SA TOMORROW

Place Types

A REGIONAL/COMMUTER RAIL

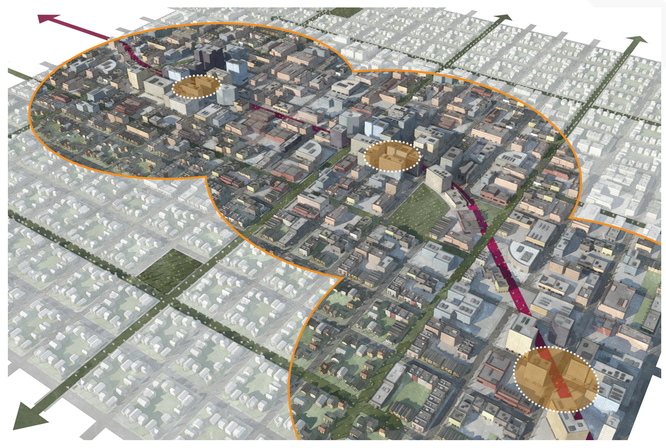
DESCRIPTION

A Regional/Commuter Rail place type has a major transit station along a regional or commuter-heavy rail corridor. The predominant land uses surrounding the transit station should be mixed, with high-density residential closer to the station and then transition to single-family residential moving further away from the station. The features that make this place type unique are pedestrian access to regional transit and pedestrian and bicycle connectivity, which activate the surrounding neighborhood. The VIA Centro Plaza, Robert Thompson Transit Center and future Lone Star Rail all have the potential to fully realize the Regional/Commuter Rail place type.

PERFORMANCE STANDARDS

Height: 5 to 12-stories or 70 to 150 feet
Massing and Density: 20 to 60 housing units per acre and 2.5:1 to 8:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 60%; transparency along side street of 25%
Connectivity: Maximum block perimeter of 1,200 feet; minimum 150 intersections per square mile
Public Space: Plazas and park spaces totaling 15 acres per 1,000 residents
Parking: On-street and off-street parking (most in structures)

B HIGH-CAPACITY TRANSIT CORRIDOR



DESCRIPTION

High-capacity transit corridors often have many major stations or transfer points and serve as anchors for higher-density and intensity mixed-use development. These stations are usually served well by mixed-use development in the immediate proximity, along with high-density residential development that transitions out to lower-scale structures and attached single-family housing as development approaches the detached single-family residential neighborhoods. Surrounding neighborhoods along high-capacity transit corridors have great pedestrian and bicycle access to nearby stations. San Pedro and Broadway are high-capacity transit corridors that would be well served by this place type.

PERFORMANCE STANDARDS

Height: 4 to 8-story development or 55 to 110 feet
Massing and Density: 16 to 40 housing units per acre and 2.5:1 to 5:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 60%; transparency along side street of 25%
Connectivity: Maximum block perimeter of 1,200 feet; minimum 150 intersections per square mile
Public Space: Plazas and park spaces totaling 15 acres per 1,000 residents
Parking: On-street and off-street parking (most in structures)

C INSTITUTIONAL/CAMPUS MIXED-USE

DESCRIPTION

Large institutional or campus-style developments tend to be magnets for people, which helps develop a built-in critical mass that can support a variety of amenities and services. These existing destinations should be enhanced with mixed-use development, higher-density residential land use and open spaces that can serve the surrounding community. Often, public-private partnerships catalyze the transformation of institutions and campuses into true places. If appropriately planned and designed, the institutional core and identity can actually be strengthened. Strong pedestrian and bicycle connections to the surrounding neighborhoods help to stitch the institutional anchor into the surrounding community fabric. Key locations such as Our Lady of the Lake University, Port San Antonio, UTSA, Texas A&M-San Antonio, USAA and the Medical Center are candidates for the institutional/campus mixed-use place type.

PERFORMANCE STANDARDS

Height: 2 to 5-story development or 35 to 70 feet
Massing and Density: 16 to 30 housing units per acre and 2:1 to 4:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 50%; transparency along side street of 20%
Connectivity: Maximum block perimeter of 1,200 feet; minimum 120 intersections per square mile
Public Space: Plazas and park spaces totaling 15 acres per 1,000 residents
Parking: On-street and off-street parking (most in structures)

D COMMUNITY CORRIDOR

DESCRIPTION

The Comprehensive Plan and VIA Vision 2040 Plan share the Community Corridor place type. Community Corridors are commercial areas with limited available land that may surround a transit facility (typically a bus stop). They are focused on an infill development and redevelopment approach to corridor revitalization. They can be transformed over time through adaptive reuse and infill strategies and reinvention of auto-oriented strip malls. Land uses include higher-density residential and commercial mixed-use. Future development should maintain a necessary parking supply and visibility for key retail sites. An improved streetscape should frame higher-intensity uses, mixed with existing retail and new development that better relates to the corridor and its pedestrian realm. Roosevelt, Perrin Beitel, Pleasanton and Zarzamora are potential candidates for the Community Corridor place type.

PERFORMANCE STANDARDS

Height: 2 to 5-story development or 35 to 70 feet
Massing and Density: 10 to 30 housing units per acre and 1:1 to 4:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 50%; transparency along side street of 20%
Connