east past the Union Pacific Railroad tracks, through the Mitchell Lake Audubon Center, and connect to an existing trail through Mission del Lago to Roosevelt Avenue to the east of the regional center. Future development of

the area could be a quality mixed-use corridor that provides a gateway to campus. The Planning Team also identified priority connections for streets and trails that would connect the western half of the focus area with the eastern half.

Vision

The vision for Focus Area #1 is a welcoming and unique gateway to the Texas A&M University-San Antonio campus, with street-front mixed uses, including housing. The area will be accessible through all modes of travel and will also feature a focal place that encourages social gatherings.

This focus area serves as the gateway to the Texas A&M University-San Antonio campus and is the central throughfare for the VIDA San Antonio community. Echoing the university's Torre de Esperanza at the intersection of the Loop 410 Access Road and University Way, adding public art to the intersection of University Way and Jaguar Parkway could help create a defining character for the focus area and emphasize the presence of the university and the VIDA San Antonio project. The 2022 Texas A&M University-San Antonio Interpretive Plan could be referenced to guide gateway and other peripheral development that complements the university's cultural and environmental values.

The Texas A&M University-San Antonio campus and VIDA San Antonio developments converge at the intersection of University Way and Jaguar Parkway, creating a major focal point for the area. Southstar's plans for development of this area include high-density multi-family housing close to campus, transitioning to less intense uses north of campus. Higher-density housing closer to campus, with parking lots located on the interior of the development, promotes walkability. Incorporating plazas on each side of University Way can complement the university's adjacent main plaza entrance. Wayfinding along the University Way corridor can help guide residents and visitors to this area to important locations and amenities within the VIDA San Antonio and Texas A&M-San Antonio Area communities.

Connectivity is crucial to a successful mixed-use development. Providing a minimum of two main roadway access points from University Way to the VIDA San Antonio project area will provide more opportunities for priority development along the University Way corridor that directs all activity, frontage, and access to the corridor.

As the VIDA San Antonio community grows, the rural nature of the area should be respected and incorporated into the development. This can be achieved through trailways connecting to the development's internal streets and the inclusion of parks and open space within the development. There is a floodplain that runs east/west through the center of this focus area which Southstar is in the process of developing as the Madla Greenway Trail. The Madla Greenway is planned to extend across University Way, east past the Union Pacific Railroad tracks, through the Mitchell Lake Audubon Center, and connect to an existing trail through Mission del Lago to Roosevelt Avenue to the east of the regional center. Trailways should be prioritized along the existing creek ways and floodplain and the trailway system should provide a direct connection to the university via Jaguar Parkway. The floodplain provides a suitable habitat for some of the avian populations in the area. The nearby Mitchell Lake Audubon Center attracts different populations of avian species throughout the year. Pedestrian-oriented, bird-friendly lighting should be integrated into future development in the area. Bird-friendly lighting could include down-facing lighting that will not interfere with migratory patterns, and dark skies initiatives should be considered to ensure new development has minimal impact on the Mitchell Lake Audubon Center.

The area's rural character and natural features will benefit from the installation of green stormwater infrastructure (GSI). The VIDA San Antonio project will use available San Antonio River Authority (SARA) incentives to establish the area as an example of best stormwater management practices and sustainable GSI. Through partnerships with SARA and the City of San Antonio, opportunities for funding such as rebates and bond packages could be used to incentivize future sustainable development throughout the entire plan area.

Transformative Project A

The vision for the University Way and Jaguar Parkway Transformative Project site is to create a vibrant, mixed-use area. This site is currently vacant and is envisioned as a pedestrian-friendly, accessible community that will meet the needs of Texas A&M University-San Antonio's anticipated growth. The University Way and Jaguar Parkway Transformative Project illustrations represent potential development types and concepts but are not indicative of actual development plans.

A key concept is the development of dense, multi-family residential units with some mixed-use components that provide small-scale retail options to the community, including first-floor retail uses that could activate the street and create a town-center environment. Buildings should be oriented to the street, and parking should be provided in the interior of the development to encourage pedestrian activity. The pedestrian element creates a value-added amenity to the area.

Another key design aspect of the transformative project is the VIDA San Antonio Zócalo - a vibrant public gathering space located directly across Jaguar Parkway from the main entrance and plaza of the Texas A&M University-San Antonio campus. Intended as a central hub of culture, activity, and gathering, the Zócalo would connect the campus and the VIDA San Antonio communities. It could host social gatherings and provide a signature gateway to the campus.

To create the Zócalo, University Way would be redesigned to form a one-way circular drive around three sides of a central, pedestrian-only plaza**.** The university and VIDA San Antonio communities should work with Southstar to refine the final design of the Zócalo, but some options depicted in the VIDA San Antonio Zócalo conceptual illustration include shade trees, hardscaped plaza spaces, a fountain, grass lawn areas, a food truck slip lane, and shade structures. Design elements should be arranged in a way that preserves and enhances the view of the campus' central plaza and fountain from the University Way approach. Safe pedestrian and bicycle access is also a crucial aspect of the Zócalo concept. Safe pedestrian crossings, multimodal shared-lane pavement markings, and vehicle traffic calming design elements will ensure this center of community activity is safe and comfortable for all users to access.

Transformative Project B

The South Zarzamora Street underpass of Loop 410 is located in the northwest corner of the regional center plan area, just outside of Focus Area #1. The Planning Team identified the need for improved connectivity between Palo Alto College, northwest of the plan area, and the Texas A&M University-San Antonio campus. A gateway opportunity exists at this intersection that can provide a valuable pedestrian and bicycle connection between the two growing educational campuses. Suggested intersection improvements include:

- Expanded pedestrian islands in the middle of South Zarzamora Street to create safer crossing conditions for pedestrian traffic.
- Protected (either buffered or physically separated) bicycle lanes with defined crossings at intersections.

- Trees and landscaping buffers to create a more comfortable environment for cyclists and pedestrians. Traffic and pedestrian visibility must be considered when adding trees or creating landscape buffers.
- Explore opportunities to add lighting and gateway elements on the Loop 410 underpass to make the area more inviting.

The improvements depicted in the conceptual illustration could be extended in both directions on South Zarzamora Street in the future and could also help guide the construction of similar pedestrian and bicycle connections throughout the regional center, including the VIDA San Antonio community, the Texas A&M University-San Antonio campus, and for connections to the Medina River Greenway to the south.

Focus Area #2: Jaguar Parkway East

[See **Figure 12: Focus Area #2 Map – Jaguar Parkway East**]

Jaguar Parkway is a wide, five-lane road with additional on-street parking, bus, and bike lanes. The parkway begins at South Zarzamora Street and travels east past University Way before terminating just west of the Union Pacific Railroad tracks. University Way forms the northern boundary of the Texas A&M University-San Antonio campus and southern boundary of the VIDA San Antonio development.

Focus Area #2 is located east of the intersection of University Way and Jaguar Parkway. Currently, Jaguar Parkway supports access to Texas A&M University-San Antonio's residence halls and dead ends immediately to the east. A priority for the area has been extending Jaguar Parkway east across the railroad tracks and connecting to Pleasanton Road. The Focus Area #2 Map shows a conceptual road alignment heading south along the west side of the Union Pacific Railroad tracks before turning to cross the tracks and extending east to Pleasanton Road. Although the area is mostly vacant, the floodplain, Canvasback Lake, the railroad crossing, and underground high-pressure gas lines are all factors that must be considered in determining a final alignment for a future extension of Jaguar Parkway. Future development should consider the environmental sensitivity of Canvasback Lake to the southeast and provide a transition in density from the university.

Vision

Future development in Focus Area #2 should prioritize a west-to-east connection from Jaguar Parkway to Pleasanton Road, and be considerate of the sensitive natural areas, including the floodplain to the east. The new connection should also create opportunity for park space and trail connectivity. Development in the area should be supportive of research and innovative industry types, which is identified as a future goal within the 2019 Texas A&M University-San Antonio Master Plan Update.

Full development of this focus area will improve connectivity by providing a direct connection to Pleasanton Road. As described above, there are several hurdles to overcome in making this connection. However, if feasible, the connection should lead through low-intensity development that is centered around the existing floodplain and Canvasback Lake. Providing trail connections within this area will create an extension for the desired regional trail system. Incorporating signage, wayfinding, and improved lighting throughout the trailway will ensure safety for residents and visitors. Adding public art to the central connection point joining both sides of the lake and floodplain will enhance the character of the trail system and focus area. Compatible development should be prioritized at this central location and in adjacent areas.

Focus Area #3: Pleasanton Road and Medina River Greenway Trail Connection

[See **Figure 13: Focus Area #3 Map – Pleasanton Road and Medina River Greenway Trail Connection**]
[See **Figure 14: Focus Area #3 Transformative Project – Old Pleasanton Road Bridge (Existing)**]
[See **Figure 15: Focus Area #3 Transformative Project – Old Pleasanton Road Bridge (Conceptual)**]

Focus Area #3 surrounds the intersection of Pleasanton Road and the Medina River. The focus area could support a trail connection to Leon Creek, located just north of the Medina River. Future planning for the area could include character defining features such as artwork or recreational amenities such as kayak launch points, fishing areas, scenic overlooks, and birdwatching blinds. Future planning or projects for the area should consider the value greenspace provides as a buffer from the heavy industrial uses at the Toyota Motor Manufacturing Texas (TMMTX) plant to the south.

Vision

The vision for this focus area captures the community's and Planning Team's goal to highlight and improve regional greenway trail connectivity while preserving the area's rural character and providing unique amenities that make the area attractive for residents and visitors.

This is the most rural of the three focus areas, and that character should be preserved as the area develops. Building off the existing recreational infrastructure along the Medina River Greenway, the focus area should serve as an enhanced connecting point for the existing Medina River Greenway Park Trail and a planned future trail running south from Texas A&M University-San Antonio and along Leon Creek as it approaches Pleasanton Road. Features of the area could include additional parks or open space that highlights the Old Pleasanton Road Bridge, increases recreation and nature appreciation amenities in the area, and complements the existing Pleasanton Road Trailhead.

Transformative Project

The Old Pleasanton Road Bridge (also known as the Old Medina River Bridge) over the Medina River was constructed in 1910 and is one of the earliest documented concrete arch-style bridges in Texas. The bridge was bypassed by modern-day Pleasanton Road in 1985. Although the bridge is currently not open to pedestrian activity, in the future it could serve as a unique landmark that would create a point of interest along the Medina River Greenway.

Future improvements would require brush clearing and access from the Medina River Greenway onto the riverbanks. Amenities for bird watchers, kayakers, and anglers such as bird blinds, kayak launch points, and fishing areas would create a unique attraction to the Greenway. The area would be accessible along the Medina River Greenway and future trail connections would provide access from Texas A&M University-San Antonio and the areas to the north.

Focus Areas Recommendations

Focus Areas Recommendation #1: Support the unique vision for each focus area by creating high-quality places with a mix of uses, vibrant public spaces, and appropriate transitions to surrounding uses and sensitive areas.

- Current zoning and development regulations allow for mixed uses at a larger scale for phased or planned developments.
- Zoning districts and their accompanying development regulations that allow small- to medium-scale mixed-use projects should promote development that is consistent with the goals of having mixed-use, pedestrian-friendly environments.

- Ground floor retail uses will attract pedestrians and safe, efficient, and convenient crosswalks will allow for a safe pedestrian environment that will be welcoming to the community.
- In Focus Area #1, parking areas should be oriented to the interior of the adjacent development, so the buildings are most visible from the Zócalo.
- The open space provided by the Zócalo will create a unique community space that is welcoming to all and will provide a signature gateway into the campus community. The success of the VIDA San Antonio Zócalo is dependent upon creating a lively environment by supporting an active streetscape through appropriate land uses.

Focus Areas Recommendation #2: Ensure focus areas and other area amenities can be easily and safely accessed by all modes of travel, especially pedestrians.

- Main corridors and focus areas must provide a safe environment for all users with a strong focus on the pedestrian.
- Multimodal transportation and transit ridership will benefit from increased pedestrian connectivity as all riders must be able to safely access Texas A&M University-San Antonio and future development in the area.
- Protect existing trees and increase the amount of on-street landscaping and street trees to create a more pedestrian-friendly environment. Landscaping and trees provide shade and refuge from the extreme summer heat and will allow pedestrians to move more comfortably through the Texas A&M-San Antonio Area Regional Center, especially along Jaguar Parkway and University Way.

Focus Areas Recommendation #3: Balance future development in the focus areas with natural features to enhance the area while protecting sensitive natural resources and ecological functions.

- Minimize the intensity of zoning along natural areas and trailheads and create transitions in densities to provide a range of housing options.
- Provide opportunities for future community spaces, trail networks, or existing open spaces accessible to the public.
- Use underutilized drainage ways, creeks, and utility easements to expand the greenway trail system in the regional center. There is currently a limited amount of green space and recreational opportunities within the northern portion of the Texas A&M-San Antonio Area. Additional green spaces will become destinations for the community and surrounding areas, increasing overall activity within the regional center.
- Encourage utilization of green infrastructure to improve water quality, reduce flooding, and create other community and environmental health benefits.
- Reduce the risks of flooding to life and property by maintaining flood plains as natural areas.

Mobility

[See **Figure 16: Mobility Framework Map**]

Background and Vision

In 2016, the City of San Antonio adopted the SA Tomorrow Multimodal Transportation Plan, to make our city's transportation system "sustainable, safe, convenient, efficient, and inclusive of all modes." The plan adopted by City Council established "a shift in focus from moving vehicles to moving people," in order to manage traffic congestion and improve transportation choices. The plan identified two primary and interdependent methods for managing future traffic congestion:

- Develop a land use pattern and policy to promote local trips.
- Provide transportation options in addition to vehicles that connect regional centers.

The SA Tomorrow Multimodal Transportation Plan acknowledged that we cannot build our way out of congestion and that the Comprehensive Plan, and associated future land use plans, are a primary opportunity to improve mobility in San Antonio. By welcoming more people to live, work, and play in urban centers, regional centers, and transit corridors, we can shorten trip lengths, offer more transportation choices, and improve quality of life.

The combined costs of housing and transportation (commonly referred to as H+T) are often a large portion of a household's budget, with experts recommending the combined total not be more than 45% of household income. As of 2019, the City of San Antonio average was 46% – which aligns with the recommended percentage. However, walkable communities that provide great transit options can reduce the household transportation costs for the average person because if people have an alternative to driving alone, transportation costs can be stable even when gas prices rise. By providing transportation options, as some people choose to go to their destination on foot, bicycle, or transit, the number of cars on the road will be minimized, reducing traffic delay for those people who choose to drive.

The Texas A&M-San Antonio Area Regional Center is a major educational and industrial hub in the city. Both the Texas A&M University-San Antonio campus and the Toyota Motor Manufacturing Texas (TMMTX) plant influence industrial, institutional, rural, and agricultural activity in and around the plan area. In the process of expanding to accommodate an estimated 50,000 students, Texas A&M University-San Antonio will require extensive critical infrastructure and investment in a variety of transportation options that enhance connectivity and mobility. In addition, the City wants to ensure that the future mobility needs of TMMTX and its related suppliers are met so that the plant, one of the City's largest employers, can continue to flourish in the plan area.

The vision for the Texas A&M-San Antonio Area Regional Center is to create a dynamic community that provides quality education, plentiful housing options, and economic opportunities in the technology and research industries while growing in a way that respects the rural character of the area. This vision is reflected within current planning efforts and upcoming projects including the VIDA San Antonio master-planned community. Although these projects will help support growth, they will also require fundamental changes to address shifting mobility needs. As the Texas A&M-San Antonio Area Regional Center continues to transition between rural and more urban mixed-use development, area stakeholders are focused on balanced development which incorporates innovative transportation solutions, environmental stability, public health, and land preservation to serve the needs of all residents.

Texas A&M-San Antonio Area Regional Center's Mobility Needs

Investments in transportation improvements should be continuously made to move freight efficiently, link the Texas A&M University-San Antonio campus to nearby neighborhood development, and provide adequate transit routes that connect to regions outside of the plan area. Growing populations demand that streets not only carry people, goods, and services, but also serve as playgrounds, parks, and public spaces. Key mobility needs identified in this plan area include the following:

- Addressing the fundamentally different mobility needs of rural, suburban, and urban areas;
- Providing east-to-west connectivity that connects important origins and destinations and enhances transit routes; and
- Incorporating transportation network adaptations that help address the changing character of the area.

To address the transportation needs in the Texas A&M-San Antonio Area Regional Center, a set of high-level mobility recommendations has been developed to help guide future decision-making. Recommendations include modal and intersection priorities as shown in the Mobility Framework Map, while the links between street types and land use recommendations are shown in the Proposed Street Types Map and the Streets for People and Places Map. Implementation of these mobility recommendations will be further refined in a coordinated manner with the City's Transportation and Public Works departments and other relevant partners such as TxDOT, VIA, and the AAMPO.

Texas A&M-San Antonio Area Regional Center's Mobility Framework

The mobility framework lays out the vision for accommodating the constantly expanding mobility needs of the Texas A&M-San Antonio Area Regional Center. Below are the principles to ensure a mobility network that is safe and inviting for people who walk, shop, park, and drive in the regional center.

Modal Priority Corridors

Streets play a multifaceted role in the plan area, serving as arteries for traffic, as public spaces, and to help connect adjacent communities with important area destinations and amenities. Recommended design changes to current and future streets can help achieve the community's overarching vision for the regional center. Modal priority corridors do not exclude other users. They help guide design treatments and tradeoff decisions that support a particular mode during the design of a specific street.

Bicycles

Bicycle corridors are envisioned to provide convenient, safe, and comfortable biking options for all ages and abilities. An integrated network of bicycle routes along with a well-designed grid network of streets surrounding the Texas A&M University-San Antonio campus is a key aspect of the multimodal system. The mobility framework focuses on creating a complete bicycle network that provides direct access to the campus, commercial and residential nodes, and trails. Priority bicycle corridors in the Texas A&M-San Antonio Area Regional Center include South Zarzamora Street and Villaret Boulevard (just north of the plan area), which provide a direct connection between the Palo Alto College and Texas A&M University-San Antonio campuses. Protected bicycle facilities are also prioritized along the newly proposed balanced/multimodal corridors throughout the plan area, to provide safe routes for students going to or from campus.

Multi-Use Trail

Multi-use trail corridors are envisioned to provide continuous arteries of separated pedestrian and bicycle facilities that connect numerous destinations, parks, retail and commercial development, schools, libraries, and residential areas. Multi-use trails provide access to regional amenities and improve connections for people who walk or bicycle. The Texas A&M-San Antonio Area Regional Center will benefit from a planned greenway trail connecting the Texas A&M University-San Antonio campus and the VIDA San Antonio development to the Medina River Greenway Park Trail at Pleasanton Road. Another priority connection would provide an off-road multiuse path linking Mauermann Road and State Highway 16.

Balanced/Multimodal

Balanced and multimodal corridors are envisioned as "complete streets." Complete streets are designed to enable safe access for all users and to accommodate all ages and abilities, including children, older adults, and persons with disabilities. These corridors balance the priorities of multiple modes and require additional community conversations and case-by-case design to best align with the community vision. The function of the road, level of traffic by mode, and adjacent land use and intensity will help determine the road type and design features. As the Texas A&M-San Antonio Area Regional Center continues to grow in terms of employees, residents, and commercial services, this regional center will build upon the existing balanced/multimodal corridors of University Way and Jaguar Parkway to include South Zarzamora Street, and the future grid network of new connections serving the campus area, the VIDA San Antonio development, and the light industrial areas in the central portion of the regional center between Mauermann Road and Leon Creek.

Pedestrian Focus Areas

Pedestrian focus areas refer to specific nodes that accommodate significant volumes of pedestrian activity. These focus areas aim to create high-quality street-level experiences to enhance the economic strength of commercial and mixed-use districts. These areas include wide sidewalks, safe and balanced intersections, and ample crossing opportunities and design elements focused on keeping pedestrians safe. The mobility framework identified the existing and planned expansion of the Texas A&M University-San Antonio campus and the VIDA San Antonio community as priority areas for pedestrian-focused design treatments.

Intersection / Crossing Enhancements

Intersection and crossing enhancements should be both intuitive and predictable for all users. Whether signalized or un-signalized, crossings where a high level of multimodal activity including pedestrians, bicyclists, and motor vehicles sharing space, should be prioritized. Intersection enhancements include lowering motor vehicle travel speeds and ensuring high pedestrian visibility. Priority intersection and crossing enhancement locations are identified where complex movements occur and potential conflicts between pedestrians, bicycles, and drivers exist. The Texas A&M-San Antonio Area Regional Center has identified 15 existing and potential future crossing locations that need enhancements throughout the plan area.

Mobility Hubs

Mobility hubs are envisioned as scalable nodes of mobility options, such as frequent transit, on-demand shared rides, bicycling, and micro-mobility. These areas combine multimodal access and connectivity with adequate lighting, shelters, benches, real-time information, accessible sidewalks, and pedestrian

crossings. A mobility hub is identified at the intersection of Jaguar Parkway and University Way to serve both university students and residents of the VIDA San Antonio community.

Gateway Treatments

Gateway treatments can be an essential component of successful urban design. Gateways signal a change in character and are often used as a place marker. They are highly visible signs or arches that can showcase public art and help establish area branding. It is suggested that four gateways be added to distinguish the Texas A&M University-San Antonio campus. These locations include the intersection of South Zarzamora Street and Loop 410; South Zarzamora Street and Jaguar Parkway; University Way and Loop 410; and the intersection of two newly proposed automobile roadways, located west of Jaguar Parkway near the railroad.

Texas A&M-San Antonio Area Regional Center Street Types

[See **Figure 17: Proposed Street Types Map**]
[See **Figure 18: Street Types – Functional Classification and Land Use Context Matrix**]
[See **Figure 19: Streets for People and Places Map**]

As communities evolve and grow, so do the demands on the mobility system. The location and type of growth in an area or along a corridor help determine the demand on the transportation network and the viability of various transportation options. This interdependence makes it crucial to plan for transportation and land use together. Thus, streets are organized not only by role and function but also by the character and surrounding land use context. Land uses that encourage mixed-uses and higher-density developments on major roadways will provide capacity for additional pedestrians, bicyclists, transit riders, cars, and freight delivery trucks of various sizes. The future land use also influences other factors, such as drop-off delivery zones, shared mobility hubs, and walkability. The Proposed Street Types Map shows the interactions between future land use and transportation plans. The street type classifications integrate transportation and land use to guide context-sensitive mobility solutions.

To more simply show the vision for the street types in the regional center, the Streets for People and Places Map shows the streets classified into the same gradient of intensity between car-focused and people/places-focused streets. As shown on the map, most of the roadways in the regional center that should have a more people and places-focused approach going forward to support the future land use vision are located in the northern portion of the area to provide safe and comfortable mobility options for residents and employees of the nearby Texas A&M University-San Antonio campus and the VIDA San Antonio development. Major auto- and freight-focused thoroughfares will still be needed in the regional center to safely accommodate the needs of TMMTX and its suppliers and associated businesses.

Relationship between the Street and Buildings

Safe and vibrant streetscapes depend on how buildings integrate with surrounding sidewalks. Minimizing building setbacks, the distance between a building and the street, is crucial for creating a walkable environment. Buildings adjacent to the sidewalk directly connect pedestrians to destinations and create an enlivened urban space with opportunities to activate ground-floor uses and provide shopping or entertainment offerings.

Smaller building setbacks are characteristic of Mixed-Use Local, or Urban/Suburban Local typologies, which prioritize pedestrian-oriented design. Meanwhile, larger setbacks that can accommodate front-

end parking, are more characteristic of Secondary Arterials (whether Suburban, Industrial, Mixed-use, or Urban). Primary Arterials are designed to move vehicles and may require large setback minimums to accommodate additional parking.

Vehicle Speeds

A successful street hierarchy will align travel speeds with street usage and roadway function. While major regional roads may require higher speeds to accommodate heavy traffic flows, most smaller roadways serve lower volumes of vehicles. On these roadways, lower speeds ensure a safe environment for both vehicles and pedestrians/bicyclists.

Street typologies that focus on moving vehicles, such as Suburban Commercial, Residential, or Industrial Super and Primary Arterials, will feature higher speeds. However, typologies that focus on people and places, such as Mixed-use, Multi-family, Urban/Suburban Local Roads and Secondary Arterials, will feature lower speed limits to increase road safety for both people and vehicles.

Parking

Parking is one option for providing access to work, retail, or entertainment. Drivers in search of parking create serious traffic and safety challenges. Incorporating other safe street design elements, such as buffering between bike and travel lanes, can create a safer on-street parking environment.

Street types that emphasize people and places, such as those in Mixed-use or Multi-family contexts will restrict the supply of parking overall, which allows for more active uses, denser environments, and connectivity for pedestrians and cyclists. Meanwhile, intermediary street typologies that support vehicles, as well as people and places, will likely offer some on-street parking, in addition to smaller on-site lots. Conversely, Suburban Contexts or Super and Primary Arterials may eliminate on-street parking altogether, in favor of large surface lots and structures.

Curb Access

A space between the curb and travel lanes provides an opportunity to serve many uses such as driveway access, bus lanes, cycle tracks, on-street parking, bicycle parking, drop-off delivery zones, or shared mobility hubs. This flexible zone can be converted based on demand and play a role in street activation. The design of the curb influences how cars and people enter and exit work, residential, and retail environments. In areas where traffic and turning movements increase the risk of accidents, implementation strategies will reduce conflicts between driveway traffic and pedestrians and improve roadway safety.

Suburban Commercial contexts and Super or Primary Arterials focus on the ease of ingress and egress for vehicles, while Mixed-use or Local Street typologies focus on moving people and emphasize how vehicle access can coexist with safe, walkable environments.

Lane Width

Lane width determines how cities can allocate space for vehicles, transit, freight, bikes, and on-street parking. Streets often contain dedicated space for bike lanes, parking, safety islands, and travel lanes. The lane width will vary based on the surrounding context and modal priority. For example, transit,

freight, and emergency response vehicles require at least 11.5-foot-wide travel lanes. In instances where there is more than one lane per direction, the other lanes on the left could be sized down to 10.5 feet wide.

Wider lane widths are designed to move vehicles in high-speed environments. For example, a Suburban Primary Arterial will be wide enough to efficiently move cars through residential and commercial environments, while Mixed-use Local or Suburban Local environments support narrow lanes to reduce crossing distances for pedestrians and to help promote slower driving speeds.

Mobility Recommendations

Mobility Recommendation #1: Continue Implementing the San Antonio Vision Zero Action Plan.
The City of San Antonio's Vision Zero initiative aims to achieve zero fatalities on the community's roadways and improve roadway safety for all users, whether driving, bicycling, or walking. The Vision Zero initiative evaluates and makes recommendations to improve safety in Severe Pedestrian Injury Areas (SPIAs), locations where two or more crashes close together have resulted in severe pedestrian injuries. Potential tools for improving pedestrian safety in SPIAs include Leading Pedestrian Intervals, Medians, and Pedestrian Crossing Islands based upon analysis of the unique factors that contribute to crashes in each location and depending upon the results of engineering assessments. Another approach to improve safety involves dedicating more space in the roadway to bicyclists and pedestrians. From new ways to protect bicycle lanes with separated barriers such as bollards, to landscaping and planters and raised medians, San Antonio has many available tools to improve pedestrian and bicycle safety. The City of San Antonio Vision Zero Action Plan lists additional tools for improving pedestrian and bicycle safety.

The Texas A&M-San Antonio Area Regional Center has many opportunities to design safe crossings and invest in complete streets. Analysis of pedestrian, bicycle, and vehicle crash data, along with community input, identified points of conflict between people and vehicles that should be studied for future improvements. Loop 410 and its associated frontage roads create barriers for many pedestrians and bicyclists. The unwelcoming environment of fast speeds and limited amenities reduces travel options for those walking or bicycling, especially at the intersections of Loop 410 and Moursund Boulevard and Loop 410 and South Zarzamora Street.

Mobility Recommendation #2: Create a grid network of multimodal and low-impact streets.
Multimodal and connected networks are key aspects of providing mobility for all users, regardless of ability or financial status. Transit improvements ensure areas are accessible while bicycle and pedestrian infrastructure provide last-mile connections to and from transit and key destinations. Urban design elements, such as driveway relocation, traffic calming, and complete streets, further support these improvements while providing safe and inviting spaces.

Green Infrastructure Street Design

As an alternative to traditional stormwater management infrastructure requiring curbs, gutters, drains, and pipes to carry stormwater runoff, green infrastructure street drainage solutions like bioswales, flow-through planters, pervious strips, and pervious pavement can treat and slow stormwater runoff. With green infrastructure design, stormwater runoff from roadways, sidewalks, and buildings can be captured closer to the source, reducing sewer overflows and roadway flooding. The grid network of new streets designed to serve the plan area is envisioned to integrate green infrastructure design strategies where feasible to mitigate stormwater and provide community benefit.

Balanced/Multimodal Streets

Balanced and multimodal streets, or "complete streets", are envisioned for the Texas A&M-San Antonio Area Regional Center, providing safe road designs for vehicles, pedestrians, and cyclists. South Zarzamora Street from Loop 410 to Jaguar Parkway is recommended for the Public Works Department to study for complete streets improvements. Also, all new connections and future streets within the master plan area of the Texas A&M University-San Antonio campus are envisioned as balanced/multimodal streets.

Priority Multi-Use Trails

Key Medina River Greenway trail connections in the south of the Texas A&M-San Antonio Area Regional Center provide regional arteries of a separated pedestrian and bicycling infrastructure network, connecting numerous parks. The access points to these regional amenities provide opportunities to improve connections for people who walk or bicycle, through deliberate side paths or on-road infrastructure like crosswalks, sidewalks, and bicycle facilities. New connections are envisioned along:

- Leon and Comanche Creeks from Medina River Greenway Park Trail to the Texas A&M University-San Antonio campus area; and
- Comanche Creek from Mauermann Road to State Highway 16.

Preferred Bicycle Routes

On the few roads that currently exist in the regional center, bicyclists can ride only in mixed traffic on high-speed and high-volume roads. As new connections are built, incorporating bike infrastructure such as designated lanes is highly recommended. These measures will create safer and more comfortable riding conditions that encourage cycling for today's commuters and future students by welcoming newer, less confident cyclists who are unaccustomed to riding alongside vehicles. The provision of bicycle parking and micro-mobility options at transit stops provides an important connection for people who want to access transit by bicycle and helps to address the "last mile" challenge.

Based on input from the Planning Team and other community stakeholders, the regional center plan identifies priority bicycle routes for the plan area along South Zarzamora Street and Villaret Boulevard, providing a direct connection between the Palo Alto College and Texas A&M University-San Antonio campuses. Corridors identified as balanced and multimodal complete corridors within the master plan area surrounding the Texas A&M University-San Antonio campus also incorporate bicycling infrastructure as a component of the design based on the context of the land use and the types of facilities needed.

Mobility Recommendation #3: Manage future transportation demand through deliberate parking management strategies and traffic management plans that prioritize pedestrian, bicycle, and transit options during special events.

The Texas A&M University-San Antonio campus is host to a growing number of special events that will place a heightened strain on the street network and create challenges for people who drive and use transit or shared mobility. This type of congestion requires strategies that encourage multimodal choices and allow one-time or infrequent visitors to navigate transportation options and parking areas efficiently.

Special events traffic plan strategies for future events hosted by Texas A&M University-San Antonio should focus on improving the experience for those who use transit, shared mobility, and micro-mobility, by accommodating special event priority lanes for bus traffic surges, or by incorporating bus

bulbs that allow buses to pick up passengers without entering/exiting traffic. Specific plans to facilitate ease of use for shared mobility options and micro-mobility will help relieve stress on the transportation network during special events. Studies will need to be conducted to determine the appropriateness of each strategy for the areas of local congestion.

Parking management solutions include providing information on traffic conditions and parking availability at key locations, as well as utilizing guide signs to help visitors find their way to desired parking areas. Pricing strategies are also a solution as they generate revenue for parking spaces based on demand, and incentivize alternative transportation, if cost becomes a barrier to parking.

Mobility Recommendation #4: Consider the regional center's freight movements and need for efficient east-west connectivity in land use and transportation planning activities.
Freight trucks deliver many of the items needed for day-to-day life but often are overlooked in planning for our communities. Freight delivery also has been changing rapidly as more people buy products online that are delivered to homes by small freight trucks. As the development of new roads and parcels takes place, the needs of freight services, and those employers in the plan area that rely on freight movements, need to be considered, including the dedication of adequate traveling/turning/parking space for light and heavy freight trucks.

As traffic volumes increase in the future with more redevelopment occurring west of the plan area at Port San Antonio, proactive mobility analysis and implementation of needed improvements will be important to ensure that Port San Antonio and the industrial users in the southern portion of the Texas A&M-San Antonio Area Regional Center, such as the TMMTX plant, can operate efficiently through the plan area.

Consideration should also be given to the importance of efficient east-west connections through the regional center. The area is becoming a major employment hub with TMMTX, Texas A&M University-San Antonio, and the University Health Palo Alto campus. With limited space appropriate for residential development, more people will be commuting into the regional center, placing more demand on the area's mobility systems. Diversified and robust mobility options will be important to efficiently move people and goods through the plan area.

Mobility Recommendation #5: Support VIA transit service by prioritizing transit-supportive policies and infrastructure near transit stations.
A future mobility hub is anticipated at the intersection of University Way and Jaguar Parkway. This intersection will require prioritized transit-supportive policies and infrastructure, such as reduced parking requirements, and a cohesive network of sidewalks, crosswalks, and curb ramps improvements to provide safe connections for people to access transit, whether by walking, bicycling, or getting dropped off in a vehicle.

In 2022, VIA implemented a new on-demand ride-sharing zone, called the VIA Link Madla (previously called the South Zone), which includes portions of the regional center. On-demand service is considered more flexible and modern than fixed route service provided by regular buses, and more appropriate for sparsely populated areas. Due to the present low density of the regional center, VIA does not have any immediate plans to extend fixed route service to the area. However, VIA's long-term Vision 2040 plan does include an Advanced Rapid Transit line on Zarzamora Street connecting to the Texas A&M University-San Antonio campus. In the meantime, the proposed mobility hub at University Way and

Jaguar Parkway is appropriate for supporting VIA Link service and eventual expansion of fixed route service, should conditions make it feasible.

Providing last-mile connections between transit and micro-mobility options and key destinations, such as jobs and public spaces, improves mobility throughout the area while supporting walkability and safety for all transportation users. Key components of VIA's approach to making a place transit-supportive include creating streets designed for pedestrians, improving the safety of all users, and supporting compact, mixed-use developments that provide access to a variety of services reachable on foot.

Every person that gets on or off a bus or other transit vehicle is a pedestrian. Safe, comfortable, and direct access to transit for people who walk or bike to a transit station or stop will improve their experience as a transit rider and will increase the number of people who choose to walk, bicycle, or take transit as their preferred travel choice. These improvements also contribute to the overall quality of neighborhoods and communities.

Amenities and Public Space

[See **Figure 20: Amenities and Public Space Framework Map**]

Introduction

Amenities are features that enhance an area's quality of life. The term "amenity" can refer to public spaces (such as parks and libraries), infrastructure (such as sidewalks and drainage), and places that offer dining, entertainment, and retail options. The rural character of the Texas A&M-San Antonio Area Regional Center provides a unique opportunity to integrate green and natural spaces into growth. Both the Texas A&M University-San Antonio campus and its student population are expanding rapidly, creating a large economic development engine for the regional center. Balancing this growth with the preservation of the area's abundant natural resources is key to establishing and maintaining the unique character of the regional center. Amenities and public space improvements such as streetscapes, enhanced lighting, priority connections, trails, and green complete streets provide opportunities for residents and visitors to safely travel throughout the regional center and increase access for pedestrians and bicyclists. Collectively, amenities and public space improvements are the missing links that will make the regional center a unique place and destination.

Public spaces are areas that are open and accessible to the public. These types of spaces encourage community interaction and are inclusive of all visitors. Well-designed and maintained public spaces allow for safe recreation and a community sense of belonging. These spaces could include parks or plazas, trails and trailheads, social gathering and community event spaces, community centers, educational facilities, public art, community gardens, and active streets.

Public spaces go hand-in-hand with amenities to create areas that are attractive for visitors and residents. Amenities are public features that enhance the comfort, enjoyment, and convenience of a public space. Amenities can also have a non-physical presence, such as high-speed internet access, or dark skies initiatives. Public spaces and amenities are intended to support the land use priorities in this plan by helping create safe, desirable, and livable communities.

As the southside of San Antonio continues to grow, it is necessary to consider not only appropriate future land use types and the design of vibrant, welcoming public spaces, but also to focus on the impact development has on our city's natural resources and our ability to proactively minimize the impact of natural occurrences such as flooding.

The San Antonio River Authority (SARA) conducted an evaluation of the Texas A&M-San Antonio Area Regional Center to better understand the impact of development on flooding and water quality in the area. The goals of the project were to help inform land use and policy decisions in the development of a holistic approach that not only mitigates the negative impacts on water quality but also improves community and environmental health.

Three scenarios were evaluated including existing land use, future land use with the impacts of climate change, and future land use with the impacts of climate change coupled with green infrastructure Best Management Practices (BMPs) mitigation strategies. The project summarized the incremental benefit of installing BMPs on site, as well as reducing impervious cover such as parking lots and roadways. The study also provided a triple-bottom-line analysis that emphasized the financial, social, and environmental benefits of installing green infrastructure BMPs. The triple-bottom-line analysis

highlighted enhanced property values, educational opportunities, reduction in the urban heat island effect, recreation and public health, environmental benefits including carbon sequestration, improved water quality, and air pollution sequestration. These benefits have lasting impacts that improve community health and make the area more attractive for development.

Amenities and Public Space Components

Parks, Trails, and Open Space

The Texas A&M-San Antonio Area Regional Center has a limited amount of publicly accessible green space within its boundary. There are floodplain areas, the Medina River Greenway, and Canvasback Lake that provide ample opportunities to expand the outdoor recreational portfolio.

Streetscape Improvements

The regional center includes many major corridors that must accommodate motor vehicles, pedestrian, bicycle, and public transit usage. To make pedestrian and bicyclist activity safer it is crucial to enhance the streetscape by widening sidewalks, adding more defined crosswalks, increasing/adding street lighting, and incorporating more landscaping and street trees. The community wants to be able to safely access nearby uses, including greenways and residences, and these features are crucial to creating this type of environment. Incorporating multi-benefit green infrastructure within the public rights-of-way within these areas is consistent with the City's Complete Streets Policy and numerous priorities identified during the SA Tomorrow Comprehensive Plan planning process. An example includes creating bioretention cell bump-outs at intersections that simultaneously treat stormwater runoff, serve as traffic-calming devices, and can provide shade for pedestrians and cyclists stopped at the intersections.

Character-Defining Features

The Texas A&M-San Antonio Area Regional Center has few existing character-defining features to date. The natural and rural state of the area is the most visible character feature that makes this regional center unique from the other regional centers and from the rest of the city. SARA's Watershed Analysis for the regional center creates a unique opportunity by establishing a framework and research-supported recommendations to encourage development to follow green infrastructure recommendations. Future development in the area should have unique design elements and natural resource protections that continue to enhance the area's natural features and minimize negative impacts from unmitigated scenarios.

Amenities and Public Space Recommendations

Amenities and Public Space Recommendation #1: Create trail connections throughout the Texas A&M-San Antonio Area Regional Center, utilizing floodplain areas where possible.

One of the defining characteristics of the area is the amount of undeveloped open space and natural features including the Medina River. These natural areas should accommodate future parks and eventual trail connections that help link the area internally as well as with the broader regional trail system. Several key trail connections (which are also noted in the Mobility section) include Madla Greenway, a proposed Comanche Creek trail linking the Texas A&M University-San Antonio campus area with Leon Creek and extending west along Leon Creek to connect with the portion of that trail already proposed in the Howard W. Peak Greenway Trails System.

The Madla Greenway (the first mile of which is now built) is a 35-acre greenway that will connect the VIDA San Antonio community and the Texas A&M University-San Antonio campus. Additional extensions

recommended in this plan include connecting east across the Union Pacific Railroad tracks to potential future trails along the Ballasetal and Canvasback lakes, and west to South Zarzamora Street and enhanced bike multiuse trail connections across Loop 410 and on to Palo Alto College.

Linking the VIDA San Antonio community and Texas A&M University-San Antonio campus to the regional Howard W. Peak Greenway Trails System is a key priority. Two proposed trails would help achieve this. First, a trail running south through the university campus could connect with a trail along Comanche Creek near Mauermann Road before heading southeast to connect with the Leon Creek and the Medina River Greenway Park Trail near Pleasanton Road. From that same area, a second important connection could be achieved with a trail running west along Leon Creek to an area near Applewhite Road where the section of the Leon Creek Greenway Trail currently proposed in the Howard W. Peak Greenway Trails System would turn south to connect with the Medina River Greenway Park Trail.

Amenities and Public Space Recommendation #2: Encourage new development projects to coordinate with the San Antonio River Authority (SARA) to ensure projects are considerate of the recommendations outlined in the SARA watershed analysis and promote green infrastructure.
The SARA watershed analysis for the Texas A&M-San Antonio Area Regional Center highlighted the long-term positive benefits of quality green infrastructure. The major themes of the study concluded that floodplain preservation has a holistic and far-reaching positive effect of mitigating storm water and provides a multitude of other community benefits.

The regional center's natural features make the area unique among other areas within San Antonio. Protecting and preserving the natural areas is essential to minimizing the overall impact development could have in the regional center. Long-term strategies to address stormwater run-off and improve water quality have resounding positive impacts on community health and overall quality of life for future generations.

Amenities and Public Space Recommendation #3: Create character-defining features that have a minimal physical impact on natural areas and celebrate the area's natural features.
The regional center's natural features and rural character have been a focal point during the planning process. These unique attributes should be emphasized as development occurs in the area. Investments in gateway signage and art installations require minimal construction and can enhance the area by adding distinctive features that magnify the area's unique rural character.

Housing

Housing Snapshot

[See **Figure 21: Housing Snapshot**]
[See **Figure 22: Texas A&M-San Antonio Area Affordable Rent and Home Prices for Prevalent Occupations**]

The Texas A&M-San Antonio Area Regional Center has a small population of 3,074 people and 635 households. Largely due to the recent growth in housing construction, the regional center experienced a 5.5% household growth rate in 2023 – well above the city's 1.1% growth rate.

The demographics of the Texas A&M-San Antonio Area Regional Center differ from those of the City of San Antonio and Bexar County. The median age of residents within the regional center is 26.5 years old, which trends younger than the city median of 34.7 years and the county median of 35.2 years. The population of the regional center is 84% Hispanic, which is significantly higher than the city's 65%. The regional center has a Diversity Index score of 77.3 – measured from 0 to 100; this number represents the likelihood that two people chosen at random will be from different race and ethnicity groups. The Diversity Index scores for the city and county are 83.8 and 84.4, respectively.

Household characteristics such as type, size, and income in the Texas A&M-San Antonio Area Regional Center also differ from those of the city and county. Approximately 74% of the households within the regional center are categorized as "family households" (higher than the city's 63%) with an average household size of 3.01, which is also higher than the city's average of 2.58. The average annual household income for the regional center is $69,229 compared to $82,565 for the city. The educational attainment level of the regional center is lower than the city and county. Only 19% of the regional center population over the age of 25 holds an associate degree or higher compared to 39% for the city and 42% for the county.

The supply of housing within the regional center is small but growing. Prior to 2022, housing stock within the regional center consisted of two single-family residential subdivisions, a scattering of single-family homes on large rural lots, one subsidized and income-restricted 240-unit multi-family apartment building, and one 240-unit student dormitory on the Texas A&M University-San Antonio campus.

In recent years, the supply of housing within the regional center has expanded rapidly. Increases have been driven by growth of the university and development of Southstar's VIDA San Antonio community. In 2019, the San Antonio City Council reassigned the Tax Increment Reinvestment Zone (TIRZ) from Verano Land Group to Southstar Communities, LLC and construction on the VIDA San Antonio development began shortly after. To date, the development has added single-family and multi-family residential options to the northern portion of the plan area including a 324-unit multi-family property scheduled to open in Spring 2024. When fully built out, the 600-acre VIDA San Antonio development is expected to consist of over 5,700 residential units, including single-family homes, apartments, and townhomes, each with varying price ranges. The VIDA San Antonio community will also provide off-campus student housing opportunities.

To provide more options for students and promote campus life, the 2019 Texas A&M University-San Antonio Master Plan Update calls for the development of a Housing District in the northeast corner of the campus. The district is envisioned to include traditional student dormitories, in-house dining

capabilities, and pedestrian-friendly connections.

Driven by new construction in the VIDA San Antonio community, the proportion of owner-occupied housing units in the regional center increased from 43% to 46.7% between 2018 and 2023. This figure is still below the city's 53.7% owner-occupied housing units. The regional center is forecast to grow by 1,700 to 6,500 new households from 2010 to 2040. The estimated housing range is dependent largely on the future prospects of the VIDA San Antonio development. Development activity in the south San Antonio area indicates demand that supports the lower end of the estimate of 1,700 new housing units. However, a major master-planned development could greatly impact demand. The higher end estimate assumes the build-out of the VIDA San Antonio development and attraction of additional housing development in the area.

The average rental rate for a one-bedroom apartment within the regional center is $929 per month compared to $1,061 per month for the city. The average home price in the regional center is $261,983 compared to $251,914 for the city. Housing affordability is often measured in terms of "cost burden," or the share of household income paid towards housing costs. In general, a household spending over 30% of its income on housing is considered cost burdened. Based on the $69,229 average household income for the regional center, a household spending over $1,730 per month on housing would be considered cost burdened. Although several prevalent occupations within the regional center (i.e., mechanical engineer, professor, supervisor) pay wages high enough to afford housing within the regional center, it may be a challenge for those in lower-paid administrative, support, or laborer positions to find affordable housing in the area.

Housing Priorities in the Texas A&M-San Antonio Area Regional Center

[See **Figure 23: Planning Team Challenges, Opportunities, and Priorities Analysis (1)**]
[See **Figure 24: Planning Team Challenges, Opportunities, and Priorities Analysis (2)**]

The Texas A&M-San Antonio Area Regional Center Planning Team completed an assessment of the area's housing challenges and opportunities as part of the two Planning Team meetings devoted to economic development and housing during the planning process. This analysis helped identify housing priorities that need to be addressed and missing housing types the plan can help capture.

Four housing priorities were identified for the Texas A&M-San Antonio Area Regional Center.

- **VIDA San Antonio Development:** The VIDA San Antonio development will have a significant impact on the amount and mixture of housing in the regional center. A large portion of land that can be developed as housing in the area is within that project's boundaries. A diverse mixture of housing in the regional center is largely dependent on the ability of this development to provide a range of product types and attract a diversity of residents.

- **Toyota Motor Manufacturing Texas (TMMTX) Proximity:** The City will ensure appropriate land use planning protects public health and safety while also ensuring an environment that enables TMMTX to continue to flourish and is supportive of additional job creators.

- **Desirability of the Area:** The south side of San Antonio has primarily attracted housing development in recent years that is oriented toward entry-level homebuyers. New rental developments have been limited. The presence of major employers such as TMMTX and Texas A&M University-San Antonio has already begun to spur new housing developments in the general area of the regional center. To attract and keep a diverse range of people who live and

work in the area, the desirability of new housing products must improve. Amenities and services that people desire in neighborhoods must be present, including quality schools, access to retail goods and services, recreation/park/open space amenities, ease of transportation, and others. Neighborhoods in the area have not been built in a comprehensive manner and lack these desired amenities in most cases. A more comprehensive approach to subdivision development and/or large, master-planned developments is needed to create neighborhoods with diverse housing options and amenities.

- **Infrastructure:** Infrastructure costs to support new housing development are high for many parcels in the regional center as there are significant topography, drainage, and utility service barriers. These infrastructure costs and challenges have and will continue to lead to piecemeal subdivision development that cannot produce the comprehensive neighborhood amenities desired by many buyers and renters. Support is needed for developments in the area to address sub-regional infrastructure challenges.

Housing Recommendations

Housing Recommendation #1: Support a wider range of housing products attractive to workers and students at the major employers and institutions in the regional center.
There is a diversity of wages and income levels among workers in the regional center; however, the area lacks a corresponding availability and variety of housing options. The current imbalance of jobs and housing within the regional center necessitates many workers and students commuting from outside the area. To help support the attraction of new businesses, growth of the existing employment anchors, and to increase the proportion of people able to live close to their jobs or school, more diverse housing options are needed in and around the regional center. Additional housing options will also support the economic competitiveness of the regional center.

Housing Recommendation #2: Create complete neighborhoods with enhanced amenities and services.
The overall attractiveness of housing options is one barrier to capturing a greater percentage of residents who also work in the area. New neighborhoods must be developed with a mixture of housing products, amenities, and services that will attract new residents to the area from other attractive housing areas elsewhere in the city and county. Investments in infrastructure, amenities, and services from both the private and public sectors will help ensure these neighborhoods are built with a comprehensive approach.

Housing Recommendation #3: Support the VIDA San Antonio development by utilizing the Tax Increment Reinvestment Zone (TIRZ) designation to implement strategies for enhanced mobility, green stormwater best practices, and other quality-of-life infrastructure.
The TIRZ designation creates opportunities for the entire regional center by creating a funding tool for investment in and attention to an enhanced approach to development. The TIRZ supports the master-planned VIDA San Antonio development and can be used to leverage investment in infrastructure and utility improvements to facilitate development in the whole regional center. Investments in infrastructure that address not only basic services (such as water, sewer, and standard roads) but also integrate elements to address impacts on the natural environment and improved mobility can have long-term financial benefits for the area. The San Antonio River Authority (SARA) Watershed Analysis study for the Texas A&M-San Antonio Area Regional Center included a triple-bottom-line analysis that highlighted the possible financial benefits of Green Stormwater Infrastructure (GSI) and Low Impact Design (LID). GSI and LID investments have long term financial benefits including enhanced property

values, mitigation of the urban heat island effect, and reduced stormwater pollution. Investments in complete and green streets similarly improve quality of life and increase options for residents, students, employees, and visitors to move around the area safely and comfortably. These types of quality long-term investments could be used to enhance the appeal of housing developments and provide long-term attractiveness to the area.

Economic Development

[See **Figure 25: Attributes of a Vibrant Economic Place**]

The Texas A&M-San Antonio Area Regional Center is an emerging employment center on the south side of San Antonio with two primary employers, Texas A&M University-San Antonio and the Toyota Motor Manufacturing Texas (TMMTX) plant, with the University Health Palo Alto campus also expected to be a major employer within the next few years. Employment estimates for these two large employers vary. There are approximately 3,700 jobs at the TMMTX plant, and an additional 5,600 jobs associated with more than 20 on-site material suppliers affiliated with the plant, accounting for more than 70% of the jobs in the regional center.

The other major employer, Texas A&M University-San Antonio, has a master plan that provides capacity for between 4 million and 10 million gross square feet of development at build-out. The university currently has an enrollment of 7,300 students, with plans to grow to about 12,500 students by 2025. Faculty and staff currently total approximately 600 employees.

Forty-two percent of regional center jobs have earnings greater than $40,000 per year compared to 31% in both San Antonio and Bexar County. The area has very little housing within its boundaries and very few people employed in the regional center live in the area. Most workers come from relatively close by, with 33% commuting less than 10 miles, and another 37% commuting between 10 and 24 miles.

The Texas A&M-San Antonio Area Regional Center has approximately 2.6 million square feet of industrial space. The 2.1 million square foot TMMTX plant was completed in 2006, and its completion more than quadrupled the area's industrial inventory. There is currently little retail space within the regional center (approximately 15,000 square feet) and no office space.

The regional center is forecast to grow by approximately 20,000 jobs from 2010 to 2040. The vast majority of this growth will be driven by the build-out of the Texas A&M University-San Antonio campus and expected supporting industries. Continued growth at the TMMTX plant is likely as the company has recently completed a nearly $400 million expansion in support of its product lines. The University Health Palo Alto campus is also expected to drive job growth when it opens in 2027.

Economic Challenges to Address

The emerging Texas A&M-San Antonio Area Regional Center has four major challenges to address:

- Diversifying the economic base and real estate market beyond just TMMTX and Texas A&M University-San Antonio to help make the area more resilient to changes within these major employers. The new University Health Palo Alto campus will help to diversify the existing economic base with the addition of jobs related to the medical and healthcare industry.
- Determining how to leverage employment opportunities from the TMMTX plant and the Texas A&M University-San Antonio campus and how to incorporate the university's own research and development programs to catalyze economic development.
- Ensure the area is an attractive place for people to live and work. The ability of the regional center to develop a more resilient economic base will necessitate an increase in people living in and around the regional center, illustrating that the south side of San Antonio has an attractive and growing workforce to support businesses.
- Support for local business growth. Although the Texas A&M-San Antonio Area Regional Center is experiencing an influx of new development and economic opportunities, it is important to

consider how traditional, established, and small businesses surrounding the regional center can also benefit from new growth. In addition to contributing to the economy, local businesses provide character to new development, foster positive generational impact, and maintain links to an area's cultural heritage.

Target/Opportunity Industries

Target industries and economic opportunities were identified for the Texas A&M-San Antonio Area Regional Center to help guide economic development efforts for the area. The target industries and opportunities are meant to help organize the city's economic geography and provide guidance on the role each regional center can play in the City's overall economic development efforts. They also give direction to the City and its economic partners as to what areas are best suited for certain opportunities when they arise. The target industries and economic opportunities for the Texas A&M-San Antonio Area Regional Center are:

- **World-Leading Education District:** The anticipated growth of Texas A&M University-San Antonio creates the opportunity to make the regional center a major destination for education in the region. Supporting the growth of and leveraging the opportunities presented by a major research university should be a priority.

- **South Texas Manufacturing Hub:** The TMMTX plant is a major economic asset for the City of San Antonio. The land on which the plant is situated houses some of TMMTX's suppliers, and the TMMTX plant has helped create significant spin-off industrial employment in the area. The qualities of the area that attracted TMMTX to this location (including a large campus, proximity to a major metro area, and connectivity to major transportation routes) could also be considered attractive to other manufacturers and industrial businesses. Therefore, adherence to the Land Use section of this plan is important and will serve to further enhance the attractiveness of the area for more industrial users/large employers. In addition, enhanced transportation connectivity to and through the area, and the creation of additional developable industrial areas, will create the opportunity to attract other similar users.

- **Live, Work, Play Center:** In order to attract more people living in and around the regional center, more housing and entertainment options are needed in appropriate locations. Planned growth at the Texas A&M University-San Antonio campus and the development of the VIDA San Antonio community both present opportunities to attract new entertainment and recreation uses to the area. The university plans to make major investments in collegiate sports programs and publicly accessible campus recreational amenities, which can also be leveraged to generate private investment. The VIDA San Antonio community will add almost 3,000 housing units to the area, providing a critical mass of residents to support increased retail and shopping opportunities.

- **Emerging Medical and Healthcare District:** Construction is currently underway on the 68-acre University Health Palo Alto campus, located next to Texas A&M University-San Antonio. When fully built out in 2027, the campus will include a hospital, 24-hour emergency care, a primary care health center, and house the University Health Institute for Public Health (a partnership between Texas A&M University-San Antonio and University Health). The campus is expected to accelerate the training of health care professionals, expand medical research, and provide needed care to southern Bexar County residents.

Attributes of a Vibrant Economic Place

Successful economic places have common attributes that help create their success. These build upon traditional attributes of attractive employment locations to create a cohesive strategy for managing these places. Each SA Tomorrow regional center is evaluated based on the presence of these attributes.

The Texas A&M-San Antonio Area Regional Center is beginning to develop the attributes that help create successful, vibrant economic places as shown in the assessment of existing and missing attributes below.

- **Brand/Identity:** The regional center has two identities based on the two major employers - a university campus and a major manufacturing plant. Each can be leveraged to further develop economic opportunities in the area. The City's roles in nurturing these identities are: 1) to support Texas A&M University-San Antonio's growth and surrounding development; and 2) to help build infrastructure and amenities needed to attract additional manufacturing and research and development uses to the regional center.

- **Organizations:** The regional center currently lacks a critical mass of residents and businesses to create cohesive, meaningful partnership organizations. However, the important emerging partnership between the City of San Antonio, Texas A&M University-San Antonio, and Southstar, the developer of the adjacent VIDA San Antonio property, is crucial to the successful development of the northern half of the regional center. Coordinated actions and investments by these three entities will significantly impact the future of the area.

- **Anchor Institutions:** The regional center has two major economic anchors, but additional major private employers should be targeted to diversify the economic base.

- **Urban/Design Planning:** The regional center is in the initial years of its build-out. Texas A&M University-San Antonio has created a distinctive campus aesthetic and has expressed a desire for a mixed-use area north of campus. The City needs to support the development of this area with incentives, public financing tools, and capital investments as long as the development continues the desired urban form originally contemplated for the area.

- **Transportation:** The regional center benefits from its access and proximity to Loop 410 and its connection to other major interstates and highways. Additional investment is needed to extend major arterials/thoroughfares to and through the regional center. Enhanced transit service, intersection and other mobility improvements, and reduced traffic congestion in the area will support the growth of the Texas A&M University-San Antonio campus and the TMMTX plant.

- **Investments:** The lack of infrastructure improvements in the regional center is an impediment to development. The topography and various drainage basins necessitate pumps and lift stations for water and wastewater services to support urban development, which are costly and may be too costly for individual projects to overcome.

- **Finance/Incentives:** The regional center has several financial and incentive tools in place to support its future growth.
    - The regional center is largely within the Verano Tax Increment Reinvestment Zone (TIRZ). The Verano TIRZ was reassigned in 2019 to Southstar Communities, LLC , the developer of the VIDA San Antonio project.

- The regional center is a Tier I Inclusive Growth Area for the City of San Antonio, which provides businesses locating in the area greater access to tax abatement opportunities.
- The regional center is within a federally designated Opportunity Zone that provides capital gains tax deferral and abatement for qualified investments within the area.

Economic Development Recommendations

Economic Development Recommendation #1: Catalyze the development of additional housing, retail, entertainment, and recreational uses within designated mixed-use focus areas to attract residents, businesses, workers, and visitors to the regional center.
The regional center is forecast to grow by approximately 20,000 jobs from 2010 to 2040. The vast majority of this growth will be driven by the build-out of the Texas A&M University-San Antonio campus and expected supporting industries. Continued growth at the TMMTX plant is also likely as the company has recently completed a nearly $400 million expansion in support of its product lines.

Economic Development Recommendation #2: Invest in the construction of infrastructure, utility services, and amenities needed to support the development of the VIDA San Antonio community, future expansion of the Texas A&M University-San Antonio and University Health Palo Alto campuses, and efficient operations at the Toyota Motor Manufacturing Texas (TMMTX) plant.
Coordinate with area businesses, institutions, and other stakeholders to anticipate future needs, identify potential public/private partnership opportunities, and leverage public investment to encourage economic development balanced with improved infrastructure.

Economic Development Recommendation #3: Attract additional anchor employment uses to the regional center to help diversify the economic base.
Future economic growth in the regional center will largely be driven by Texas A&M University-San Antonio, the TMMTX plant, and the University Health Palo Alto campus growth. However, the growth of the university campus is dependent upon the investments made by the Texas A&M University System, and although growth is anticipated to continue to occur with the TMMTX plant and its suppliers, there is value in attracting another major employer or employers in primary employment sectors to the area to provide additional growth opportunities and to make the area more economically resilient.

Economic Development Recommendation #4: Support local, small, and traditional businesses with opportunities to integrate with and capitalize on growth in the regional center.
The regional center's population and economic growth can provide an expanded customer base for the area's local, small, and traditional businesses. An environment with supportive land use and economic development policies and readily accessible financial and technical resources can help these businesses grow with the regional center.

5 Neighborhood Profiles and Priorities

What are neighborhood profiles and priorities?

San Antonio is a city of neighborhoods, each with its own unique history, qualities, and character. Some neighborhoods throughout the city have developed neighborhood or community plans that reflect local values and priorities. These plans, adopted by the City, have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City.

The City is currently in the process of creating sub-area plans to implement the SA Tomorrow Comprehensive Plan. These sub-area plans are intended to provide a more coordinated, efficient, and effective structure for neighborhood planning. The sub-area plans are intended to increase equity citywide, by ensuring that all of San Antonio's neighborhoods have a base level of policy guidance, as many neighborhoods within the city lack an existing neighborhood or community plan or a registered neighborhood organization. In this way, each sub-area plan will integrate key elements of existing neighborhood and community plans for those neighborhoods that have a plan, while promoting citywide policy consistency and providing key recommendations and strategies for those neighborhoods currently lacking that direction.

The Neighborhood Profile and Priorities section of the sub-area plans provides special attention to prior neighborhood planning efforts and recognizes the community groups and individuals who were instrumental in their creation. They summarize specific opportunities, challenges, recommendations, and priorities from each participating neighborhood to more efficiently direct public and private investment within the city to help these neighborhoods achieve their short-term goals and long-term visions.

At the time the Texas A&M-San Antonio Area Regional Center Plan was developed there were no existing neighborhood or community plans and no registered Neighborhood Associations in the area, so no specific Neighborhood Profile and Priorities sections were created. When this plan is updated in the future, new neighborhoods that have been organized in the VIDA San Antonio community or elsewhere in the area will be invited to create Profiles and Priorities.

6 Implementation

Plan Purpose

This Plan proposes a medium-term vision, recommendations, and strategies for improving and developing the Texas A&M-San Antonio Area Regional Center over the next ten years. The plan is an implementation component of the City of San Antonio's SA Tomorrow Comprehensive Plan. Adopted in 2016, the Comprehensive Plan is the City's long-range land use and policy plan that is intended to be a blueprint for future growth and development through the year 2040. In addition to implementing the Comprehensive Plan, the Texas A&M-San Antonio Area Regional Center Plan aims to improve the quality of life for San Antonio residents and guide growth and development to accommodate projected housing and employment increases. The Texas A&M-San Antonio Area Regional Center Plan provides an equitable path for all neighborhoods to participate in planning, to create priorities, and to advocate for implementing their priorities in the future.

Intent of the Plan

The Texas A&M-San Antonio Area Regional Center Plan will be the essential tool to guide future development and City investment in the plan area. The community-based planning process resulted in achievable recommendations and strategies that will be used by City departments, partner agencies, private entities, and community partners to support livable, complete neighborhoods.

How to Use This Plan

The vision for the Texas A&M-San Antonio Area Regional Center Plan can be realized through the implementation of the Plan Framework, with recommendations and strategies related to the following topics: Land Use, Focus Areas, Mobility, Amenities and Public Space, Housing, and Economic Development. These recommendations and strategies include policy and regulatory matters, partnerships, and investments. Plan recommendations are written to provide actionable specificity while still allowing the flexibility needed to adapt to unforeseen challenges or opportunities.

Coordination with Adopted Plans

The City of San Antonio adopted two plans in recent decades that include parts of the Texas A&M-San Antonio Area Regional Center, including one TIRZ designation. Some specific recommendations from these plans are directly referenced as complementary to achieving the Texas A&M-San Antonio Area Regional Center Plan Vision and Goals. The previously adopted plans include important historical information, policies reflecting the values of participants at the time of their adoption, detailed information and recommendations for specific places and issues. These plans include but are not limited to:

- *The Heritage South Sector Plan (2010)*
- *The Verano TIRZ* (reassigned to Southstar Communities, LLC in 2019)

The Texas A&M-San Antonio Area Regional Center Plan was also developed to complement and contribute to the implementation of the following regional and citywide plans:

- *SA Tomorrow Multimodal Transportation Plan*
- *SA Tomorrow Sustainability Plan*
- *SA Climate Ready Action and Adaptation Plan*
- *VIA's Vision 2040 Plan*
- *SA Corridors Strategic Framework Plan*
- *San Antonio's Housing Policy Framework*
- *Strategic Housing Implementation Plan (SHIP)*
- *San Antonio Parks System Strategic Plan*

In implementing the Texas A&M-San Antonio Area Regional Center Plan, further consideration should be given to the recommendations of emerging and ongoing planning processes, including but not limited to:

- *VIA's Rapid Transit Corridors* planning
- *San Antonio's Housing Policy Framework* implementation programs, including *SHIP*
- *San Antonio Sidewalk Master Plan*
- *Vision Zero San Antonio* initiatives
- *Connect SA*
- *San Antonio Bike Network Plan* update
- *San Antonio's Transit-Oriented Development (TOD)* planning initiative

Statutory Requirements

Once adopted by City Council, the Texas A&M-San Antonio Area Regional Center Plan becomes a component of the City's SA Tomorrow Comprehensive Plan. Where the previously adopted Heritage South Sector Plan overlaps the Texas A&M-San Antonio Area Regional Center Plan, the Texas A&M-San Antonio Area Regional Center Plan will be the plan of reference for land use designations. Similarly, where a previous plan and the Texas A&M-San Antonio Area Regional Center Plan have conflicting policies or priorities within the adopted boundary of the Texas A&M-San Antonio Area Regional Center Plan, the Texas A&M-San Antonio Area Regional Center Plan will be City policy.

By virtue of the plan adoption process, all proposed projects must be found to be consistent with the SA Tomorrow Comprehensive Plan, and as such, the Texas A&M-San Antonio Area Regional Center Plan must be consulted when proposing a public investment or a land use project that requires deviation from current entitlements.

Implementation – Land Use

Land Use Recommendation #1: Encourage a greater mix of uses and higher residential densities in the northern portion of the plan area.

Strategy 1.1 (Regulatory and Policy, Partnerships, Investment)
Properties north of Jaguar Parkway should be zoned to allow for vertical mixed-use projects including multi-family and community-scaled commercial uses.

Strategy 1.2 (Regulatory and Policy, Partnerships)
Property east of the railroad should be zoned to support a mixture of industrial and commercial uses, with transitions to protect existing residences and any existing watershed protection areas.

Land Use Recommendation #2: Maintain appropriate transitions in density and uses between the northern and southern portions of the plan area.

Strategy 2.1 (Regulatory and Policy, Partnerships)
Property south of Mauermann Road should maintain the Light Industrial land use designation and related permitted zoning districts. Property north of Mauermann Road may be suitable for agricultural or limited commercial uses, on a small scale, where accessible from Mauermann Road.

Strategy 2.2 (Regulatory and Policy)
Preserve the distribution of industrial and natural uses south of Mauermann Road by zoning property in this segment of the plan area to allow industrial, resource protection, or agricultural uses.

Strategy 2.3 (Partnerships)
Continue working with major employers in the area to preserve needed buffers that minimize the impact of industry on neighborhoods and on the environment.

Strategy 2.4 (Regulatory and Policy)
Consider development of an overlay district to address compatibility issues between the northern and southern portions of the plan area. A purposeful and orderly transition of uses surrounding heavy industrial areas protects the economic vitality of established industrial areas and creates safeguards for the well-being of less intense commercial and residential development.

Strategy 2.5 (Regulatory and Policy)
Continue implementation of the City's Annexation & Growth Management Policy through the review of proposed projects such as requests for Special Districts.

Land Use Recommendation #3: Coordinate future land use planning with campus planning and development, in order to build on the resources and opportunities provided by Texas A&M University-San Antonio.

Strategy 3.1 (Regulatory and Policy, Partnerships)
As the Texas A&M University-San Antonio campus continues to develop, coordinate with the Texas A&M University System to ensure that properties near on-campus activity centers are zoned to allow for complementary uses based on traffic patterns, access, and retail or employment demand.

Strategy 3.2 (Regulatory and Policy, Partnerships)
Support Texas A&M University-San Antonio Master Plan by establishing complementary land use designations adjacent to areas the university has planned for research and development.

Strategy 3.3 (Regulatory and Policy, Partnerships, Investment)
Encourage a mixture of housing types, including townhouses, vertical mixed-use development, and single-family neighborhoods in areas near the Texas A&M University-San Antonio campus so that the area can support a true campus lifestyle, where students and employees can live, work, and play.

Land Use Recommendation #4: Facilitate watershed protection and landscape preservation near key riparian corridors in the plan area, such as Leon Creek and the Medina River.

Strategy 4.1 (Regulatory and Policy, Partnerships, Investment)
Develop riparian corridors and floodplains as on-site amenities in the plan area where possible. These could include greenbelts, water features and passive recreation areas.

Strategy 4.2 (Regulatory and Policy)
Require implementation of the City's adopted Low Impact Development Guidelines for development of properties falling even partially within the stream buffer zones of this plan area.

Implementation – Focus Areas

Focus Areas Recommendation #1: Support the unique vision for each focus area by creating high-quality places with a mix of uses, vibrant public spaces, and appropriate transitions to surrounding uses and sensitive areas.

Strategy 1.1 (Partnerships, Investments)
Prioritize the design of and investment in vibrant public spaces in the focus areas that will attract and serve residents of the surrounding VIDA San Antonio community, students, faculty, and staff of Texas A&M University-San Antonio, and area employees.

Strategy 1.2 (Regulatory and Policy, Partnerships)
Work with transportation partners to ensure the intersection of Jaguar Parkway and University Way can be efficiently reconfigured to achieve the desired vision of the VIDA San Antonio Zócalo.

Strategy 1.3 (Regulatory and Policy)
Amend the Unified Development Code (UDC) to create new zoning districts that will support mixed-use, pedestrian-friendly development at a variety of scales within the focus areas.

Strategy 1.4 (Partnerships, Investment)
Coordinate with utility providers to identify and address infrastructure challenges in the area, specifically the lack of sewer connection at Southwest Loop 410 and University Way.

Focus Areas Recommendation #2: Ensure focus areas and other area amenities can be easily and safely accessed by all modes of travel, especially pedestrians.

Strategy 2.1 (Regulatory and Policy)
Provide examples and models for developers for how to build more compact, walkable residential neighborhoods that utilize and integrate multiple types of housing. Utilize the Place Types developed in the SA Tomorrow Comprehensive Plan, such as Green Neighborhood, Trail-Oriented Development, and Multimodal Mixed-Use place types, to encourage new amenity-rich neighborhood designs and approaches.

Strategy 2.2 (Partnerships, Regulatory and Policy)
Support the VIA Vision 2040 Long Range Plan with transit-supportive densities near focus areas to increase potential ridership.

Strategy 2.3 (Regulatory and Policy, Partnerships)
Encourage signage and wayfinding when considering additional improvements for the Medina River Greenway.

Strategy 2.4 (Regulatory and Policy, Partnerships)
Identify possible future trail connections that could link the Medina River Greenway with Texas A&M University-San Antonio's campus north of Mauermann Road.

Strategy 2.5 (Partnerships, Investment)
Coordinate with applicable transportation partners to identify funding opportunities for sidewalk, cycling lane, and lighting improvements at the South Zarzamora Street and Loop 410 underpass.

Focus Areas Recommendation #3: Balance future development in the focus areas with natural features to enhance the area while protecting sensitive natural resources and ecological functions.

Strategy 3.1 (Regulatory and Policy, Partnerships)
Emphasize the long-term financial benefit of quality investments in green stormwater infrastructure and complete and green streets.

Strategy 3.2 (Regulatory and Policy, Partnerships)
Collectively identify areas that are sensitive to development to appropriately plan to mitigate negative impacts on the existing natural areas, such as Mitchell Lake and the Medina River.

Implementation – Mobility

Mobility Recommendation #1: Continue implementing the San Antonio Vision Zero Action Plan.

Strategy 1.1 (Regulatory and Policy, Investment)
Continue evaluating and implementing proven Vision Zero strategies and best practices improvements including traffic calming and complete streets principles, which improve pedestrian, bicycle, and traffic safety and help achieve the San Antonio Vision Zero goals. Highest priority areas include:

- The intersection of Loop 410 and Moursund Boulevard; and
- The intersection of Loop 410 and South Zarzamora Street.

Strategy 1.2 (Regulatory and Policy, Investment)
In anticipation of adding more focal points of activity, invest in well-designed pedestrian crossings that incorporate best practices for safety and placemaking at all future intersections within the mixed-use areas of the Texas A&M-San Antonio Area Regional Center.

Mobility Recommendation #2: Create a grid network of multimodal and low-impact streets.

Strategy 2.1 (Regulatory and Policy, Partnerships, Investment)
Ensure long-term sustainable street design by incorporating elements like bioswales and pervious pavement to manage stormwater run-off and street trees to provide shade.

Strategy 2.2 (Investments)
Implement on-road infrastructure and wayfinding projects to improve multimodal connectivity between the Palo Alto College and Texas A&M University-San Antonio campuses.

Strategy 2.3 (Regulatory and Policy, Partnerships, Investment)
Establish a robust bicycle and sidewalk network by adding bike and pedestrian facilities as streets are constructed. As shown on the Mobility Framework Map, priority locations for establishing a grid network based on existing major roadways include:

- University Way from Loop 410 to Mauermann Road; and
- Jaguar Parkway from South Zarzamora Street to Pleasanton Road.

Strategy 2.4 (Regulatory and Policy, Partnerships, Investment)
Supplement current and future street networks with additional dedicated multi-use trails. Conduct a feasibility study of linear greenway development on creeks and tributaries within the regional center. Priority connections for consideration include connections along the Comanche and Leon creekways between the Texas A&M University-San Antonio campus and the existing regionally significant Medina River Greenway trailheads at Applewhite Road and Pleasanton Road.

Mobility Recommendation #3: Manage future transportation demand through deliberate parking management strategies and traffic management plans that prioritize pedestrian, bicycle, and transit options during special events.

Strategy 3.1 (Regulatory and Policy, Partnerships)
Special events create temporary surges in transportation demand. Future special events at Texas A&M University-San Antonio campus venues have the potential to significantly increase congestion. It is important to manage demand through mobility options, such as partnering with the campus venues to create special event parking zones, especially off-site parking and shuttles, to greatly reduce congestion. Designate pick-up zones supporting shared mobility vehicles and information dissemination partnerships with venues and third-party providers (e.g., Transportation Network Companies (TNC) applications) through ticket purchasing or mobile applications to help manage special event mobility demand.

Strategy 3.2 (Regulatory and Policy)
Update street design standards to be consistent with SA Tomorrow goals for safety, economic growth, development, and city form and to reflect the relationship between the built environment

and the streetscape. Street design standards should consider all levels of street interactions, including pedestrians, bicyclists, and motorists.

Strategy 3.3 (Partnerships)
As the scale of special events increases enough to merit it, partner with VIA to establish and promote both existing and special transit routes and services to and from other area Park & Rides and larger station areas.

Mobility Recommendation #4: Consider the regional center's freight movements and need for efficient east-west connectivity in land use and transportation planning activities.

Strategy 4.1 (Regulatory and Policy)
As the following streets are improved or adjacent land is redeveloped, consider the necessary movement of freight, including necessary turning radii for large vehicles to ingress/egress from parking lots, and potential conflict points (such as driveways):

- Mauermann Road from Pleasanton Road to Applewhite Road; and
- Applewhite Road from Mauermann Road to Neal Road.

Strategy 4.2 (Regulatory and Policy)
As redevelopment occurs, conduct a study to identify freight delivery staging areas for light and heavy freight trucks. The application of this strategy should apply to all areas indicated as Regional Mixed-Use, Urban Mixed-Use, Regional Commercial, and Medium or High Density Residential land uses.

Strategy 4.3 (Partnerships, Investment)
Re-evaluate the previously proposed Kelly Parkway to determine whether it remains a needed solution for traffic and congestion management east of the plan boundary. Proposed improvements to Kelly Parkway could include a direct connection to the regional center and encourage more efficient vehicular flow east and west through the plan area.

Strategy 4.4 (Partnerships, Investment)
Using the City of San Antonio Major Thoroughfare Plan (MTP) as a guide, encourage continual dialogue between relevant local, state, and federal entities in pursuing east-west connectivity options through the regional center.

Mobility Recommendation #5: Support VIA transit service by prioritizing transit-supportive policies and infrastructure near transit stations.

Strategy 5.1 (Regulatory and Policy, Partnerships, Investment)
Implement first/last mile strategies, such as sidewalks, curb ramps, crosswalks, bicycle facilities, etc. at VIA transit station/stop areas. This promotes access to transit and other shared mobility options by creating inviting, quality public space at station/stop areas, where large numbers of people benefit from amenities like shade, seating, and safety lighting, as well as public art and placemaking initiatives. Investments focused in transit areas should consider existing and future mobility technologies, especially at the intersection of University Way and Jaguar Parkway.

Implementation – Amenities and Public Space

Amenities and Public Space Recommendation #1: Create trail connections throughout the Texas A&M-San Antonio Area Regional Center, utilizing floodplain areas where possible.

Strategy 1.1 (Regulatory and Policy, Partnerships, Investment)
Identify trail routes to connect Palo Alto College, the VIDA San Antonio development, the Texas A&M University-San Antonio campus, and the Medina River Greenway that are compatible with land uses in the area.

Strategy 1.2 (Partnerships)
Conduct feasibility studies to strategically identify open-space areas that could serve as a park or other natural amenity, to encourage connections to existing trails and the Medina River Greenway.

Amenities and Public Space Recommendation #2: Encourage new development projects to coordinate with the San Antonio River Authority (SARA) to ensure projects are considerate of the recommendations outlined in the SARA watershed analysis and promote green infrastructure.

Strategy 2.1 (Regulatory and Policy, Partnerships, Investment)
Promote the use of multi-benefit green infrastructure features within public rights-of-way, consistent with the City's Complete Streets Policy.

Strategy 2.2 (Regulatory and Policy, Investment)
Identify areas that could benefit from green infrastructure and consider packaging improvements into future bond projects to be eligible for additional funding, including rebate programs, from the San Antonio River Authority (SARA).

Amenities and Public Space Recommendation #3: Create character-defining features that have a minimal physical impact on natural areas and celebrate the area's natural features.

Strategy 3.1 (Partnerships)
Coordinate with the City of San Antonio Parks and Recreation Department, the Mitchell Lake Audubon Center, and the Land Heritage Institute to identify areas that could support art installations or gateway signage.

Strategy 3.2 (Regulatory and Policy, Partnerships)
Work with relevant agencies to update the City of San Antonio's Dark Sky Ordinance to include areas near the Medina River, Leon Creek, and Mitchell Lake.

Implementation – Housing

Housing Recommendation #1: Support a wider range of housing products attractive to workers and students at the major employers and institutions in the regional center.

Strategy 1.1 (Regulatory and Policy)
Encourage higher-density housing and mixed-use development in the two focus areas located north and east of the Texas A&M University-San Antonio campus.

Strategy 1.2 (Partnerships)
Attract student-oriented housing to the regional center's mixed-use areas to catalyze housing development in these centers.

Strategy 1.3 (Regulatory and Policy, Partnerships, Investment)
Identify development sites in the two focus areas located north and east of the Texas A&M University-San Antonio campus to purchase for future affordable housing development through the use of a community land trust, and/or through partnership with Opportunity Home and other nonprofit housing partners.

Housing Recommendation #2: Create complete neighborhoods with enhanced amenities and services.

Strategy 2.1 (Regulatory and Policy)
Provide examples and models for developers for how to build more compact, walkable residential neighborhoods that utilize and integrate housing. Utilize the Place Types developed in the SA Tomorrow Comprehensive Plan, such as Green Neighborhood and Natural/Historic/Cultural Assets place types, to encourage new amenity-rich neighborhood designs and approaches.

Strategy 2.2 (Partnerships)
Work with Southstar, the developer of VIDA San Antonio, The Texas A&M University System, and area school districts to locate attractive school options within the regional center.

Housing Recommendation #3: Support the VIDA San Antonio development by utilizing the Tax Increment Reinvestment Zone (TIRZ) designation to implement strategies for enhanced mobility, green stormwater best practices, and other quality-of-life infrastructure.

Strategy 3.1 (Partnerships, Investment)
Coordinate with utility providers to identify and address infrastructure challenges in the area, specifically the lack of sewer connection at Southwest Loop 410 and University Way.

Strategy 3.2 (Regulatory and Policy, Partnerships)
Emphasize the long-term financial benefit of quality investments in Green Stormwater Infrastructure, Low Impact Design, and complete and green streets.

Strategy 3.3 (Regulatory and Policy, Partnerships)
Ensure that development concepts for housing products and neighborhoods in the TIRZ match with the desired character, mixture of housing, and built form of area housing.

Implementation – Economic Development

Economic Development Recommendation #1: Catalyze the development of additional housing, retail, entertainment, and recreational uses within designated mixed-use focus areas to attract residents, businesses, workers, and visitors to the regional center.

Strategy 1.1 (Regulatory and Policy)
Integrate Texas A&M University-San Antonio campus uses into mixed-use areas supporting the campus to help catalyze development and support vitality in these areas.

Strategy 1.2 (Regulatory and Policy, Partnerships)
Provide opportunities for mixed-use developments to encourage retail uses that offer support to the Texas A&M University-San Antonio campus and the planned residential developments in the VIDA San Antonio project.

Strategy 1.3 (Regulatory and Policy, Partnerships)
Leverage Texas A&M University-San Antonio's investment into an athletics and recreation area to create an entertainment and hospitality destination adjacent to the campus facilities.

Economic Development Recommendation #2: Invest in the construction of infrastructure, utility services, and amenities needed to support development of the VIDA San Antonio community, future expansion of the Texas A&M University-San Antonio and University Health Palo Alto campuses, and efficient operations at the Toyota Motor Manufacturing Texas (TMMTX) plant.

Strategy 2.1 (Regulatory and Policy, Partnerships, Investment)
Invest in enhanced transportation and transit connections consistent with the Master Thoroughfare Plan and VIA's Vision 2040 Long Range Plan to attract businesses and employment uses and to support current and future freight traffic.

Strategy 2.2 (Regulatory and Policy, Partnerships, Investment)
Continue to support the VIDA San Antonio development through the existing Tax Increment Reinvestment Zone (TIRZ) and City capital investments as long as the development aligns with the envisioned future land use plan for the area. Work with Southstar, Texas A&M University-San Antonio, Toyota Motor Manufacturing Texas (TMMTX), other property owners, and utility providers to identify and build infrastructure improvements that will support future growth in the area.

Strategy 2.3 (Investments)
Utilize City capital investments, future City bond cycles, Federal/State/Local programs and incentives, public financing tools, and public-private partnerships as possible funding sources.

Economic Development Recommendation #3: Attract additional anchor employment uses to the regional center to help diversify the economic base.

Strategy 3.1 (Regulatory and Policy)
Actively promote and market employment-oriented development sites in the regional center to prospective businesses, site selectors, and economic development entities to attract additional employers to the regional center within areas with the Light Industrial and Business/Innovation Mixed-Use land use designations.

Strategy 3.2 (Partnerships)
Encourage and support Texas A&M University-San Antonio's research and development activities as a way to attract businesses that can benefit in conjunction with the university's future research specialties. Work with the university to develop a strategy and timeline for potential research and development efforts.

Strategy 3.3 (Partnerships)
Create opportunities for workforce education and training in conjunction with existing and future educational institutions and schools in and around the regional center.

Economic Development Recommendation #4: Support local, small, and traditional businesses with opportunities to integrate with and capitalize on growth in the regional center.

Strategy 4.1 (Partnerships)
Partner with city and regional economic development and educational organizations such as Southside First Economic Development Council, LiftFund, Local Initiatives Support Corporation (LISC), Palo Alto College, and the Texas A&M University-San Antonio Mays Center for Experiential Learning and Community Engagement to promote free or low-cost services to aspiring entrepreneurs and small businesses to guide and strengthen their business development plans and strategies.

Strategy 4.2 (Partnerships)
Partner with the area's large campuses such as the Texas A&M University-San Antonio, Palo Alto College, and University Health Palo Alto campus to host venues to promote small and local businesses with pop-up events, farmer's markets, and food trucks.

Strategy 4.3 (Regulatory and Policy)
Encourage land use, zoning, and economic development policies that meet and support the unique needs of small businesses.

Strategy 4.4 (Regulatory and Policy, Partnerships)
Leverage outcomes and best practices from previous local community development plans and initiatives, such as the Quintana Neighborhood Community and Business Survey and Roosevelt Corridor Reinvestment Plan to progress small business growth in new development within the regional center.

Appendix: Maps, Figures, and Exhibits

Maps, Figures, and Exhibits referenced throughout this document are collected in the Appendix which begins on the next page.

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Exhibit 1: Texas A&M-San Antonio Area Regional Center Plan Existing Conditions Atlas

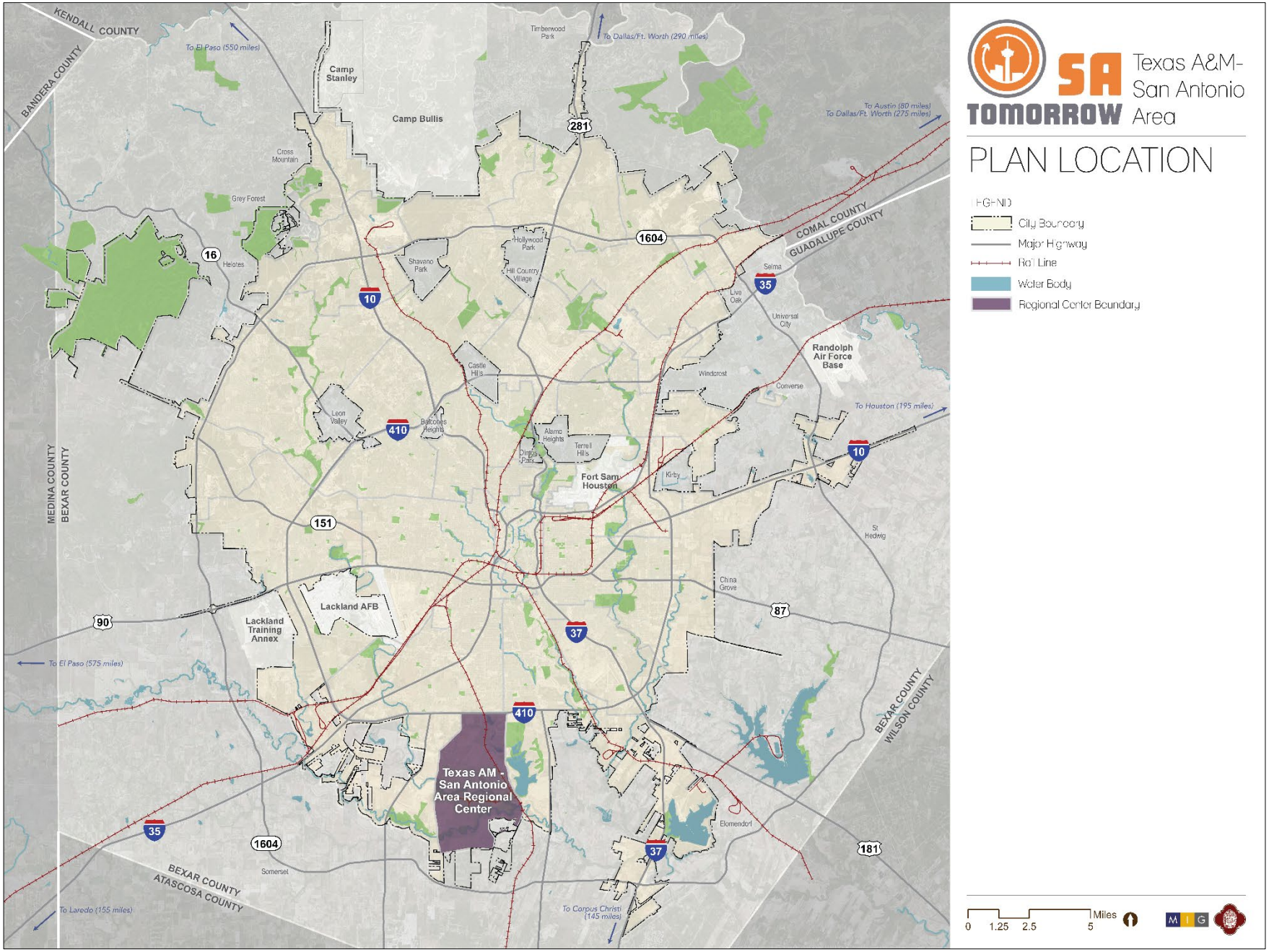


Figure 1: Plan Location Map

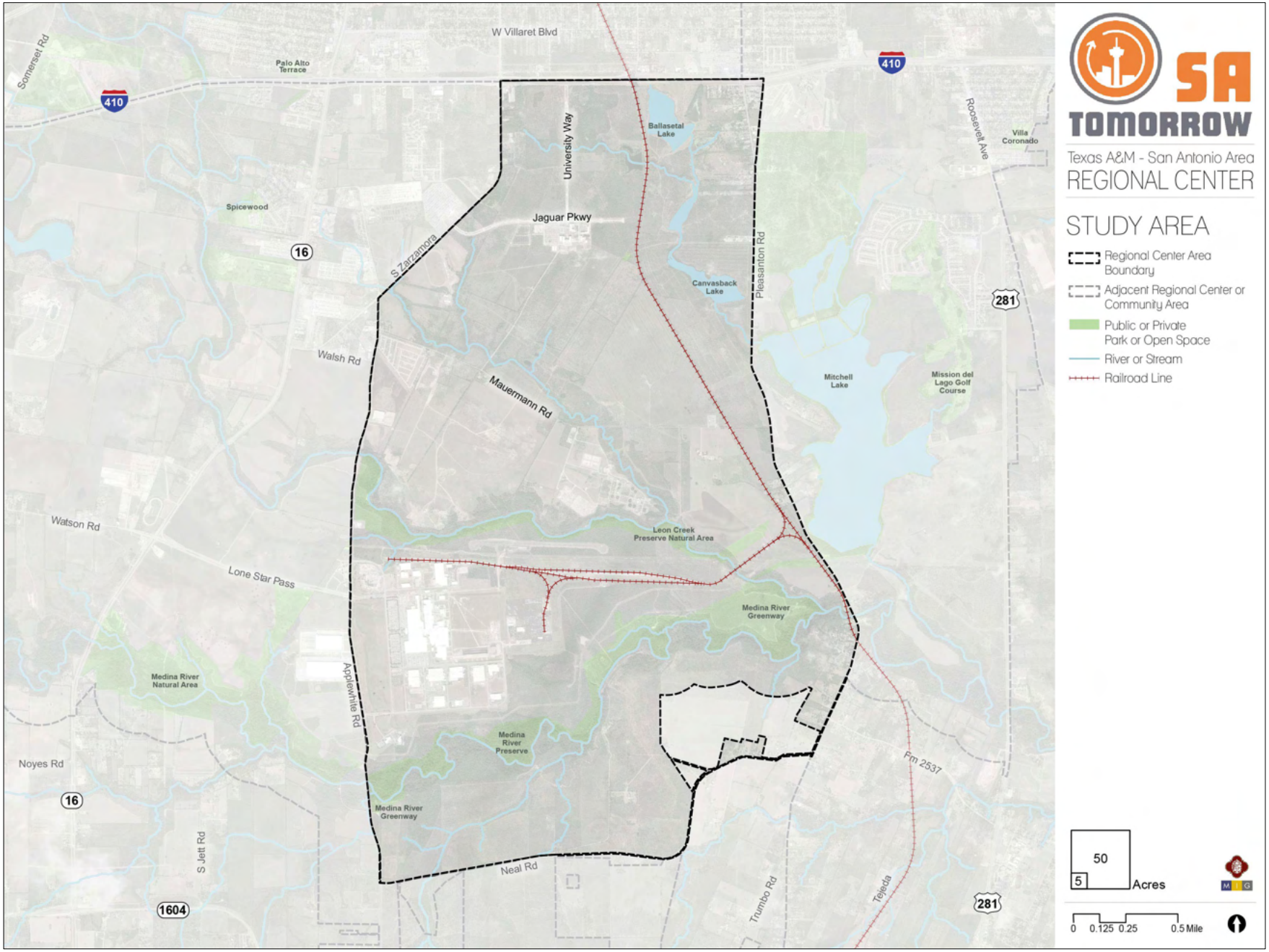


Figure 2: Study Area Map

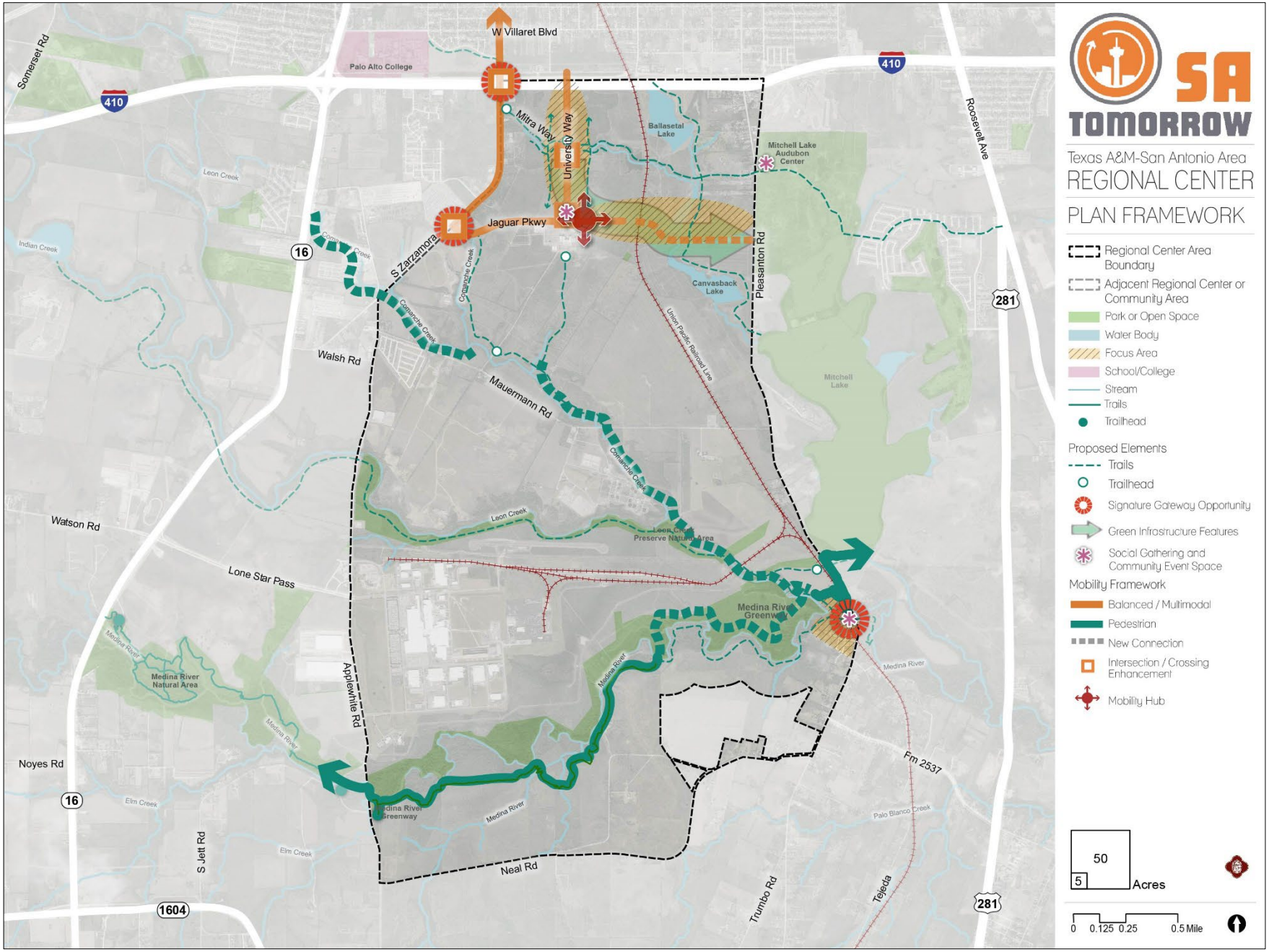


Figure 3: Plan Framework Map

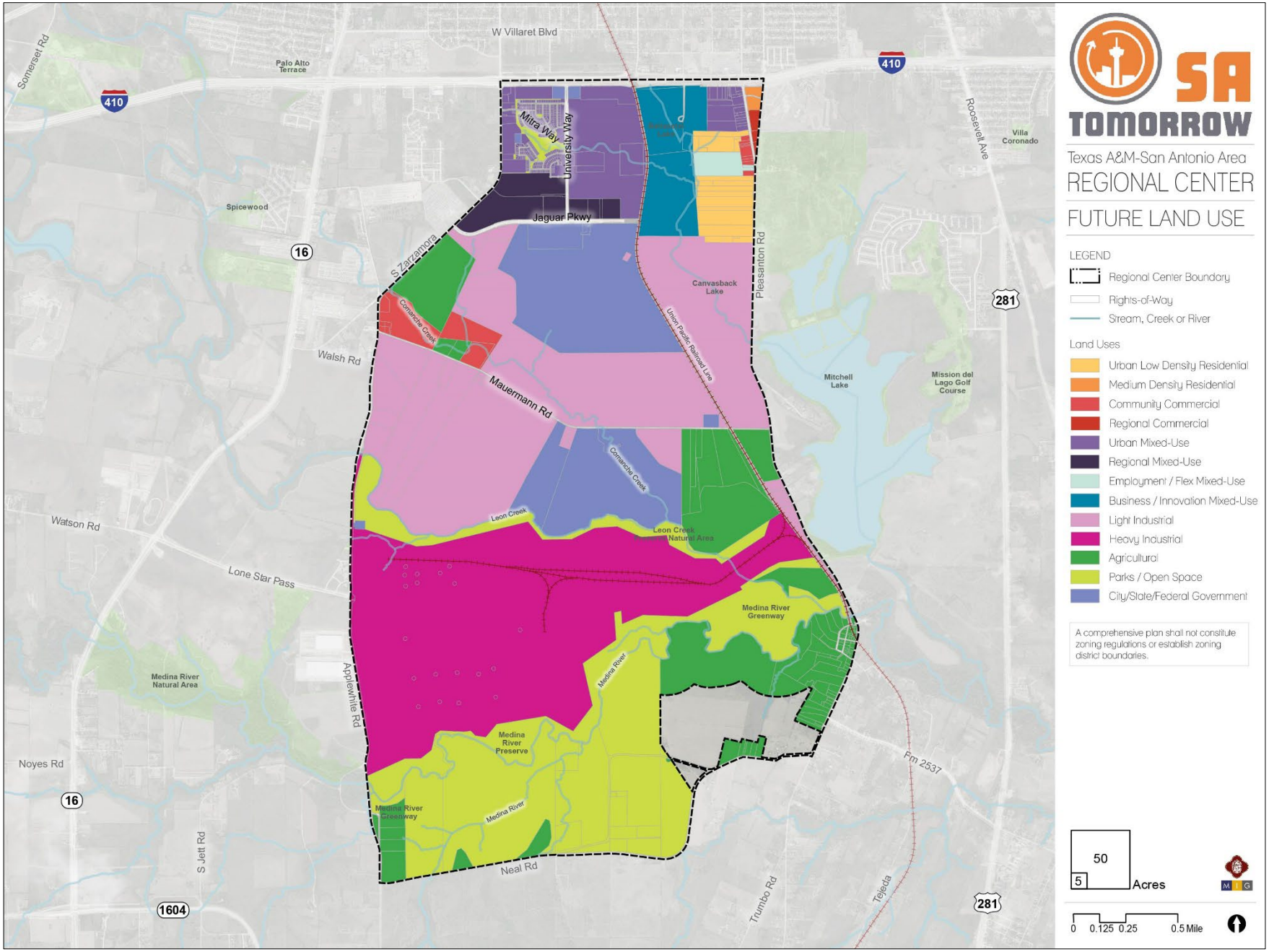


Figure 4: Future Land Use Map

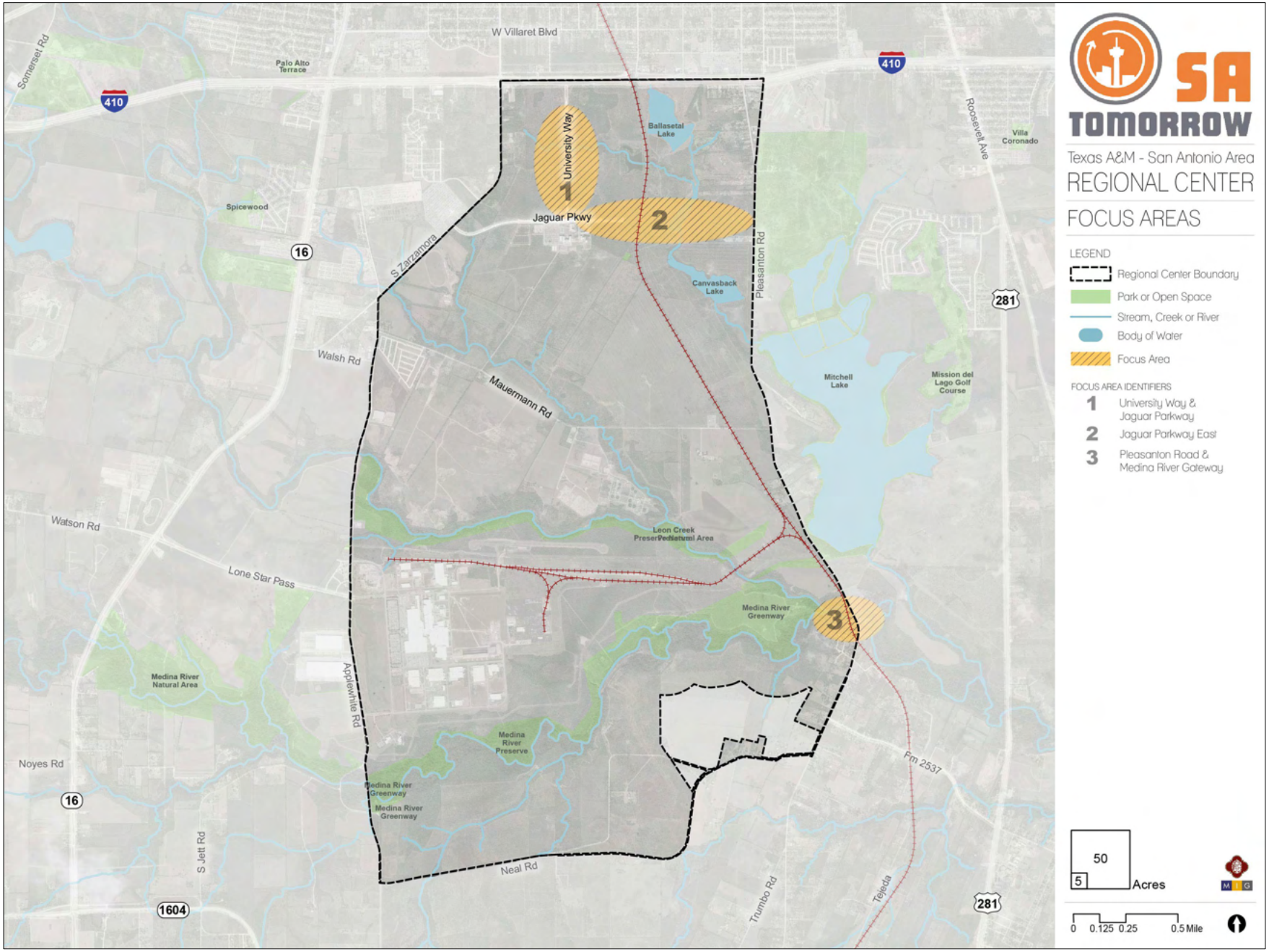


Figure 5: Focus Areas Framework Map

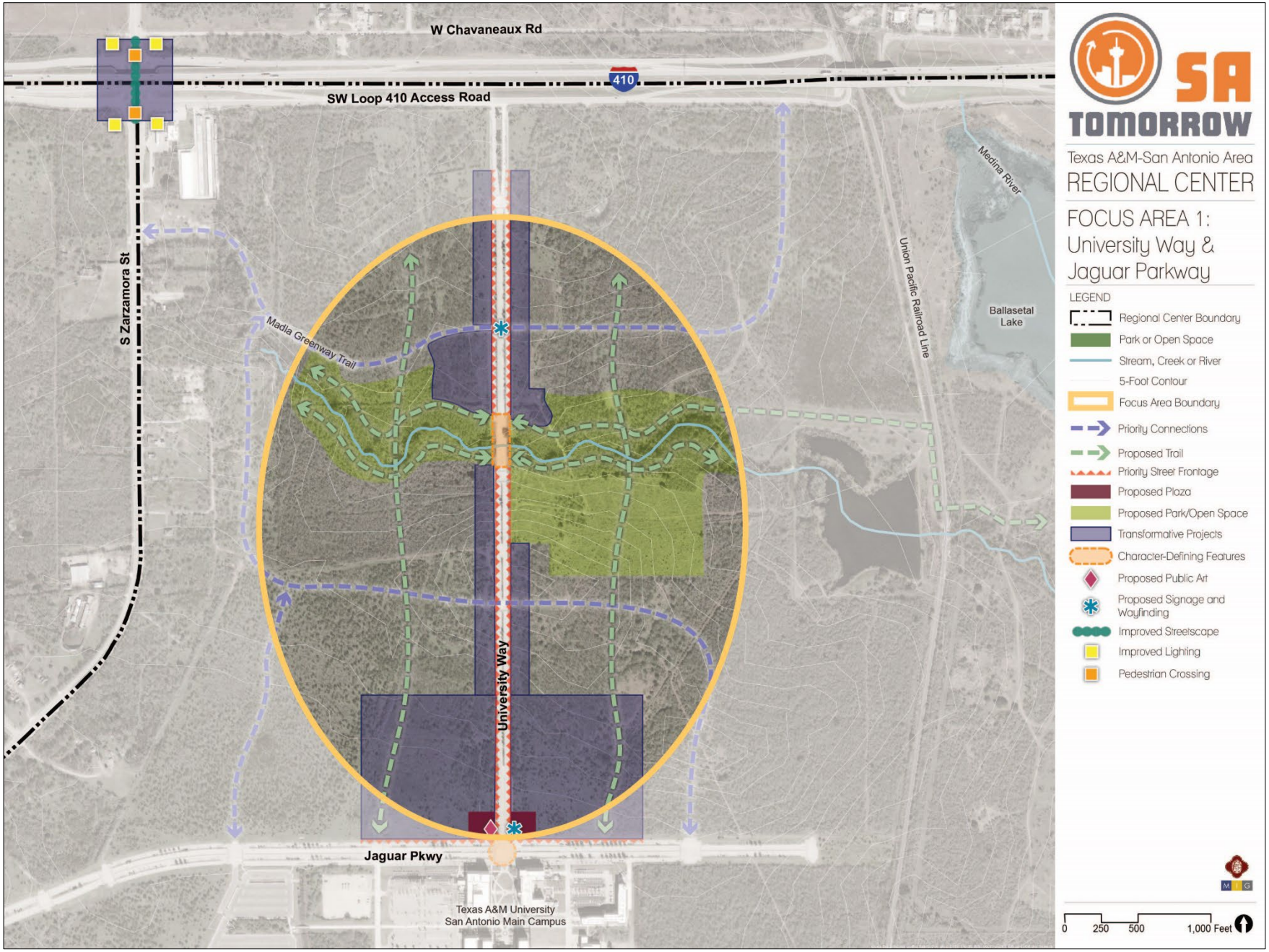


Figure 6: Focus Area #1 Map – University Way and Jaguar Parkway



Figure 7: Focus Area #1 Transformative Project A – University Way and Jaguar Parkway (Existing)



Figure 8: Focus Area #1 Transformative Project A – University Way and Jaguar Parkway (Conceptual)



Figure 9: Focus Area #1 Transformative Project A – VIDA San Antonio Zócalo (Conceptual)

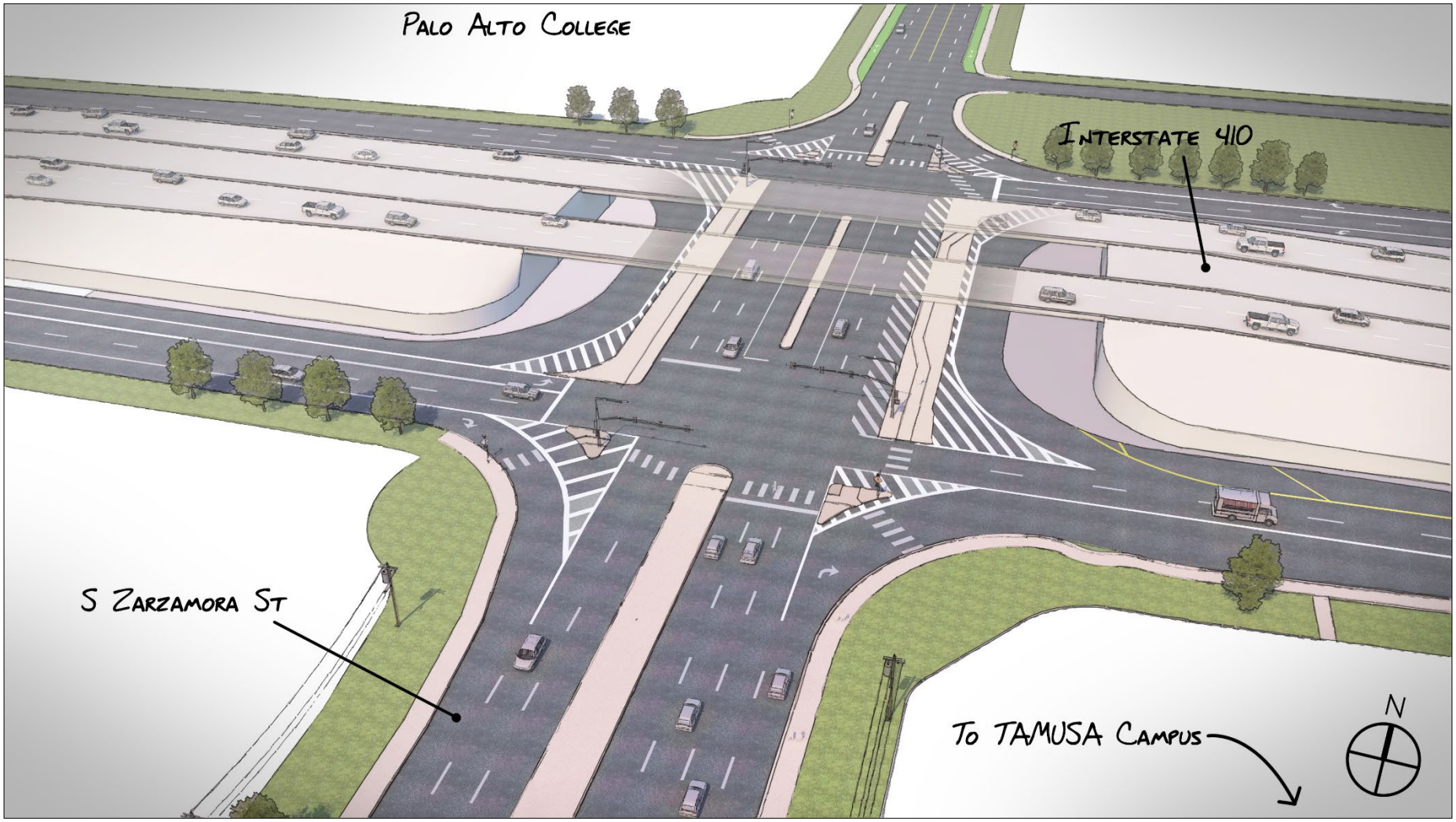


Figure 10: Focus Area #1 Transformative Project B – South Zarzamora Street and Loop 410 Underpass (Existing)

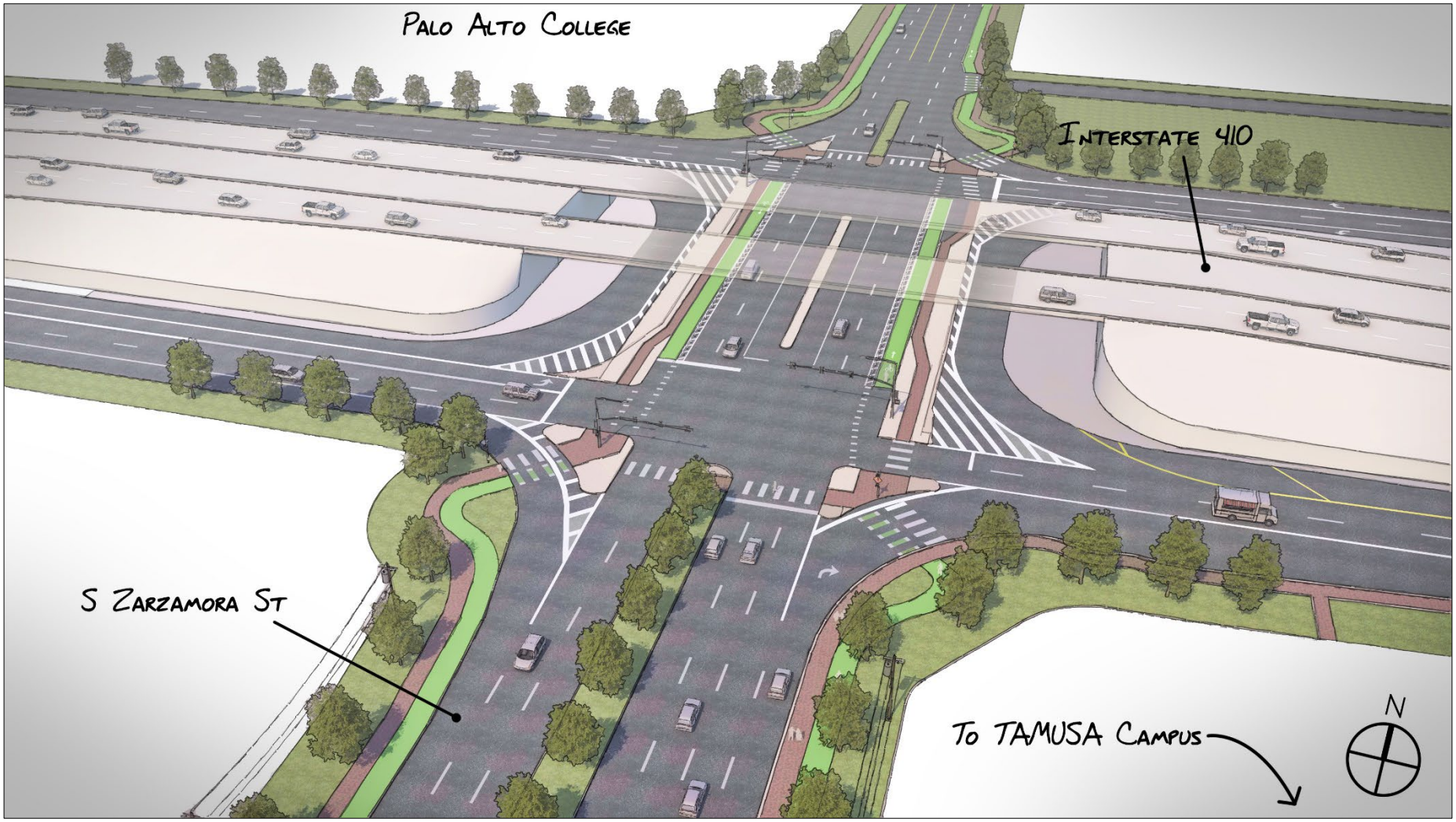


Figure 11: Focus Area #1 Transformative Project B – South Zarzamora Street and Loop 410 Underpass (Conceptual)

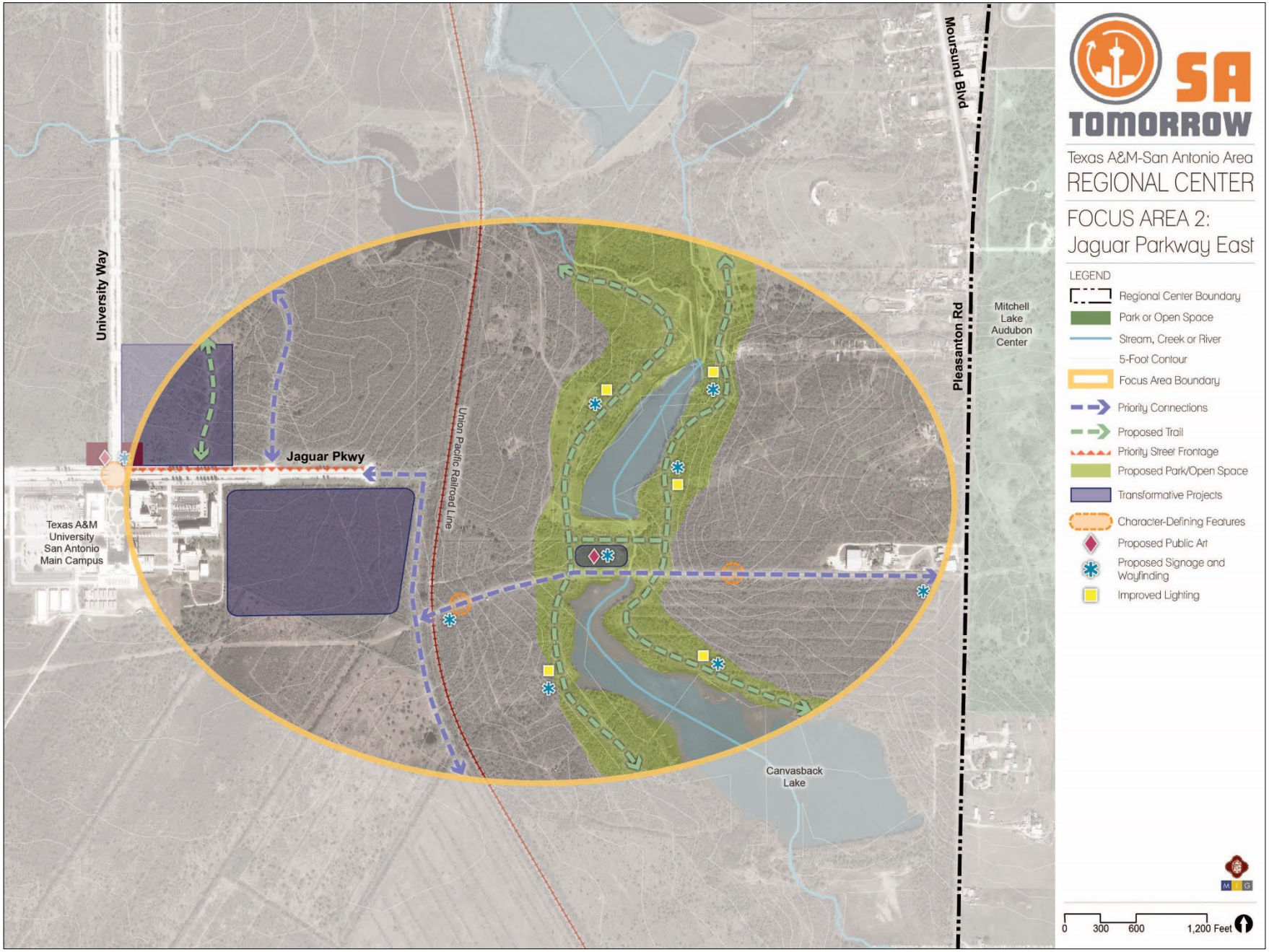


Figure 12: Focus Area #2 Map – Jaguar Parkway East

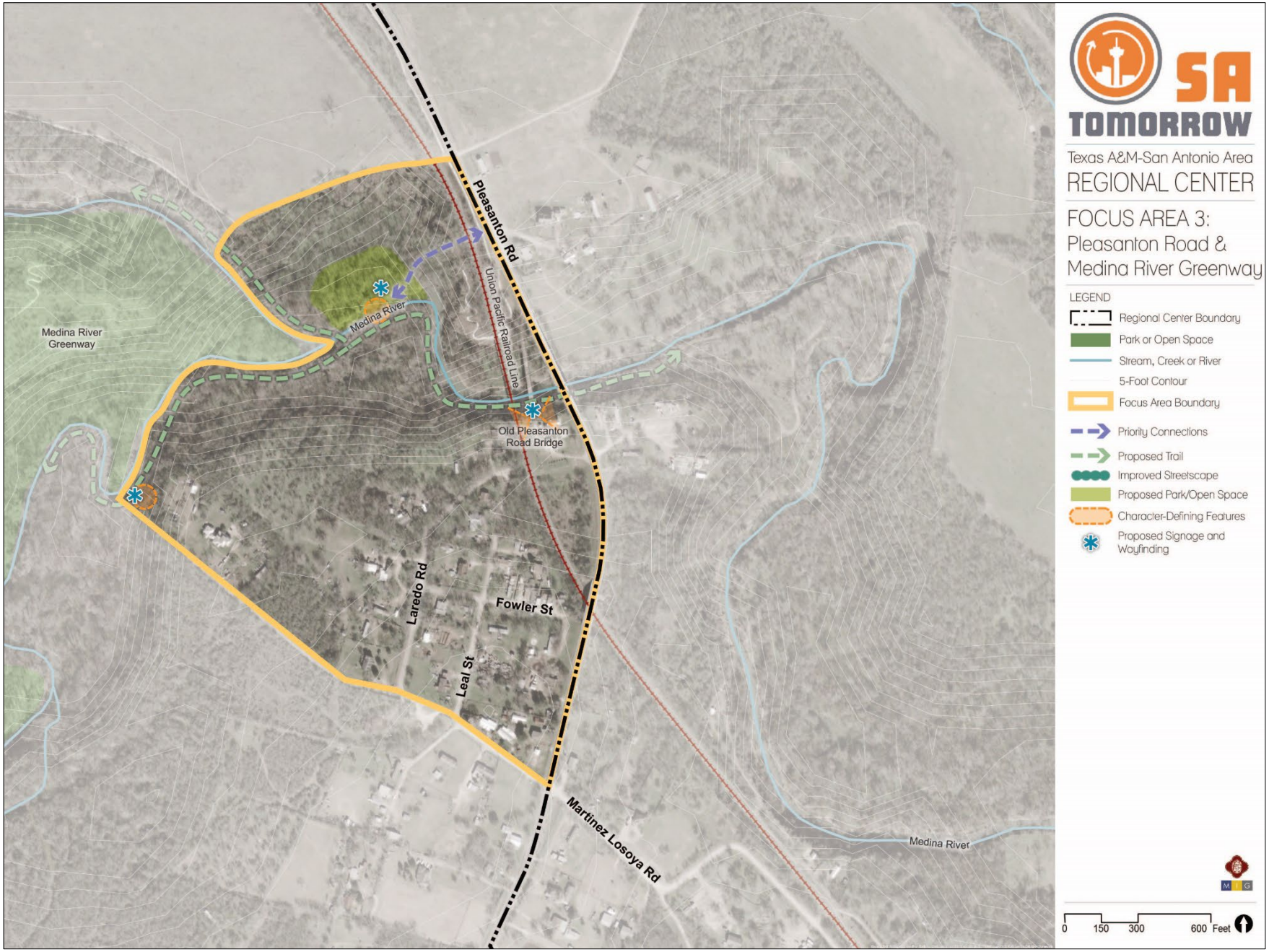


Figure 13: Focus Area #3 Map – Pleasanton Road and Medina River Greenway Trail Connection



Figure 14: Focus Area #3 Transformative Project – Old Pleasanton Road Bridge (Existing)



Figure 15: Focus Area #3 Transformative Project – Old Pleasanton Road Bridge (Conceptual)

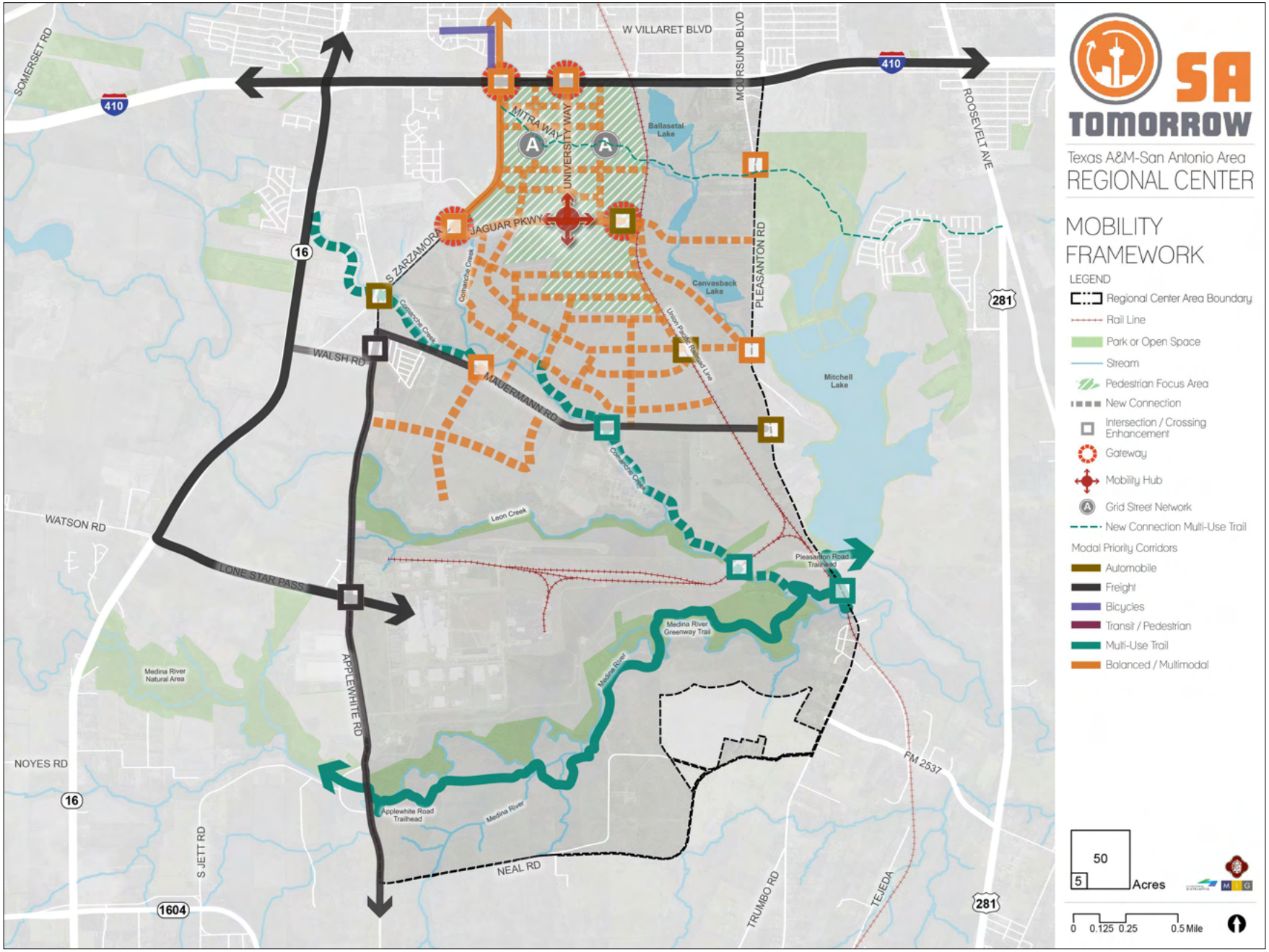


Figure 16: Mobility Framework Map

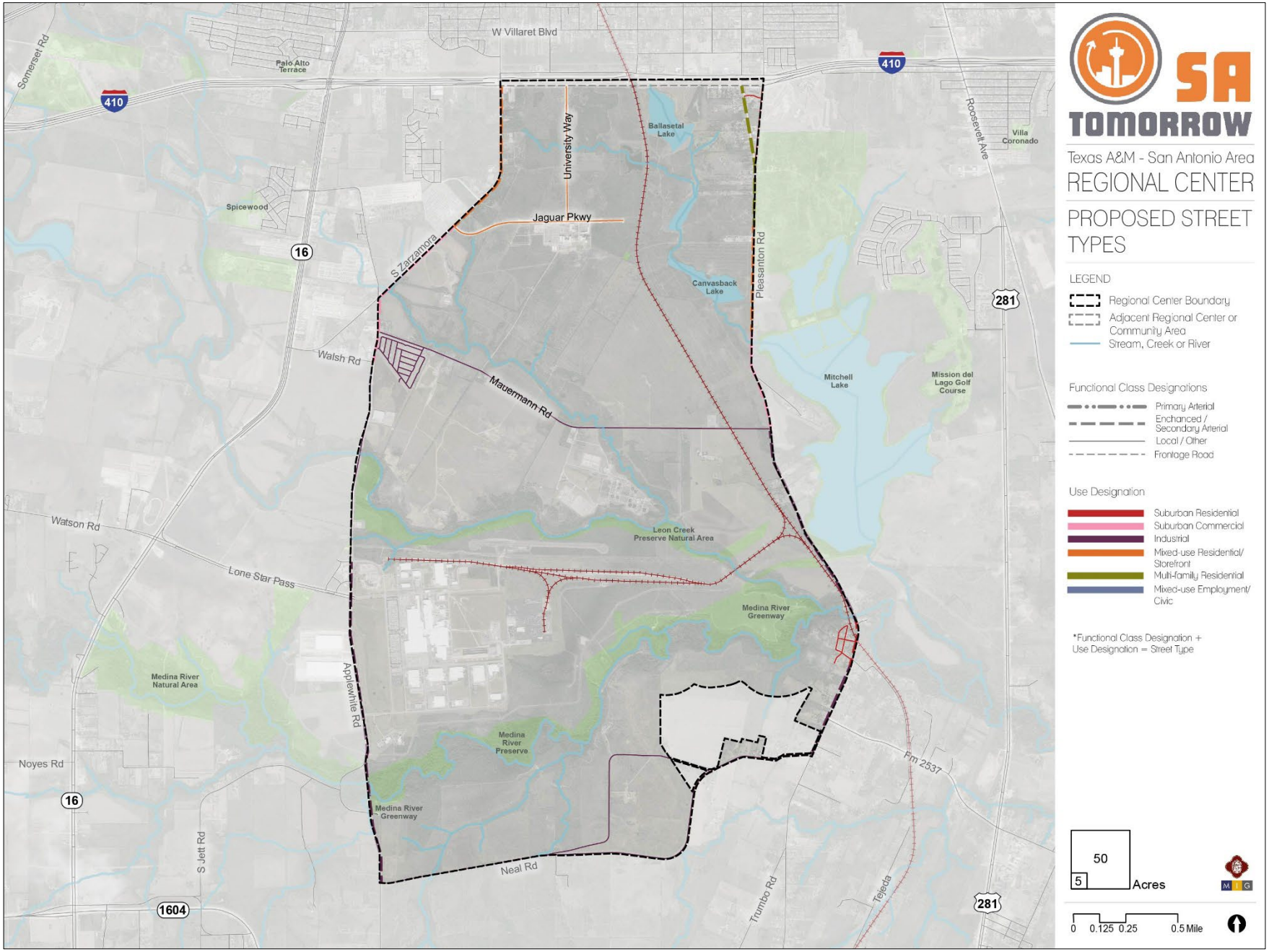


Figure 17: Proposed Street Types Map

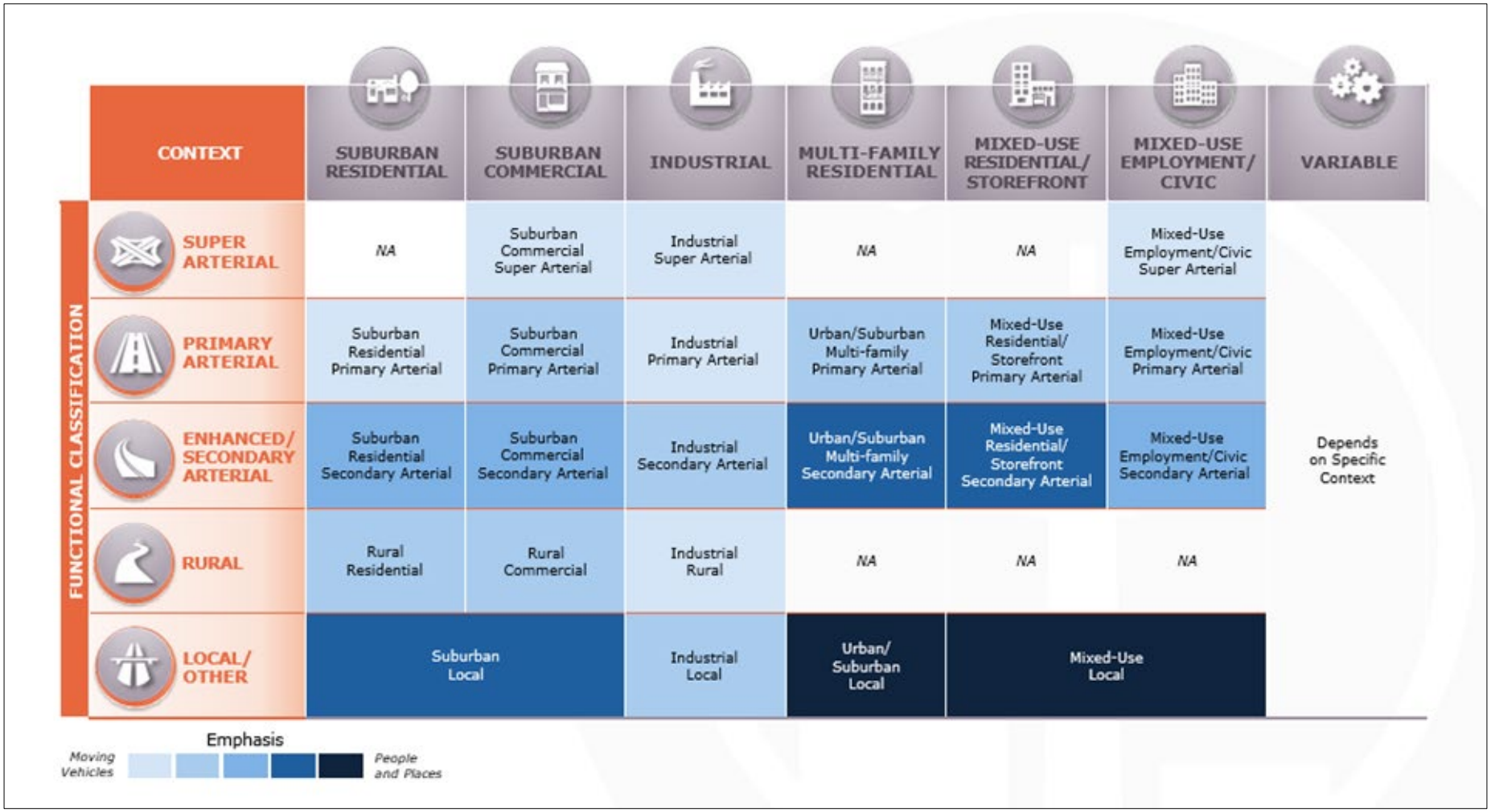


Figure 18: Street Types – Functional Classification and Land Use Context Matrix

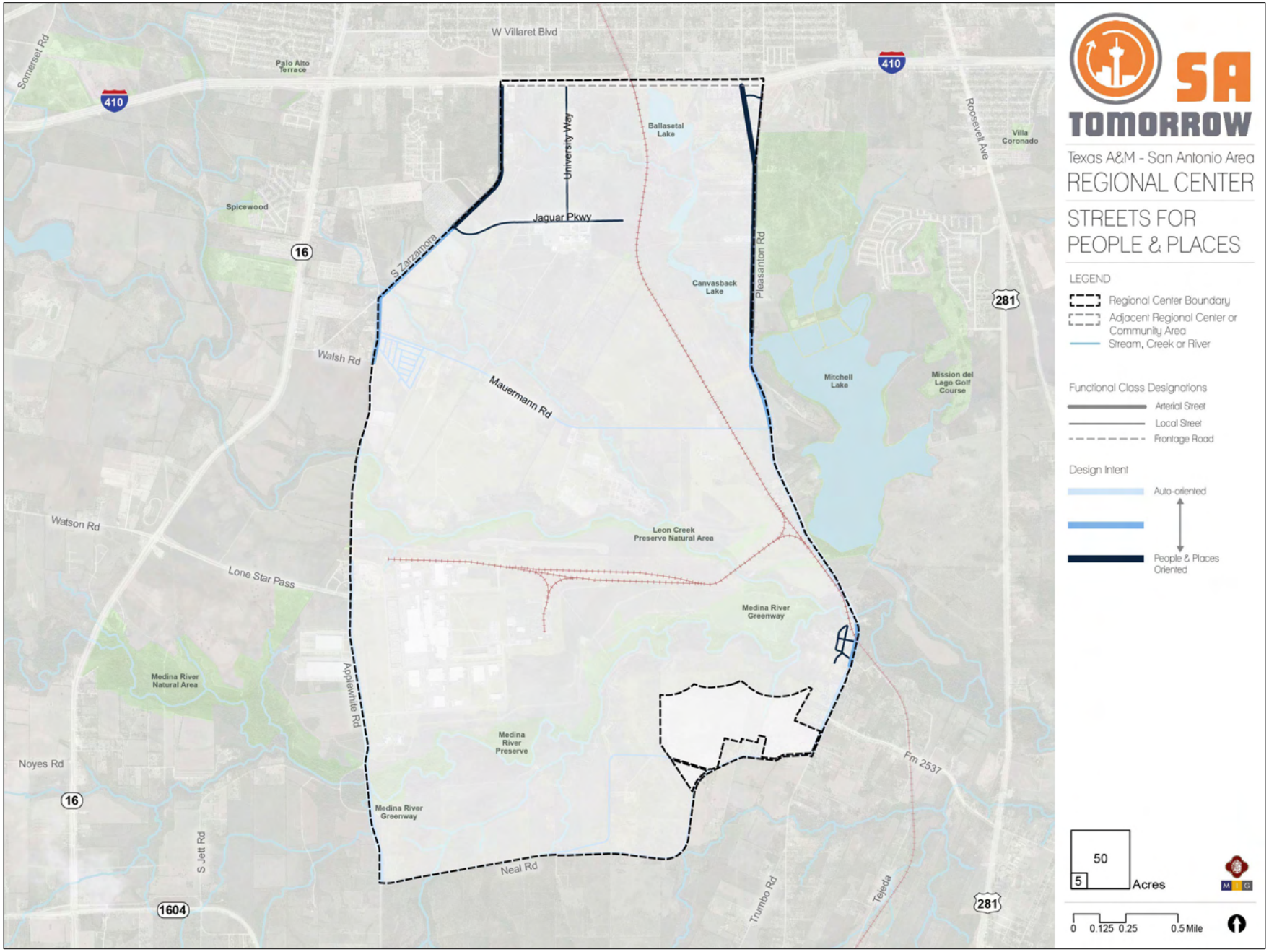


Figure 19: Streets for People and Places Map

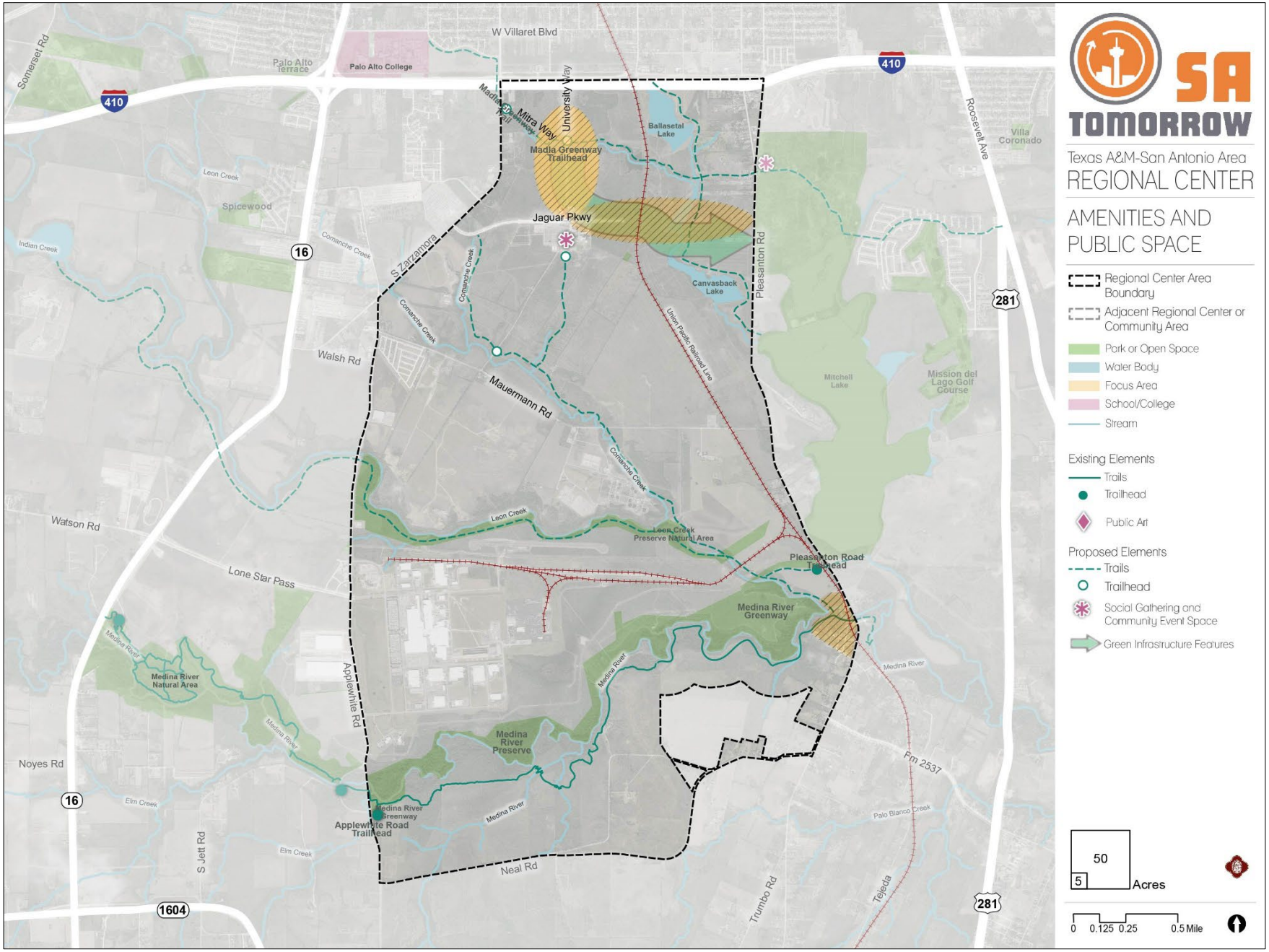


Figure 20: Amenities and Public Space Framework Map

Figure 21: Housing Snapshot

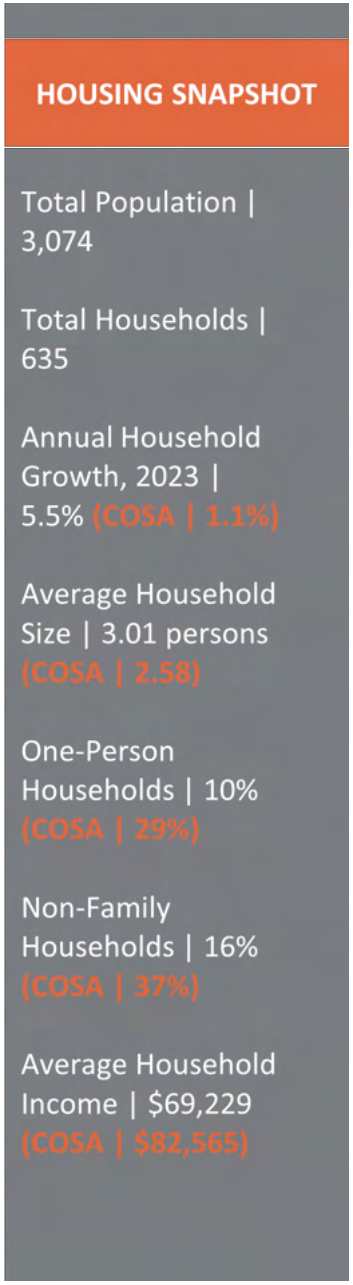


Figure 22: Texas A&M-San Antonio Area Affordable Rent and Home Prices for Prevalent Occupations

Occupation	Average Annual Wage	Est. HH Income	Affordable Rent (based on wages)	Affordable Home Price (based on wages)
Administrative	$53,347	$75,171	$1,334	$181,379
Factory worker	$39,294	$55,369	$982	$133,600
Janitoral	$32,775	$46,183	$819	$111,435
Mechanical Engineer	$108,240	$152,520	$2,706	$368,016
Professor	$72,879	$102,694	$1,822	$247,789
Supervisor	$69,900	$98,496	$1,748	$237,660
Average for Area		**$58,800**	**$1,100***	**$178,900**

Source: US BLS; CoStar; MLS



Figure 23: Planning Team Challenges, Opportunities, and Priorities Analysis (1)

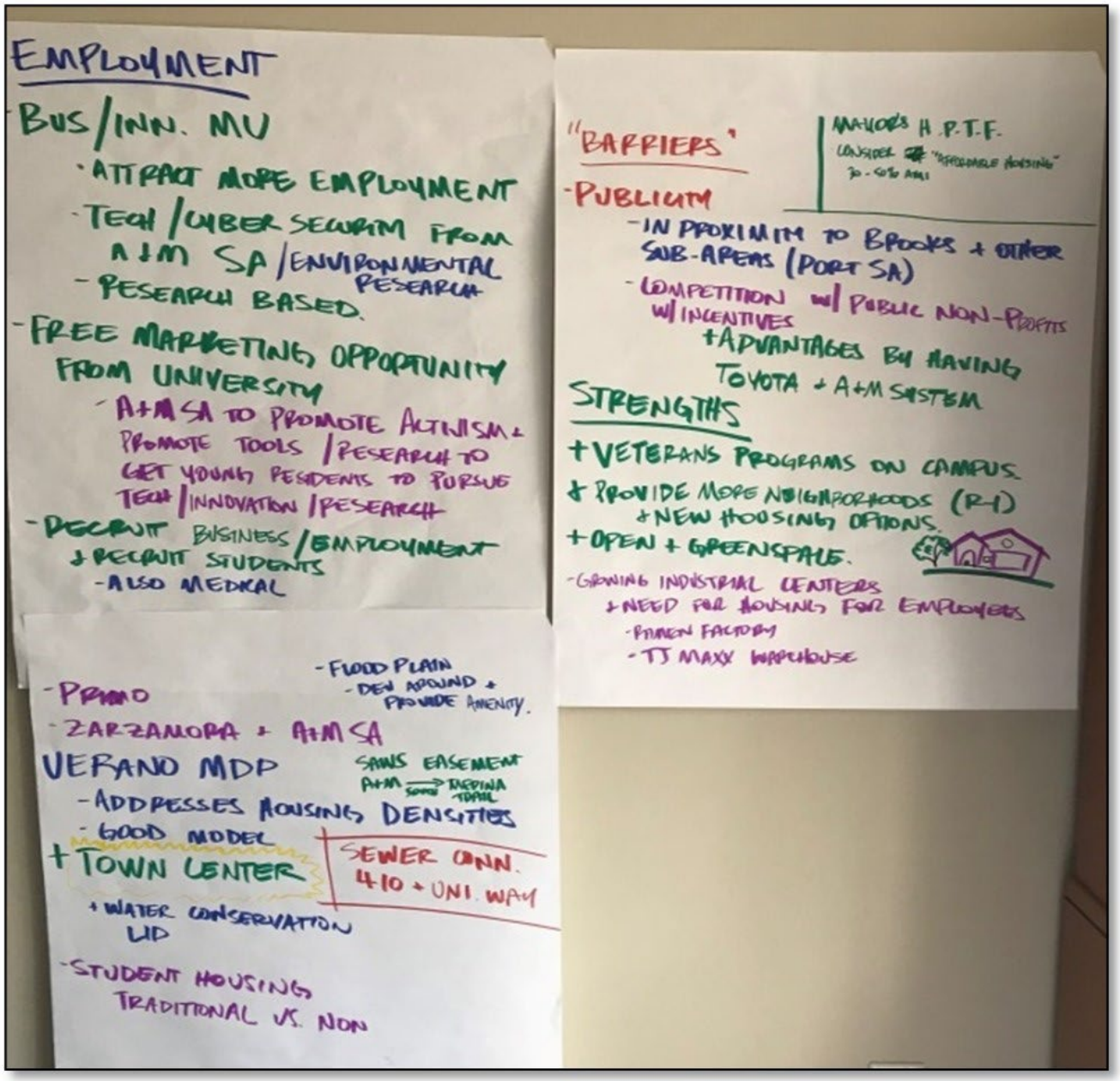


Figure 24: Planning Team Challenges, Opportunities, and Priorities Analysis (2)

BRAND

Branding is important to establish an identity, to create cohesion, and to market employment places. This is especially important for newer or less well-established 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.

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.

INVESTMENTS

Investments in parks and other amenities are important catalysts to help create identity and a sense of place in employment places.

ANCHOR INSTITUIONS

Anchor institutions, such as universities and hospitals, need to be connected and integrated into the fabric and strategy of the place.

FINANCE/INCENTIVES

Improvement district tools like BIDs and TIF can help finance capital projects as well as ongoing operation and maintenance.

URBAN DESIGN/PLANNING

Rezoning and design efforts allow for a more vibrant mix of land uses. Parks and choices in transportation options also help catalyze these places.

Figure 25: Attributes of a Vibrant Economic Place

atlas

Existing Conditions

TEXAS A&M - SAN ANTONIO AREA REGIONAL CENTER PLAN

This document was prepared in 2018 as an initial inventory of conditions to inform development of the Texas A&M-San Antonio Area Regional Center Plan and may not reflect all recent conditions in the plan area.


STOP

SA Tomorrow Project Overview

By 2040, Bexar County's population is expected to increase by approximately 1 million people, 500,000 new jobs, and 500,000 new housing units. The uncertainty and complexity associated with planning for the next 25 years is daunting. However, San Antonio is planning boldly. We're tackling the tough issues and making the hard choices because "business as usual" isn't good enough. We're planning now to ensure that our great city captures the type of growth and economic development that is compatible with our community's vision of the future, and provides benefits to all our current and future residents. SA Tomorrow was established to implement the SA2020 vision, and includes three complementary plans: the updated Comprehensive Plan, the Sustainability Plan, and the Multimodal Transportation Plan. These plans all work in concert to guide the city toward smart, sustainable growth.

The SA Tomorrow plans prepare our community for the anticipated population and employment growth and to help us understand what that growth will look like and how it will affect our daily lives. With a relatively fixed area available for future development, the anticipated population and employment growth will certainly have an impact on our community's overall quality of life and livability. We also have to ask ourselves if it's now time to expand our boundaries or focus on development within the city's existing footprint. To be successful and truly address the long-term issues facing San Antonio, we as a community, need to tackle the difficult questions that arise from an honest assessment of our community's challenges and clearly state the hard choices we must make to achieve the community's vision for the future. Many of these hard choices are rooted in the fact that current trends have resulted in systems and development patterns that are unsustainable or that produce results counter to our community's stated vision and goals.

Reversing decades-old habits and changing entrenched systems is difficult. The three citywide SA Tomorrow Plans started the process for San Antonio. Now, we are working in more focused geographies across the city to implement the policy recommendations and growth patterns called for by SA Tomorrow. These Sub-Area plans — including Regional Centers, Community Areas, and Corridors — will address a range of issues such as land use; transportation and mobility; parks, trails, and open space; housing and economic development strategies; infrastructure; and urban design. This Atlas helps catalogue the most important existing conditions relevant to the Texas A&M - San Antonio Area Regional Center Plan. Along with extensive community input, best practices research, and expert technical analysis and advice, these findings will serve as an important input to plan reccomendations and implementation and investment priorities.


SENATOR FRANK L. MADLA BUILDING




TOYOTA
Toyota Motor Manufacturing, Texas, Inc.
1 Lone Star Pass
MAIN ENTRANCE

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Citywide Vision and Plans

SA2020

The SA2020 vision originated with a series of public forums in 2010 to develop goals for improving San Antonio by the year 2020. The process was a community-wide visioning effort guided by a steering committee of community leaders and representatives. In addition, thousands of San Antonians participated in the visioning process, which culminated in a detailed report, released in 2011, that outlined a bold strategic vision for San Antonio's future. The SA2020 vision provided a significant foundation for the three SA Tomorrow plans, reflecting the community's desire to support economic development and new jobs while fostering community arts, education, health and culture.

VIA's Vision 2040

Vision 2040 was a community-driven process to update VIA Metropolitan Transit's Long Range Comprehensive Transportation Plan through the year 2040 and develop our region's vision for the future of public transportation. The Vision 2040 planning process occurred alongside SA Tomorrow and identifies a range of transit solutions to serve our region's busiest and most vibrant areas of activity, employment and housing. The plan presents various modes of transportation, and develops system alternatives to understand how transit could affect our region. By engaging the community, Vision 2040 will work to evaluate all alternatives and identify a preferred system plan that meets the transit needs of today and tomorrow.

SA Tomorrow Comprehensive Plan

The SA Tomorrow Comprehensive Plan addresses wide-ranging and interconnected citywide issues. As a long-range vision for San Antonio, the Plan provides strategic direction for decision making and community investment. Perhaps the most important task tackled by our community when crafting this Comprehensive Plan was determining where growth should be directed and encouraged, and doing so in a way that protects vital historic, cultural, social and natural resources.

If guided properly, the expected influx of new residents and jobs will enhance our city and all our residents. Planning now allows us to direct growth in a manner consistent with the community's vision and our goals for the future. The Comprehensive Plan provides an overarching framework for the physical form of San Antonio. It outlines how regional centers, corridors and neighborhoods work in concert to create the San Antonio we envision over the coming decades. In addition, 12 prototype place types offer examples of development models that can build upon and protect existing and future community assets while also creating places that are livable, inclusive and sustainable.

Policy guidance in the Comprehensive Plan is based on nine topical Plan Elements that address topics including: city growth patterns, transportation, housing, economic competitiveness, natural resources and the environment, the military, and historic preservation and cultural heritage, among others. Each Plan Element chapter includes an overview of key issues and challenges specific to the element and provides a set of goals and policies that set the direction for how our community will respond to or address the challenges before us.

SA Tomorrow Sustainability Plan

The Sustainability Plan focuses on the three pillars of sustainability (economic, environmental, and social) and is the roadmap for both the community and the municipal government to achieve the overall vision of a sustainable San Antonio as an inclusive and fair community with a thriving economy and a healthy environment. The Sustainability Plan highlights seven focus areas and five cross-cutting themes. Each focus area has its own vision, outcomes, strategies and measures of success. The cross-cutting themes identify and highlight key priorities. Additionally, these cross-cutting themes were considered and integrated into each of the major components and elements of the SA Tomorrow Comprehensive Plan and the Multimodal Transportation Plan.

SA Tomorrow Multi-Modal Transportation Plan

The Multimodal Transportation plan is a dynamic, balanced, and forward-thinking plan for all modes of transportation, including cars, transit, bicycles, and pedestrians. It communicates the City's transportation strategy and serves as a tool to analyze transportation priorities to best meet community goals. The City worked with stakeholders, partner agencies and the larger community to develop a plan that builds upon and operationalizes SA Tomorrow Comprehensive Plan goals and policies, incorporates all modes of transportation and recommends a sustainable, safe and efficient transportation system that can support the new residents, housing and jobs anticipated for our community over the coming decades.

SA Tomorrow Sub-Area Planning

Comprehensive Planning Program

The Comprehensive Planning Program (CPP) is the city's coordinated approach and process for city planning. It provides the rationale and goals for the city's long-range development efforts and contains three main service components: Building Capacity, Comprehensive Planning, and Implementation. The SA Tomorrow process identified several changes to be incorporated in the CPP, including new planning approaches and geographies. The intent of the revised hierarchy is to ensure that planning at all levels in San Antonio is completed in an efficient and effective manner with meaningful participation and buy-in from neighborhoods, property owners, business owners, partner agencies, major institutions and other key stakeholders.

While the Comprehensive Plan is the overarching planning and policy document for the City, there are four other planning levels including: Regional Plans (developed in collaboration with partner agencies to guide regional and multi-jurisdictional services and/or infrastructure investments); Citywide Functional Plans (directing specialized components of city planning such as transportation, economic development, housing, natural resources and sustainability); Sub-Area Plans (providing detailed strategies for specific geographies, such as regional centers, corridors, and neighborhood groupings, aligning them with higher level plan); and Specific Plans (addressing smaller scale geographies and focused on implementation).

The Texas A&M - San Antonio Area Regional Center Plan that this Atlas addresses is part of the Sub-Area planning program described in more detail below.

San Antonio Sub-Area Planning

Following adoption of the Comprehensive Plan in August 2016, the Planning Department is working with communities to create Sub-Area plans for the 13 Regional Centers and 17 Community Areas that collectively cover the entire City of San Antonio.

Regional Centers are one of the major building blocks of San Antonio's city form and a focus of the overall SA Tomorrow effort. While most cities have one or two larger employment centers, we have 13. This provides challenges and opportunities. A major organizing principle of the City's Comprehensive Plan is to focus growth in these Regional Centers, building on the existing pattern of development. They are envisioned as new "places" where we live, work, and play. Each center is different and its development will be influenced by its existing uses. However, many of the centers are also well-positioned to develop as vibrant mixed-use places. They offer a variety of housing options and price ranges, allow higher-density and incorporate carefully designed and located amenities that will benefit both residents and employees of the center. San Antonio must focus its investment and infrastructure strategies on supporting and leveraging the unique identity and assets of each center.

Community Areas form the rest of San Antonio outside of the Regional Centers. These areas comprise many of our existing neighborhoods, grouped by geography and common history, challenges, and opportunities. By proactively directing a higher proportion of growth to our Regional Centers, we aim to limit the impacts of that growth on existing, stable neighborhoods. However, cities and neighborhoods are always evolving. and we must plan to adapt to and leverage change for all our existing and future residents by creating complete neighborhoods and communities that provide a full range of amenities and services, a variety of housing and transportation choices, and opportunities for employment, shopping, education, and recreation.

The Regional Center and Community Area Plans will address the following topics based, in part, on the existing conditions identified in this Atlas: Land Use; Parks and Open Space; Economic Development; Housing; Mobility and Infrastructure; Placemaking and Urban Design; and Policy and Investment Priorities.

SA Tomorrow
SA Corridors

SA Corridors is a collaborative effort to help lay out the future of our city in the most equitable, sustainable, and efficient way possible. It is one of the first steps in implementing SA Tomorrow as well as VIA's Vision 2040 plan, which both identified corridors as areas where future growth should be concentrated where appropriate. SA Corridors objectives overlap with and support the ongoing Sub-Area planning efforts. The plan develops a recommended future land use map and plan for 12 corridor areas, respecting existing small area and neighborhood plans while helping to implement SA Tomorrow. In addition, SA Corridors recommends proper regulations and incentives are in place to realize SA Tomorrow's vision for growth and economic development around VIA's transit investments, and to help bring about new and more transit-supportive types of development that meet a range of desires and incomes.

Three Types of Regional Centers

The 13 regional centers are grouped in three categories based on analysis of their existing conditions, unique traits and potential growth capabilities. It is important to note that they are not homogeneous places. Although they cover large areas, each one includes multiple place types, urban forms and land uses.



Activity Centers

These areas have high concentrations of people and jobs in a mixed-use environment. They should be highly walkable and well connected by multiple types of transportation and transit. They should have an even mixture of jobs and housing and contain amenities that support residents, workers and employers within the centers and also throughout the city. Many are home to our educational, entertainment and cultural institutions.



Logistics/Services Centers

These areas have superior connectivity for the movement of goods and people including air, freight/rail and roadway transportation. This positions them as launching points for the city's exports and imports. These centers have large, coordinated areas of single uses, and concentrated nodes of mixed-use, with more jobs than residents. They provide goods and service to support businesses and residents adjacent to the center.



Special Purpose Centers

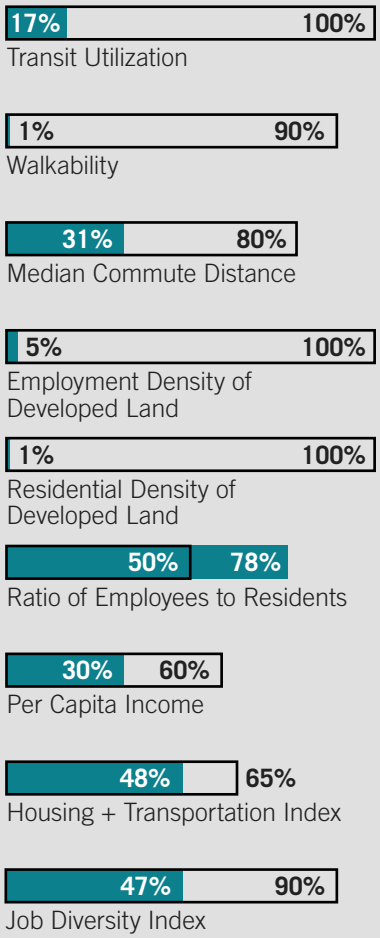
These areas have large employers, institutions and/or concentrations of similar types of employment. These centers typically require or a barrier or buffer to separate their specialized activities from surrounding areas. They mostly contain primary employers and supportive services and amenities.

Regional centers are one of the key building blocks of our city's future. In order to leverage their potential to help absorb San Antonio's projected growth we need a clear vision and strategic plan for each. These regional center plans need to refine each center's boundaries, identify areas of change and stability, and develop a detailed land use plan that prioritizes infrastructure, policy and program improvements. While these centers should promote higher-density, mixed-use development, not all areas within a regional center are recommended for this type of growth. For example, existing historic districts and neighborhood conservation districts are not recommended for higher-density development and should receive enhanced protection to prevent this. Our historic and conservation districts are some of our city's greatest assets and our development policies should protect them. Regional center plans must be respectful of these special areas when defining development opportunities.

Regional Center Area Profile

TEXAS A&M - SAN ANTONIO AREA REGIONAL CENTER PROFILE FROM THE SA TOMORROW COMPREHENSIVE PLAN

Existing & Aspirational Scores



Strengths: The Texas A&M University - San Antonio regional center benefits from two strong employment anchors, as well as ample land for future redevelopment.

Population (2015 estimate): 1,070

Households (2015 estimate): 308

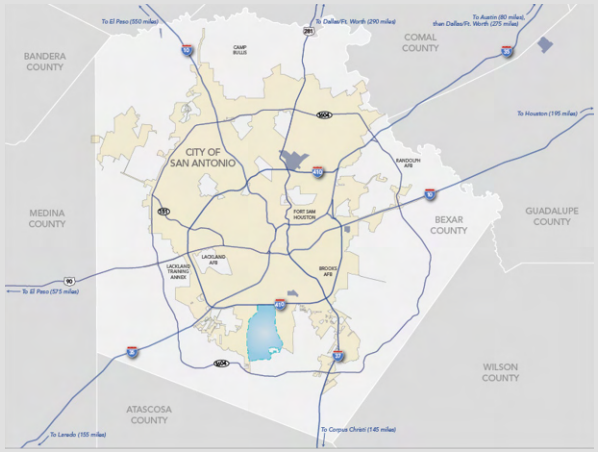
Single Family to Multifamily Housing Units Ratio: 0.78

Employment (2013 estimate): 3,800

Largest Industries (by employment): Transportation Equipment Manufacturing, Education

Acres: 7,240

Developed Acres: 5,260

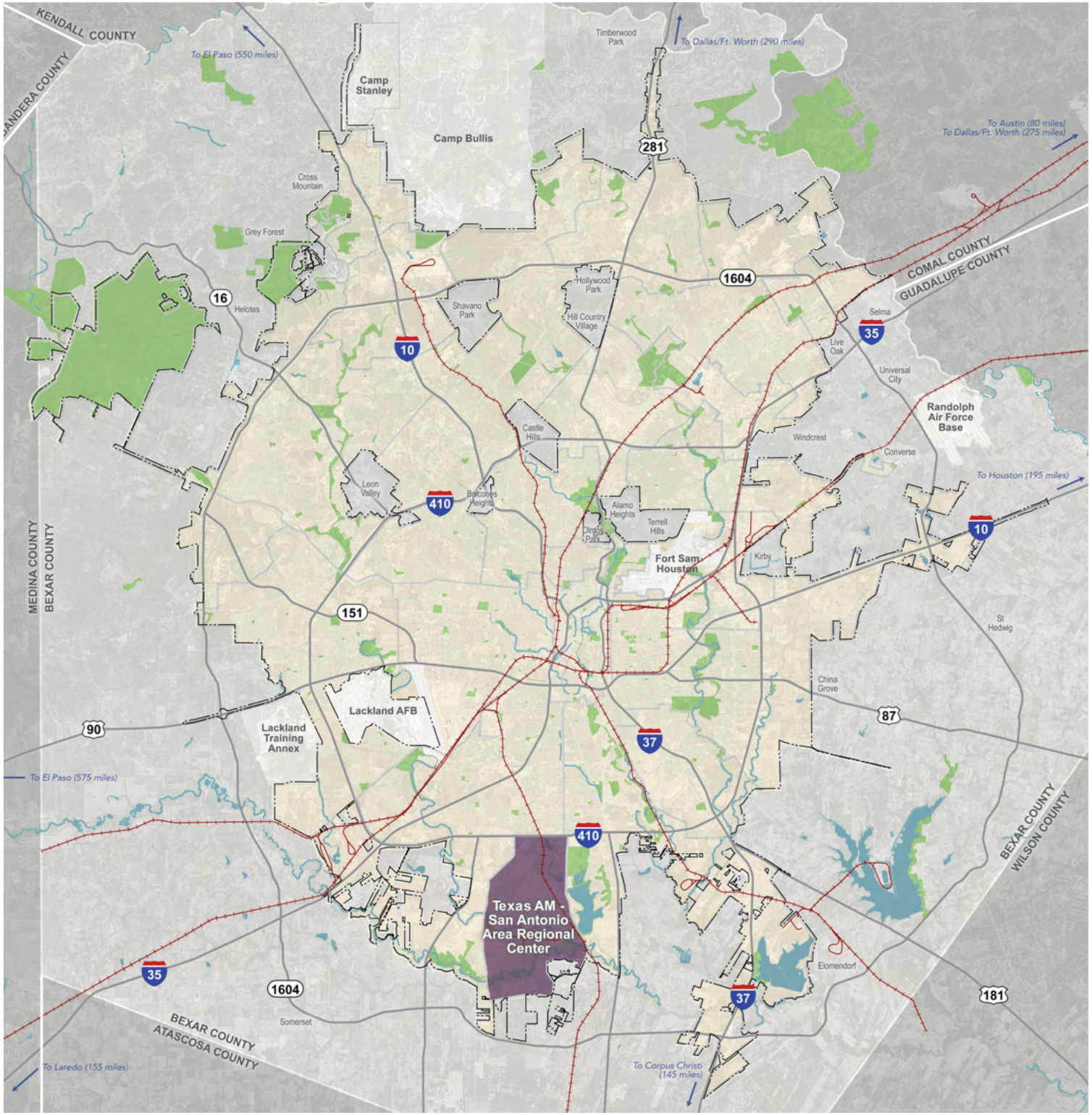


Anchored by the Toyota manufacturing complex and the new Texas A&M University-San Antonio campus, this is one San Antonio's emerging regional centers. The Toyota assembly plant employs over 3,000 and supports 23 related nearby suppliers. The university currently has 4,500 students and plans to grow to 25,000 students by 2025 on its 700-acre campus. Significant opportunities exist to develop vibrant mixed-use neighborhood serving the university and the south side of the City.

Tasks Ahead: Planning for this regional center should focus on increased connectivity and other infrastructure and investments that will catalyze the expected residential and employment growth.



HafenCity urban regeneration project in Hamburg, Germany is adding a diverse mix of uses and vibrant open spaces to an area that had limited infrastructure and amenities.



Texas A&M-San Antonio Area

PLAN LOCATION

LEGEND

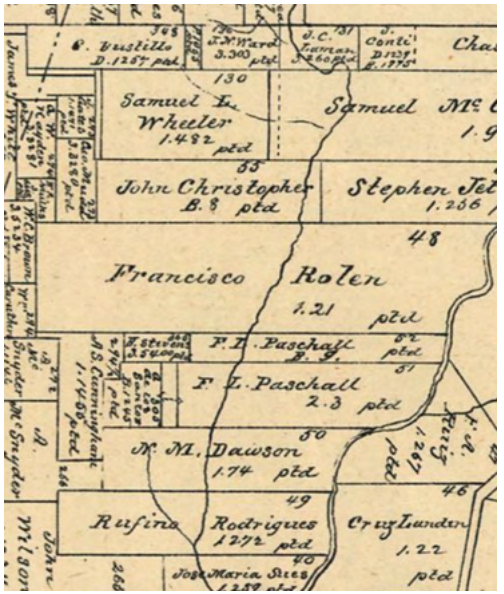
- City Boundary
- Major Highway
- Rail Line
- Water Body
- Regional Center Boundary

0 1.25 2.5 5 Miles

History of the Texas A&M - San Antonio Area Regional Center

The Texas A&M– San Antonio Area Regional Center has a rich past with Native American history and connections to the San Antonio missions and Spanish and Mexican-era land grants. Among the many historic tracts of land in the area is one of the oldest ranches in Texas, the former JLC Ranch, which had been family-owned for more than 200 years since the original grantee, Don Juan Ignacio Perez de Casanova, a Canary Islander, began raising cattle on the land in 1794. The 2,000 plus acre property was sold to the Toyota Manufacturing Company in 2003. The Toyota Company donated 600 acres of the former ranch to the City of San Antonio to create green space along the Leon Creek and Medina River. Institutions, such as the Land Heritage Institute, serve to promote lifelong education for students of all ages by providing interactive experiences along the Medina River with historic, cultural and environmental landscapes to conserve and promote the uniqueness of the area. The Regional Center is named after its largest institution, Texas A&M University - San Antonio (A&M-SA), which was established in fall 2008, and today serves over 6,500 students.

Texas A&M University - San Antonio was created to address the educational needs in the south side of San Antonio. In 1997, the late Texas Senator Frank Madla began requesting proposals to establish an institution of higher education. The Texas A&M University System responded with a proposal to create a System Center on the Palo Alto Community College campus. In the fall of 2008 the system officially began classes for 126 students in seven academic programs. By the year 2007, the Verano Land Group donated 694 acres of land just South of Highway Loop 410, on the city's south side, for the construction of a new campus. In 2009, student enrollment had increased more than 62%, which required additional facilities to manage the growth. Later that year, Senate Bill 629 was passed to establish Texas A&M University - San Antonio as a stand-alone institution. In 2017, the university adopted its most recent Master Plan which is described in more detail in the "Previously Adopted Plans" section on page 16.







Texas A&M - San Antonio Area Infrastructure and Institutions

Major Landmarks and Infrastructure

The only highway that exists within the Texas A&M-San Antonio Area Regional Center Plan boundary is Interstate Loop 410, which runs east and west along the northern boundary of the Regional Center. Loop 410 intersects Interstate 37 (I-37) approximately seven miles to the east, and Interstate 35 (I-35) approximately five miles to the west before turning northwest toward JBSA-Lackland Air Force Base and U.S. 90. This segment of Loop 410 between I-35 and I-37 generally demarks the transition from urban to rural parts of south San Antonio. Loop 410 connects to the University's main road, University Way, and also serves as a major transportation route for students, employees and visitors to the campus. Loop 410 also provides an efficient route for large trucks and equipment to be delivered to the Toyota Manufacturing Plant and the other industrial uses along Applewhite Road.

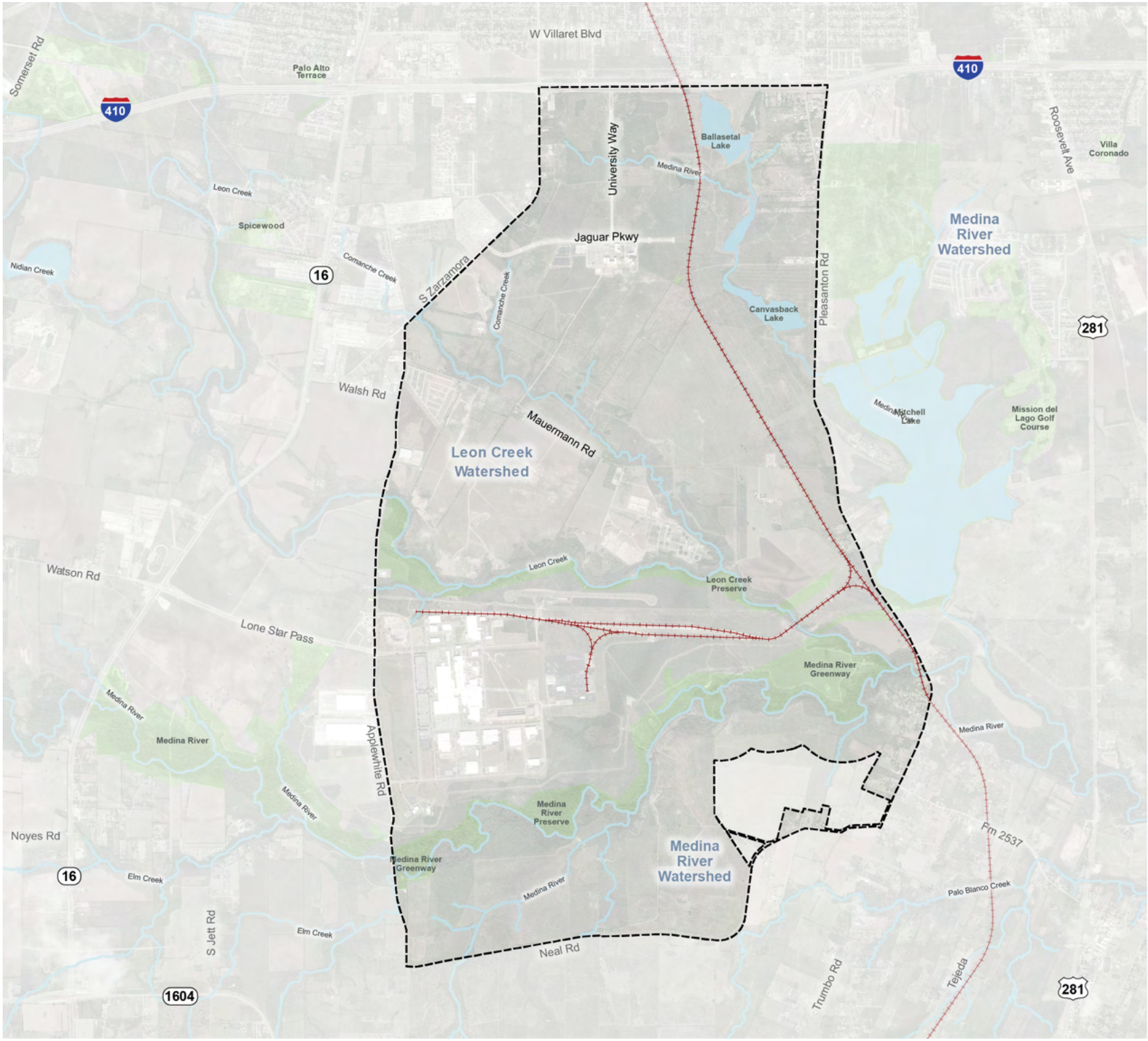


The Leon Creek Water Recycle Center is one of three water recycling facilities and managed by the San Antonio Water System (SAWS) and it is located on Mauermann Road in the center of the plan area. San Antonio has the largest direct recycle water delivery system in the nation. More than 130 miles of pipeline delivers recycled water for use by parks, commercial and industrial sites as well as the San Antonio River Walk. Water recycling, or the effective treatment and reuse of wastewater, protects public health, the natural environment and wildlife, downstream water supplies and water sources for recreational uses such as golf courses.









SA TOMORROW

Texas A&M - San Antonio Area

REGIONAL CENTER

STUDY AREA

- Regional Center Area Boundary
- Adjacent Regional Center or Community Area
- Public or Private Park or Open Space
- River or Stream
- Railroad Line

50 Acres

5

0 0.125 0.25 0.5 Mile

Demographics and Economic Profile

Area Overview

The Texas A&M – San Antonio Area Regional Center is located in southern edge of San Antonio south of I-410, between Applewhite Road and Pleasanton Road. The focal points of the regional center are the Texas A&M University – San Antonio Campus and the Toyota Manufacturing plant. The area was designated as an emerging regional center in the SA Tomorrow Comprehensive Plan due to the two major economic assets located in the center. The area is largely undeveloped and this regional center planning effort presents the opportunity to develop a long term vision to leverage these economic assets and create a vibrant employment center on the south side of San Antonio.

Overall, the Texas A&M – San Antonio Area Regional Center:

- Has a small population, accounting for just 0.1% of the City's population
- Has attracted higher concentrations of family households and a higher average household size than the region overall
- Has a significantly younger population than the rest of San Antonio and Bexar County
- Has lower educational attainment and income levels than the region as a whole
- Lacking employment uses aside from the two major anchors
- Has a large amount of undeveloped plan to accommodate future growth

People

Total Population (2018) | **1,430**

Total Households (2018) | **411**

Population and Households:
In 2018, the population of the area was approximately 1,400, with just over 400 households. After attracting new housing development in the 2000's and growing at 7.8% annually from 2000 to 2010, the population growth in the Texas A&M Regional Center slowed to about 3% annually since 2010, adding just under new 300 residents. The characteristics of households in this Center differ from the City overall, with 79% of all households defined as "family", while 65% of households in the City are family households. The average household size in the Texas A&M Center is 3.23.

Age:
The Texas A&M Regional Center's population is substantially younger than the regional population overall; the median age in the area is 25.9 years, compared to 34 in the City and 35.4 in the MSA, and 48% of the population is under age 20, compared to 36% in the City and 35% in the MSA. The population of "Millennials" (born between about 1980 and 1995) in the Center is similar to the City and the MSA, with 23% of the population aged 20 and 34. The senior population in the Center is lower than the region, with only 7% of the population over age 65, compared to 13% in the City and 14% in the MSA.

Race and Ethnicity:
The population of the Texas A&M Regional Center is 87% Hispanic, higher than the 65% in the City and 56% in the MSA, and 76% White, higher than the 71% in the City and 74% in the MSA. The area has a Diversity Index score of 54 – measured from 0 to 100, this number represents the likelihood that two random persons in the same area belong to different race or ethnic groups. The City and MSA both have a Diversity index of 72. This indicates that the Texas A&M Regional Center is more ethnically segregated than the City as a whole.

Race and Ethnicity
87% Hispanic-origin

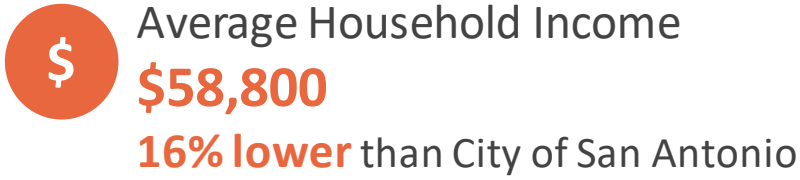
Median Age
25.9 years
34.0 years - City of San Antonio Average

Annual Population Growth | 2010-2018

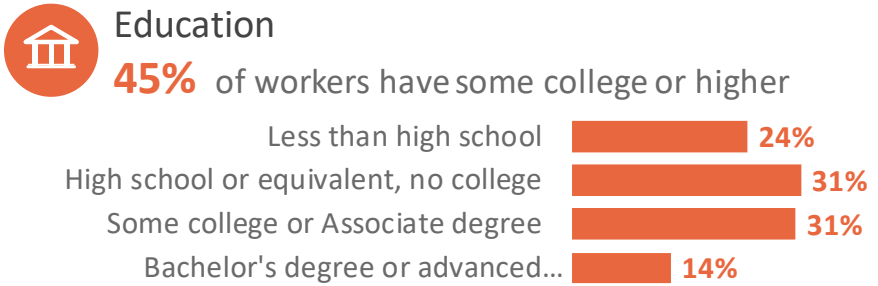


Demographics and Economic Profile

Income:
Personal and household income in the Texas A&M Regional Center is lower than the region overall. The average household income in the Center is $58,800, compared to $70,000 for the City of San Antonio and $80,200 for the MSA. Median household and per capita incomes in the Texas A&M Regional Center are also lower than the larger surrounding areas.



Education:
The education of the population and workforce in the Texas A&M Regional Center varies from the region overall. Of the area population aged 25 and older, 25% have less than a high school diploma (compared to 18% in the City and 15% in the MSA), and only 19% have an Associate's, Bachelor's, or Graduate/Professional degree (compared to 34% in the City and 36% in the MSA).



Demographics and Economic Profile

Housing

There is a small, existing housing stock in the regional center as the center is just starting to develop residential uses. There are two residential sub-divisions of single family homes and a scattered mix of single family homes on larger, rural lots. Single family homes for sale in the within the subdivisions are listed at $150,000 to $250,000 according to Zillow.

There is only one apartment property in the Texas A&M Regional Center – Rosemont at University Park. This 240-unit building was constructed in 2006. The average rental rate for an apartment unit is $787 per month, or $0.82 per square foot. This is less than the Countywide average of $952 per month, or $1.11 per square foot.

The Texas A&M Regional Center has a lower proportion of owner-occupied housing units than the region - 43% of units are owner-occupied (compared to 53% in the City and 63% in the MSA), and 57% are renter-occupied (compared to 47% in the City, 37% in the MSA).

In 2007, the Verano Land Group entered into a development agreement with the City of San Antonio. The project was planned for 5,700 residential units and 3 million square feet of commercial and industrial development. The development agreement was reassigned to SouthStar Communities in 2019 and development of their Vida community is underway. The Texas A&M University-San Antonio has a campus master plan that was created in 2007 with updates in 2017 and 2019. The master plan calls for a student residential village with a capacity of 10,000 beds. Currently, the 382-bed Esperanza Hall provides the only on-campus housing option, but a new 364-bed dormitory is scheduled to open in 2024.

Housing targets:
The regional center is forecast to grow between 1,700 and 6,500 new households from 2010 to 2040. The estimated housing range is dependent largely on the future prospects of the Verano area. Development activity in the south San Antonio area indicates demand that supports the lower end of the estimate of 1,700 new housing units, however a major master planned development could greatly impact demand and the higher end estimate assumes the build-out of the Verano development and attraction of additional housing development in the area.



Average Household Size

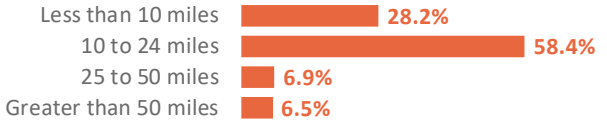
3.23 persons

2.71 - City of San Antonio Average



Commuting Patterns

Less than 1% of workers live in the center



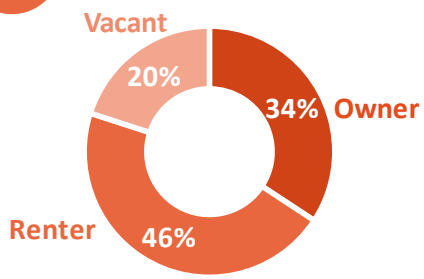


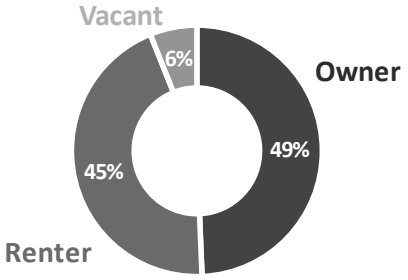
Annual Household Growth | 2010-2018





Housing Tenure





Demographics and Economic Profile

Total Employment (2018) | **3,800**

Employment

The Texas A&M- San Antonio Regional Center was estimated to have approximately 3,800 jobs located in the center. The estimated 2,600 jobs at the Toyota manufacturing plant account for 68% of jobs in the center. As described previously, the two major employers in this area are the Toyota manufacturing plant and Texas A&M – San Antonio. Employment in the Texas A&M Regional Center is largely in higher paying jobs; 65% of area jobs have earnings greater than $40,000 per year (compared to 37% in San Antonio).

The Texas A&M-San Antonio campus master plan calls for between 4 million and 10 million gross square feet of development at build-out. The campus currently has enrollment of 6,500 students and faculty and staff of approximately 600 employees with plans to grow to near 10,000 students by 2021 and 12,500 students by 2025.

Most of the people employed in the Texas A&M Regional Center do not live in the area – nearly 100% of workers commute in from other places. Most workers come from relatively close by, with 28% commuting less than 10 miles, and another 58% commuting between 10 and 24 miles. Similarly, most people living in the Texas A&M Regional Center do not work in the area – only 3% of residents are employed in the area, while 97% commute out to other locations.

Commercial and Industrial Development

Office
There is no office space located within the Texas A&M Regional Center.

Retail
The only retail property within the Texas A&M Regional Center is an 8,000 square foot day care.

Industrial
The Texas A&M Regional Center has just under 2 million square feet of industrial space. A 1.5 million square foot Toyota plant was completed in 2006 which more than quadrupled the Center's industrial inventory. There is no vacant industrial space within the Center; this 0% vacancy rate is lower than the 4.8% rate in the County. Historical rent data is not available for this area.

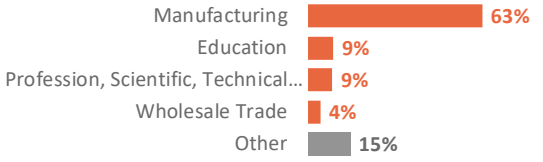
Hotel
There are no hotel properties within the Texas A&M Regional Center.

Employment Targets:

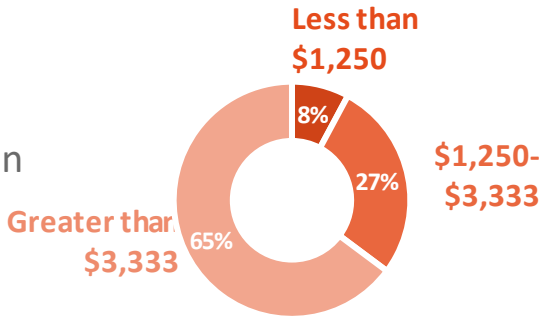
The Texas A&M-San Antonio Regional Center is forecast to grow by approximately 20,000 jobs from 2010 to 2020. The vast majority of this growth is driven by the build-out of the Texas A&M – San Antonio campus and expected supporting industries.

Largest Employers
Toyota
Texas A&M – San Antonio

Largest Employment Sectors
Manufacturing and Education



Wage Distribution
65% earn more than $3,333 per month



Previously Adopted Plans

Heritage South Sector Plan

The Heritage South Sector plan gets its name from the stakeholders who helped develop the plan, which identified the area's rich natural, archeological and historic resources as assets to the area. The plan area encompasses approximately 197 square miles of land in the City of San Antonio and Bexar and Wilson counties. Generally, its boundaries are Loop 410 to the north; I-35 to the west; the Extraterritorial Jurisdiction (ETJ) boundary on the south, and Hwy 181 to the east. The Texas A&M – San Antonio Area Regional Center is located in the middle of the Sector Plan area. The sector plan identifies 12 different land uses throughout the area and was adopted by City Council on September 26, 2010.

The Heritage South Sector Plan's vision is to encourage economic development, integrate urban and rural life through planned development with safe neighborhoods and preserve the history, values and natural resources of the area. The Plan is separated into six chapters including an introductory chapter, a chapter dedicated to describing the plan area, a sector plan element chapter, a chapter on the City South Community Plan, an Action Plan, and an appendix. The Sector Plan Elements Chapter provides information on the nine elements of the plan.

The Transportation element addresses the community's desire for a comprehensive transit system.

The Utilities and Infrastructure element provides goals and strategies to support land use policies, developing renewable energy sources, and floodplain management.



The goals and strategies of the Housing element reflect the community's desire for a diversity of housing stock.

The Economic Development element recognizes the possibility for sustainable growth through "green" technologies, premier education, agricultural activity and capitalizing on eco-tourism.

The Community Facilities element envisions accessible, multi-use community facilities that include parks and recreation facilities, public libraries, hike and bike trials, and sport facilities.

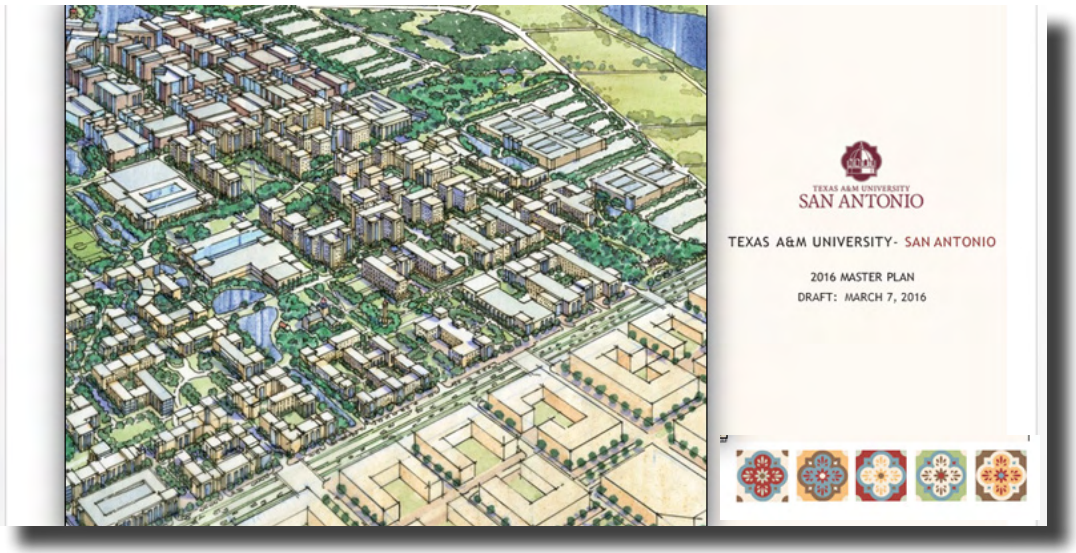
The Education element addresses the community's desire that schools and public libraries be an integral part of the community, and the goals and strategies range from early childhood development to workforce development.

The Parks and Natural Resources element describe the areas natural resources as an asset to the community in terms of aesthetics, recreation, education and economic value, the goals and strategies support preservation and linear parks.

The Historic Preservation element highlights the importance of historic preservation efforts in the area.

Lastly, the Land Use and Urban Design element provides a wide variety of land uses throughout the sector in respect to preserving "natural tier" areas such as floodplains, rivers, lakes and creeks.

Previously Adopted Plans

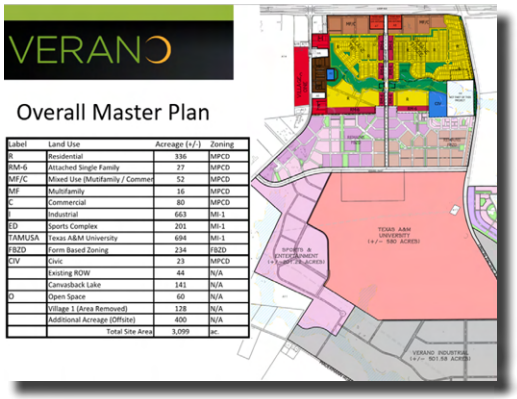


Texas A&M San Antonio Campus Master Plan

The 2017 Texas A&M University - San Antonio Campus 2017 Master Plan is the most recent campus plan. It is a guide to campus development to accommodate growth while balancing academic programming, environmental, financial, and cultural, and other considerations. Over the next several years, the University anticipates growing by more than 6,000 students. The Campus Master Plan accommodates the this increased enrollment by expanding existing academic and administrative facilities, ; adding on-campus student housing, recreation, and student-life functions; and identifying critical infrastructure projects as well as including parking.

The 2017 Campus Master Plan envisions a total build-out of campus to that will eventually accommodate more than 50,000 students. Higher density and more efficient connections to regional, ecological, and recreation systems are featured, as well as connectivity with the regional transportation infrastructure.

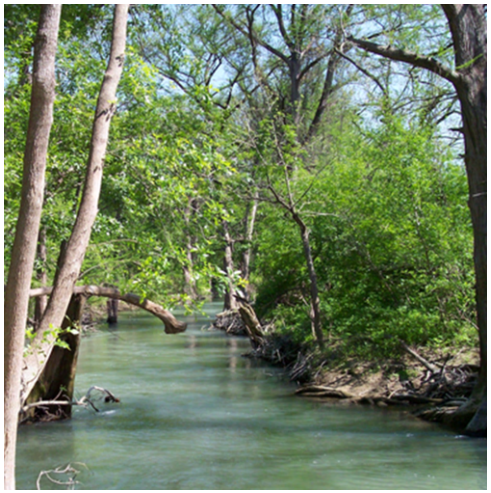
The plan identifies six districts within the University which are connected by pedestrian-friendly pathways and eco-corridors. The districts include: an Academic Core District, a Student Housing District, a Student Life District-which would contain facilities such as dining, a student union and central library, a Student Recreation District-which supports recreation and intramural fields, an Athletics District that would accommodate stadiums and fields for competition, and a Research District that would support future development for academic endeavors. The plan also incorporates architectural and landscape design elements that respect San Antonio and South Texas' cultural heritage.



Label	Land Use	Acreage (+/-)	Zoning
R	Residential	336	MPCD
RM-6	Attached Single Family	77	MPCD
MF/C	Mixed Use (Multifamily / Commer	52	MPCD
MF	Multifamily	16	MPCD
C	Commercial	80	MPCD
I	Industrial	663	MI-1
ED	Sports Complex	201	MI-1
TAMUSA	Texas A&M University	694	MI-1
FBZD	Form Based Zoning	234	FBZD
CIV	Civic	23	MPCD
	Existing ROW	44	N/A
	Canvasback Lake	141	N/A
O	Open Space	60	N/A
	Village 1 (Area Removed)	128	N/A
	Additional Acreage (Offsite)	400	N/A
	Total Site Area	3,099	ac.

Verano Master Development Plan

The Verano Master Development Plan (MDP) is an approximately 2,700 acre redevelopment plan that included nearly 700 acres for the Texas A&M University San Antonito (A&M SA) Campus. The Verano MDP spurred the development of the A&M SA campus as well as planned for an entire mixed-use community developed around the campus. The full build out of the plan called for the area to be home to 30,000 residents and 30,000 students. The MDP's potential led to the City of San Antonio creating the 30 year Tax Increment Reinvestment Zone (TIRZ) for the area. The overall plan includes a town center, anchored by a commuter rails system, and three "villages" surrounding the campus with housing, green spaces, plazas, trails, and neighborhood retail and office uses. In addition to retail and office buildings that are designed to be walkable, the Verano MDP will also provide sports and entertainment facilities, the Verano Research and Technology Center, as well as an aging-in-place and healthcare district. The MDP is designed to create a sustainable balance of social wellbeing, economic vitality and ecological responsibility.







Natural Systems

Two watersheds exist within the plan boundary. The Medina River Watershed covers the northern and southern portions of the regional center, and the Leon Creek Watershed exists in the middle of the plan boundary.

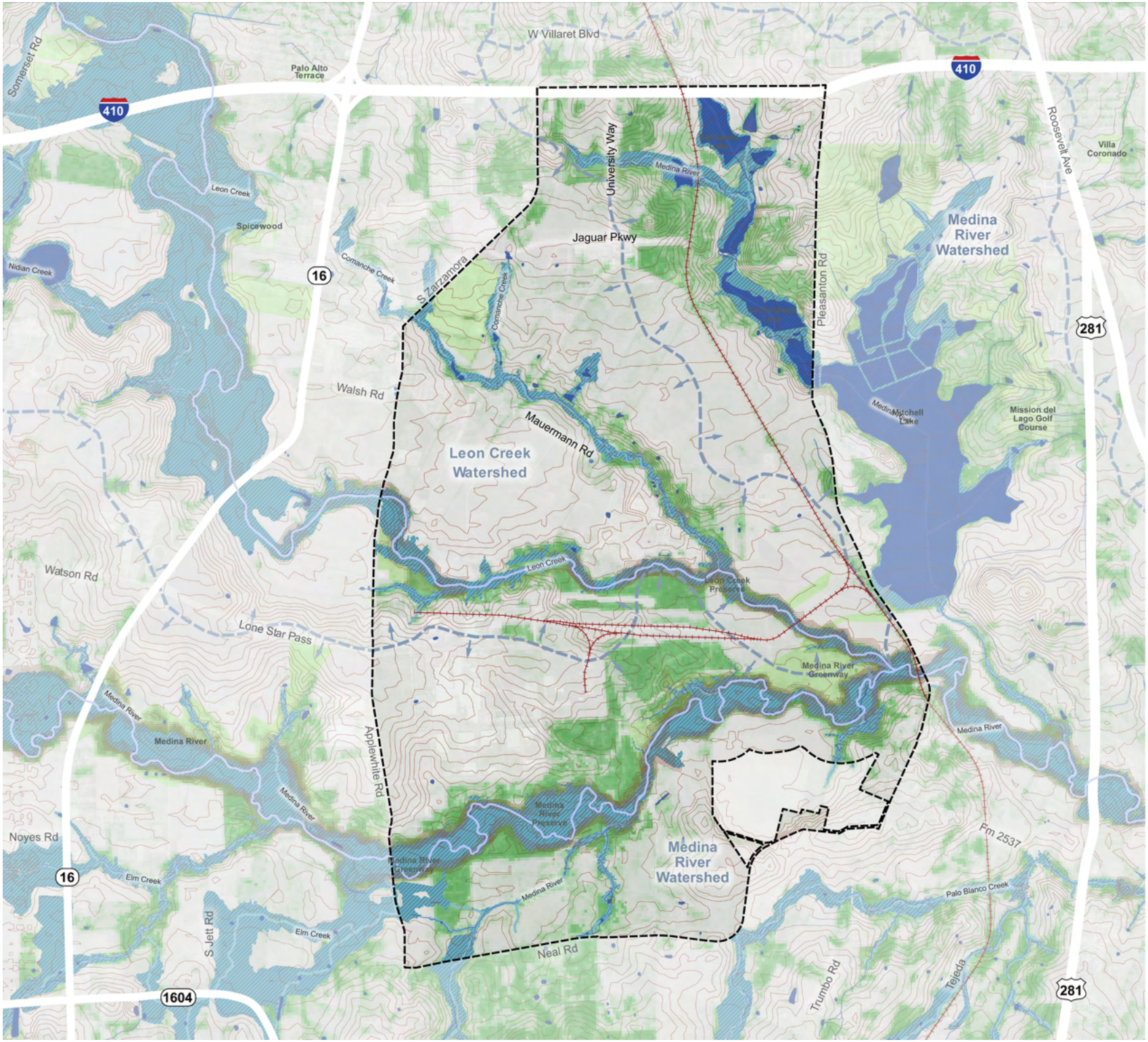
Medina River Watershed

The Medina River Watershed is served by three tributaries. Most notable is the Medina River, located on the south end of the plan area, mostly within the Medina River Natural Area. The Medina River's source begins in the Edwards Plateau in northwest Bandera County and courses 120 miles. The area is lined with natural landscape rich with pecan and bald cypress trees near the river, and cactus and honey mesquite in the upland trails.

The tributaries on the north end of the plan boundary feed into nearby Mitchell Lake, which is located just outside the plan boundary to the east. Mitchell Lake is a 600 acre lake that is also home to the Mitchell Lake Audubon Center which is a preserved open space that protects wildlife and native bird habitat, and serves as an educational tool for visitors and avid bird watchers.

Leon Creek Watershed

Leon Creek is a tributary stream of the Medina River. The source is northeast of Leon Springs in northwestern Bexar County. The creek runs southeast through the west side of San Antonio, and ends at the mouth of the Medina River, in the middle of the regional center plan area.



SA TOMORROW

Texas A&M - San Antonio Area
REGIONAL CENTER

NATURAL SYSTEMS

- Regional Center Area Boundary
- Adjacent Regional Center or Community Area
- Watershed Boundary
- 5-foot Contour Lines
- FEMA 100-year Floodplain
- Tree Canopy
- Limited Water Quality Streams

WETLANDS

- Riverline
- Freshwater Wetland
- Lake/Freshwater Pond

50
5
Acres

0 0.125 0.25 0.5 Mile







Land Use and Development Patterns

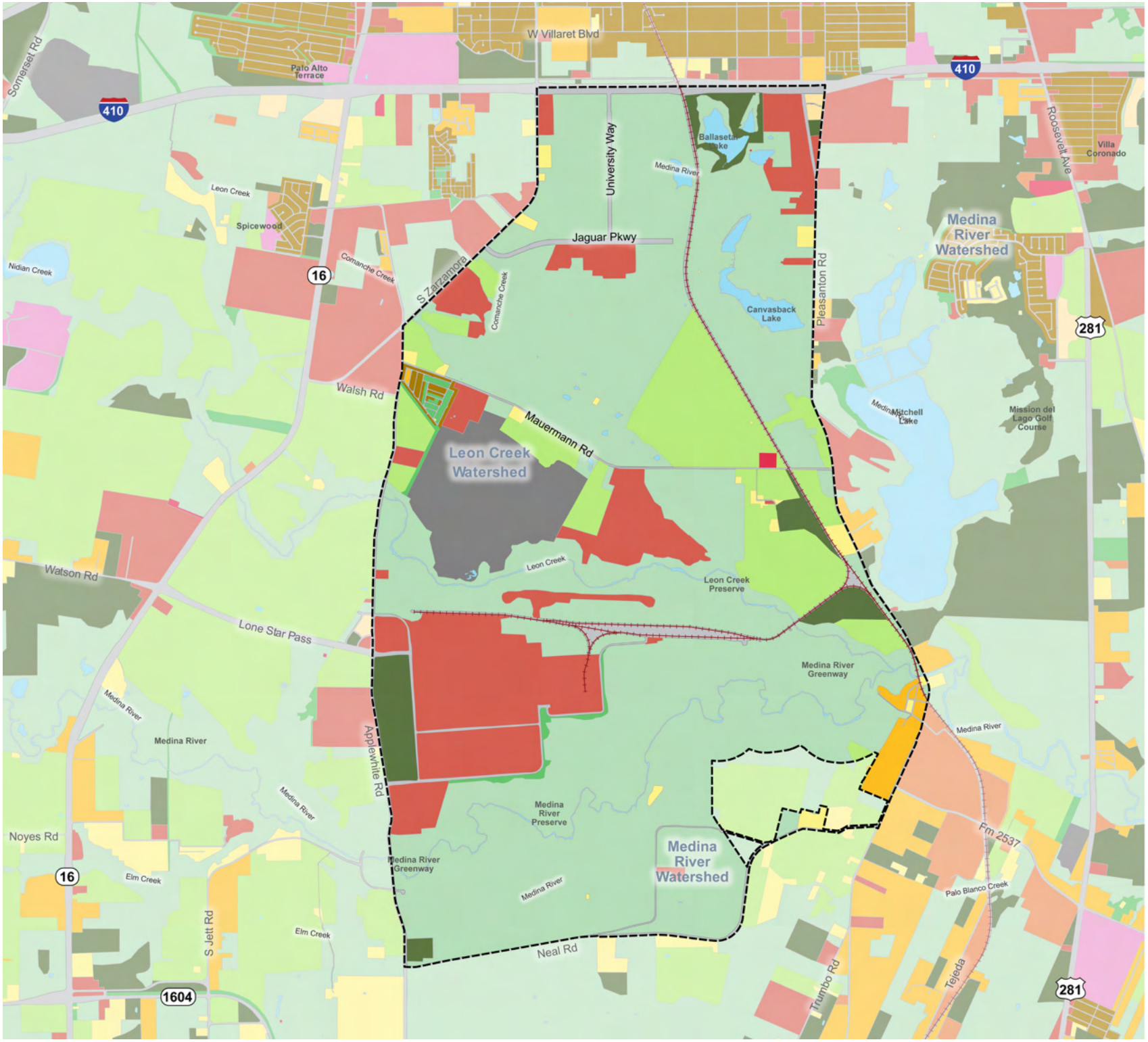
General Development Patterns

The Texas A&M San Antonio Regional Center area is largely undeveloped, and is 15 square miles in size. There are less than 300 parcels in the area, with only 190 property owners. Because the area has not seen very much development intensity, most of the tracts are still sized for agriculture, and most development is less than 15 years old, and is large-scale in nature (Toyota Motors, TAMU-San Antonio, etc.). Currently this planning area is predominantly serving employment and institutional purposes.

Loop 410, South Zarzamora and Applewhite Road are the major means of access to the TAMU-San Antonio Regional Center. There is limited infrastructure in the area, due to the significant amount of undeveloped land. There is a railroad running roughly north-south, with a switch yard at the Toyota Motors plant, servicing industry in the area. The railroad could become a barrier to future growth and development. Care should be taken to avoid this.

Land Availability

- The planning area is just over 15 square miles.
- There are less than 300 parcels in this area, with only 190 property owners.
- Over half of the land in the area has yet to be developed.
- There is a predominance of large size parcels, and most development to date has been large-scale in nature (Toyota Motors, TAMU-SA, etc.).



SA TOMORROW

Texas A&M - San Antonio Area

REGIONAL CENTER

LAND COVER

- Regional Center Area Boundary
- Adjacent Regional Center or Community Area
- Service Utilities
- Industrial
- Extraction Mining
- Commercial
- Open Space Cultivated
- Open Space Urban
- Residential Dispersed
- Residential High Density
- Residential Medium Density
- Residential Low Density
- Residential Multi-Family
- Undeveloped Brush
- Undeveloped Meadow
- Water
- Transportation

50
5
Acres

0 0.125 0.25 0.5 Mile

Land Use and Development Patterns

Distribution of Uses

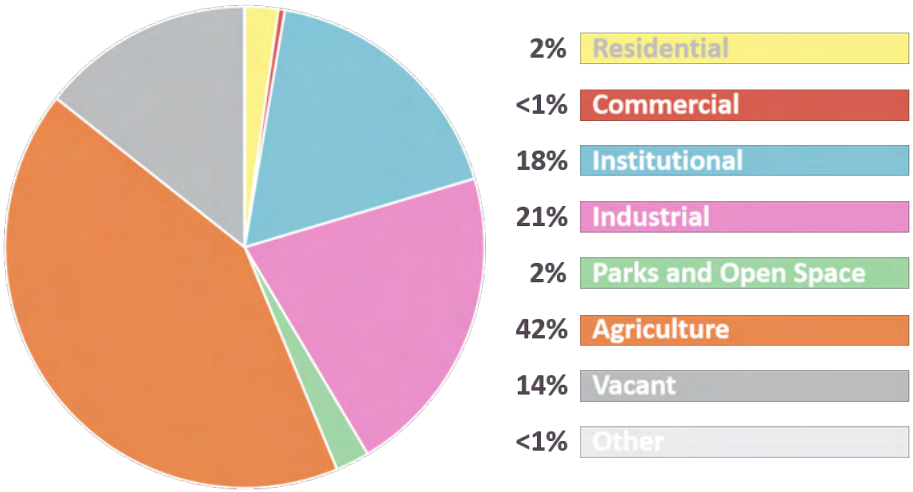
Residential and Commercial
Only 2% of land area is used for residences, and less than 1% is used for commercial activities. Commercial uses such as convenient stores and gas stations exist along Loop 410 on the northern boundary of the plan area. The northeast corner of the plan area is the most developed, with a few commercial uses such as a feed store, tire shops, a hotel, and fast food restaurants along Pleasanton Road. The majority of single-family development in the area exists to the south east. This portion of the planning area is predominantly single-family use, with some mobile homes. The Rosemont at University Park is the only multi-family residential property within the plan area, and is located on the southeast corner of Pleasanton Road and Loop 410. As new development moves into the area, care should be taken so that residential options are provided for TAMU-San Antonio students and for people working at the various plants and facilities in the area. Retail and commercial development will also be needed.

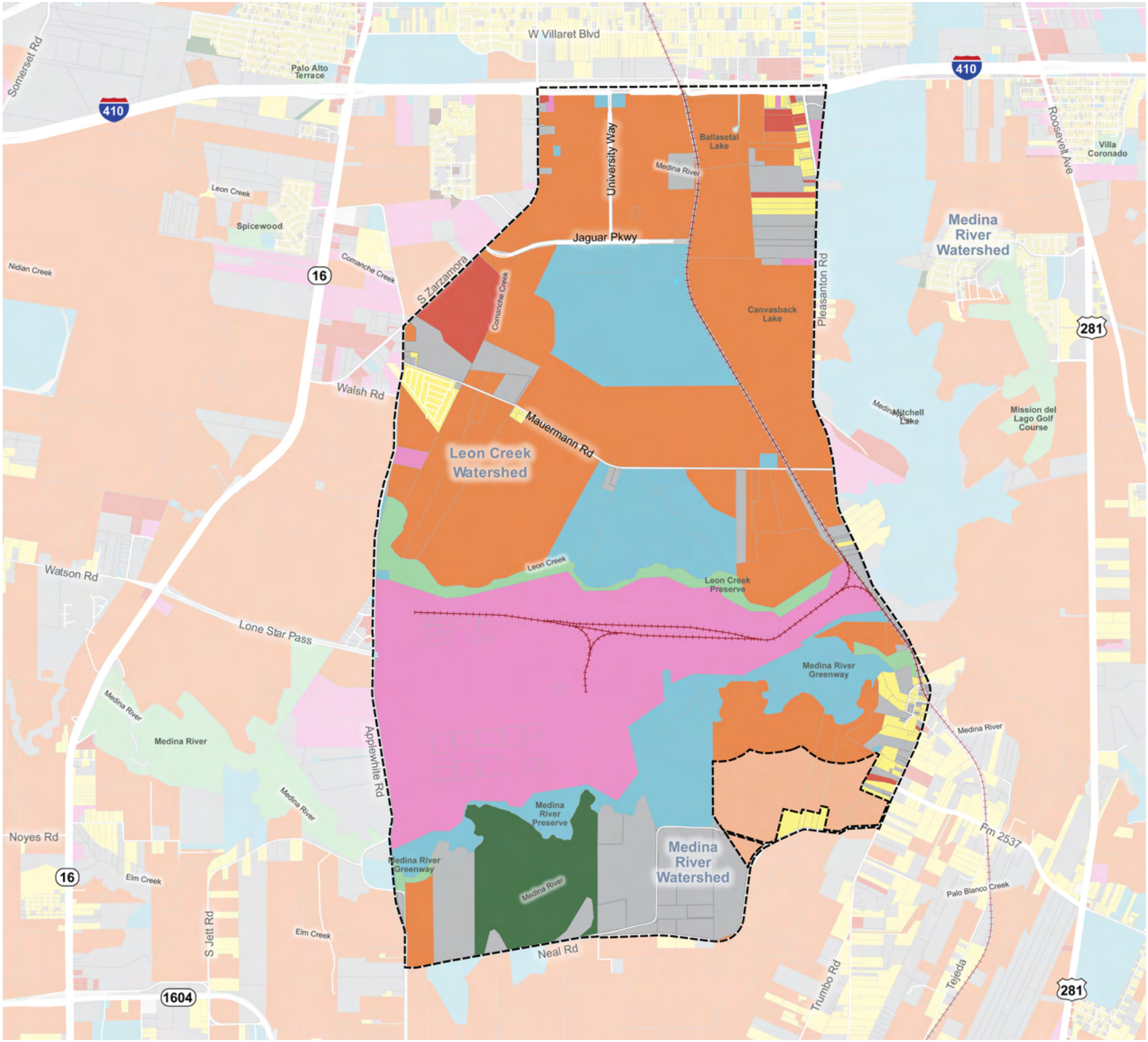
Institutional
The northern portion of the plan area is the Texas A&M University San Antonio Campus. Although the campus owns nearly 700 acres, the majority of the University's property is undeveloped. Just as UTSA grew in phases over the past 40 years, the growth of TAMU-San Antonio will also likely occur in phases. Coordinating city planning efforts with campus planning efforts will ensure that the university and its surrounding community grow in a complementary and balanced manner.

Industrial
Toyota Manufacturing Plant and its other supporting uses, such as shipping and receiving facilities on Applewhite Road, are the primary industrial uses in the area. The presence of the Toyota Motors facility makes this a significant employment center for the City. The rail spur and switch yard provide valuable transportation infrastructure for this area

Parks and Open Spaces
The watershed of the project area, including Medina River, Leon Creek, Comanche Creek, and Mitchell Lake, will impact the form, intensity and configuration of future development. These riparian areas also provide opportunities for greenbelts and regional place-making. The Land Heritage Institute comprises 1,200 acres of privately managed open space for conservation and education along the southern edge of the planning area. It adjoins the Medina River. Prohibitive zoning districts s such as "Resource Protection" prevent the much of the area in close proximity to the river and creek to being developed for other than agriculture or low intensity uses.

Agricultural
42% of the land in this planning area is used for agricultural purposes, including ranches and farms. The predominant crops in Bexar County are hay, corn, wheat and sorghum, and this plan area covers part of the production area of Bexar County. Horse and cattle ranches, like Zarzamora Ranch, are also found in this area. Much of the existing infrastructure is in place to service rural uses. Palo Alto, Zarzamora, Mauermann and Neal Road function as farm roads today, supporting limited freight and passenger traffic. As development activity increases in this area, street and utility improvements will be needed to service more urban uses.





SA TOMORROW

Texas A&M - San Antonio Area

REGIONAL CENTER

EXISTING LAND USE

- Regional Center Area Boundary
- Adjacent Regional Center or Community Area
- Institutional and/or Total Tax Exempt
- Industrial
- Commercial
- Agriculture
- Residential
- Open Space / Park
- Private Open Space
- Vacant
- Other / Not Specified

50 / 5 Acres

0 0.125 0.25 0.5 Mile





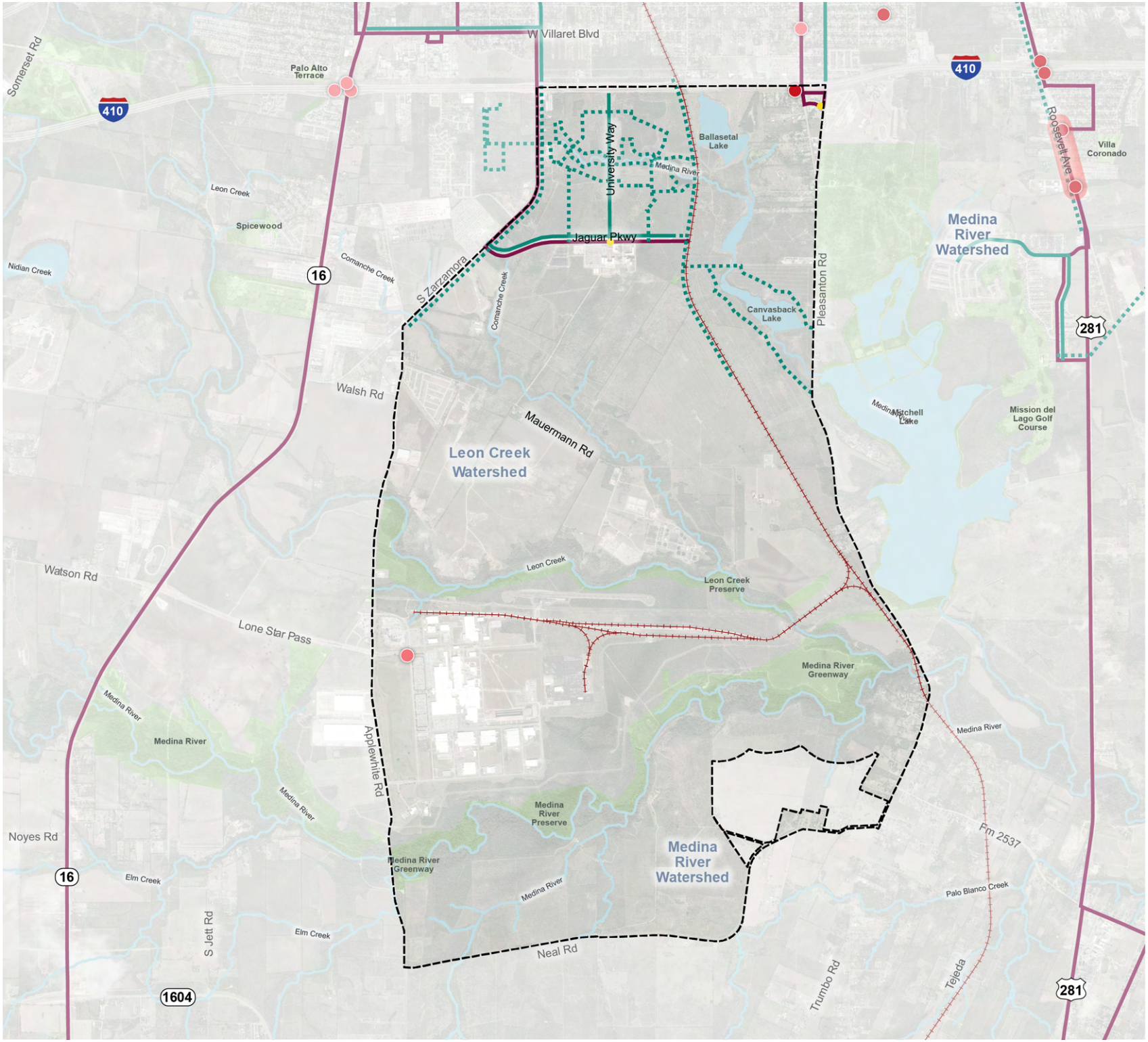


Mobility

The rural nature of the plan area lends itself to being predominately auto oriented. The plan area is largely spread out, and two roads, Mauermann and Neal roads connect the east and west boundaries of the plan area. Jaguar Parkway and University Way, on the A&M SA campus, are fully built out with side-walks on both ends as well as bike lanes and on-street parking, as well as clearly identified crosswalks.

Two VIA bus route serves Jaguar Parkway, on the A&M SA campus. The 44 bus departs Downtown San Antonio at Martin and Navarro Street and ends at Jaguar Parkway. The 520 bus departs Palo Alto College, north of loop 410, and ends at Jaguar Parkway.

There are no existing bike lanes within the plan area, with the exception of the aforementioned University Way and Jaguar Parkway. However, the 2011 Bicycle Master Plan calls for bicycle lanes on Zarzamora, and throughout the A&M SA campus. The Medina River Greenway has existing bike paths that run east and west close to the southern portion of the plan area.



SA TOMORROW

Texas A&M - San Antonio Area
REGIONAL CENTER

MOBILITY MAP

- Regional Center Area Boundary
- Block
- Rail Line
- Park or Open Space
- Stream
- VIA Bus Route
- VIA Bus Stop
- Existing Bicycle Trail, Lane or Route
- Proposed Bicycle Trail, Lane or Route*

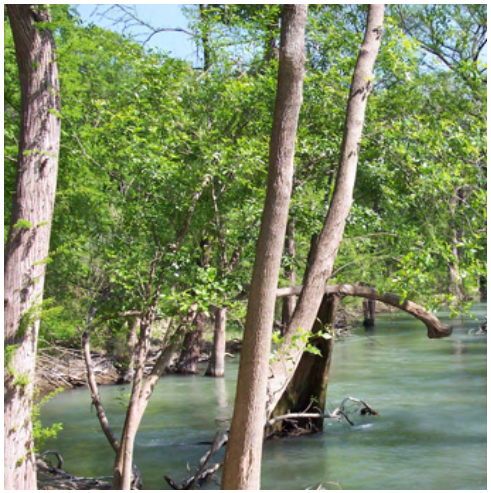
* Acquired from the 2011 Bicycle Master Plan

SEVERE PEDESTRIAN INJURY INCIDENTS

- Fatal
- Incapacitating
- Severe Pedestrian Injury Area

50
5
Acres

0 0.125 0.25 0.5 Mile





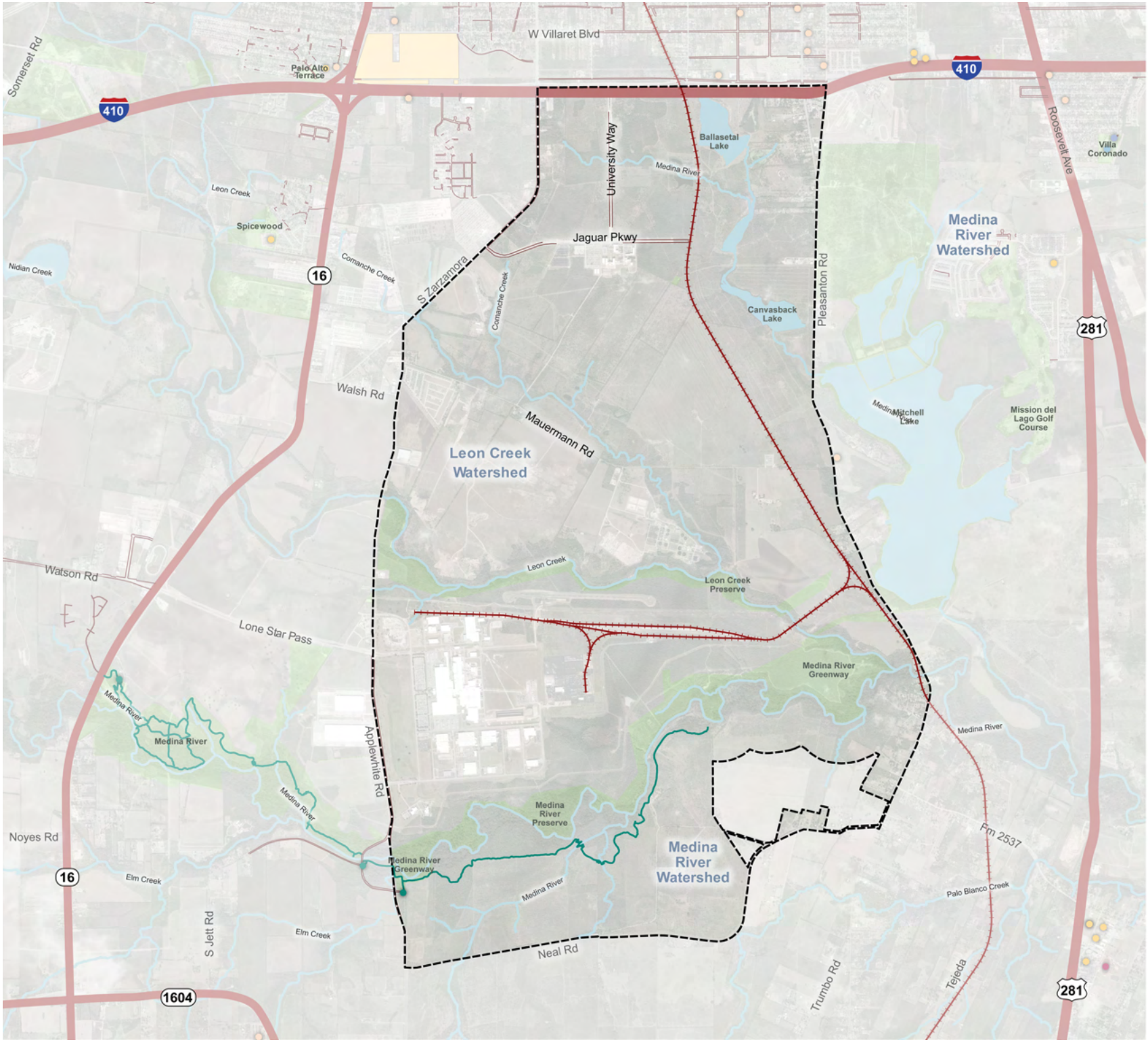


Amenities and Access

Interstate Loop 410 is the most notable access point in the Texas A&M – San Antonio Area Regional Center. It is the highest capacity roadway in the plan area, and serves the northern boundary of the Regional Center. Although the southern portion of Loop 410 passes through predominantly rural areas, it connects these areas with the rest of the City of San Antonio, as well as I-37, I-35, and Highway 90. Applewhite Road is also a major roadway within the plan area. While it does not currently accommodate as much daily traffic as other roads within the city, it is the primary route for large trucks to access the Toyota Manufacturing Plant (via Lone Star Pass) as well as the other industrial properties within the plan area. Applewhite Road's ability to support 18-wheeler trucks and other heavy equipment is essential in ensuring the success of the Toyota plant as well as the other industrial uses in the plan area.

The Union Pacific and Burlington Northern Santa Fe Railroad companies share the railroad that exists on the western side of the plan boundary. In 2003, a second rail line was constructed that now runs east and west, to and from the Toyota Plant. The shared rail line creates competition between Union Pacific and Burlington Northern for freight, which keeps transportation costs low for Toyota.

The Medina River Natural Area is the city's only natural area on the south side, located along the Medina River (mentioned above), the 511 acre property features 7 miles of trails, an interpretive trail representing the El Camino wagon trail, and group camping sites, and is also the only riparian natural area within the current natural areas system. The area is lined with natural landscape rich with pecan and bald cypress trees near the river, and cactus and honey mesquite in the upland trails.



SA TOMORROW

Texas A&M - San Antonio Area
REGIONAL CENTER

AMENITIES AND ACCESS

- Regional Center Area Boundary
- Adjacent Regional Center or Community Area
- Park or Open Space
- College Campus
- Stream
- Greenway

- Public School
- Place of Worship
- Community Center
- Recreation Center
- Trailhead
- Theater/Auditorium or Performing Arts Center

Physical Barriers
- Major Road
- Rail Line
- Incomplete Sidewalks

50
5 Acres

0 0.125 0.25 0.5 Mile



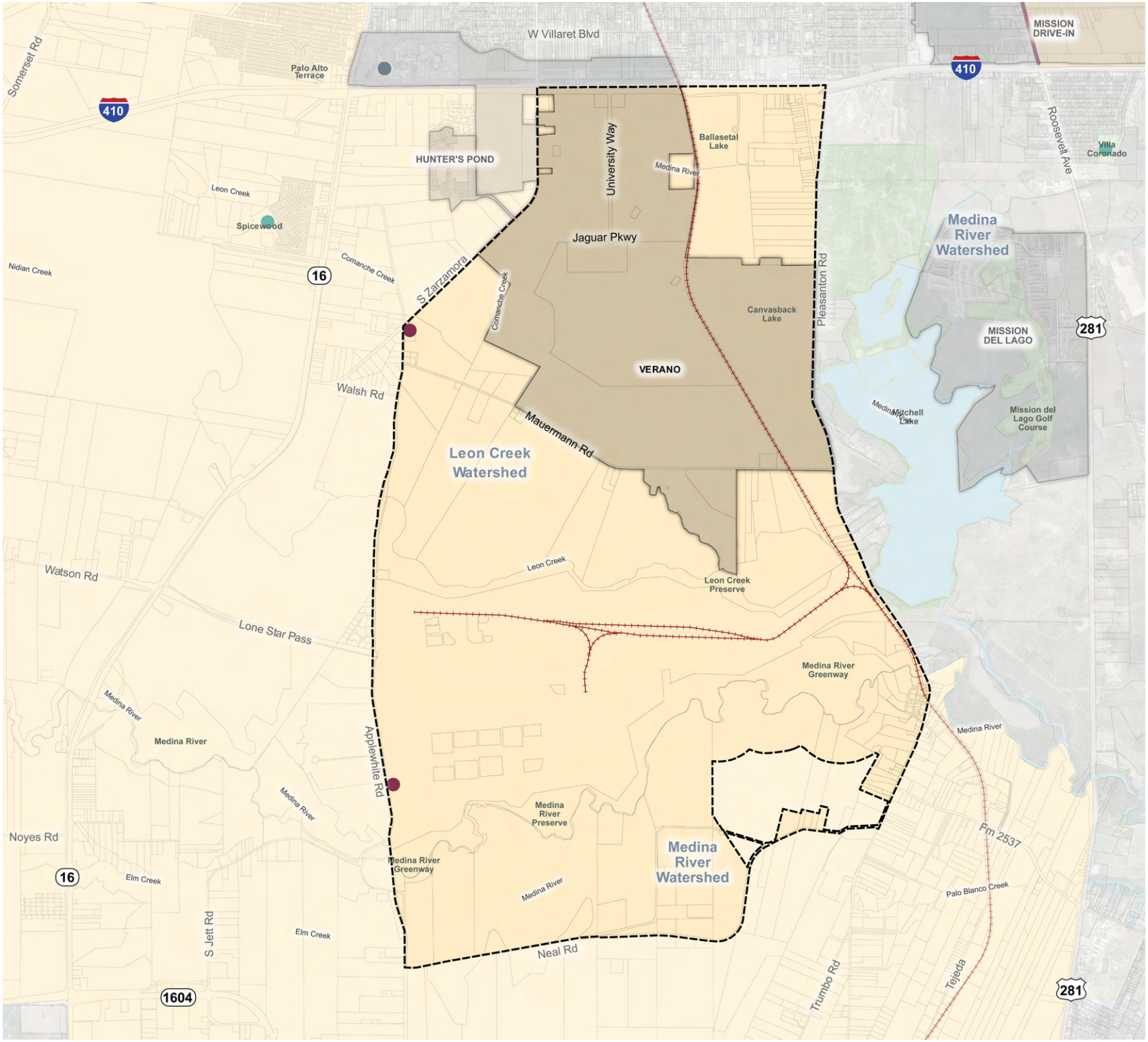




Public Investments

The Verano Tax Increment Reinvestment Zone (TIRZ) project was designated in 2007. The TIRZ includes 3,100 acres of the Verano site, and is located in City Council Districts 3 and 4, and Bexar County Precinct 1. The City of San Antonio would contribute approximately $199 Million over the course of 30 years. The city's contribution to the TRIZ would be in the form of property tax revenue for public improvements. The TIRZ will reimburse costs associated with the public improvements for the project which includes: streets, stormwater drainage/retention, water, sewer, street lights, street signs, streetscapes, linear parks, parks/plazas, platting/zoning fees, storm water pollution prevention, park fees, drainage impact fees, off site drainage, sewer/water impact fees and environmental review. The city had anticipated infrastructure improvements to facilitate 140 single family homes through 2017, 200 multi-family homes, 25 condo/townhomes as well as retail and office space, however no plans have been approved for the project and development has not occurred. As of December 2018, the property owner, Verano Land Group, is in negotiations to find buyers for the property.

The 2017 Bond Program includes two ongoing bond projects related to street improvements in the Texas A&M - San Antonio Area Regional Center. The first project will reconstruct and widen the Applewhite intersection south of Watson Road, including traffic signal modifications as appropriate. The project is scheduled to begin in August 2019 and to be completed within one year. The second bond project is to reconstruct the intersection of South Zarzamora Street and Applewhite Road. The project is estimated to begin in January 2020, and be completed within one year.



SA TOMORROW

Texas A&M - San Antonio Area

REGIONAL CENTER

PUBLIC INVESTMENTS

- Regional Center Area Boundary
- Adjacent Regional Center or Community Area
- Parcels
- City Initiated Tax Increment Reinvestment Zone (TIRZ)
- Opportunity Zones

Proposed 2017 Bond Program

- Street
- Facility
- Park
- Street

50 Acres

5

0 0.125 0.25 0.5 Mile

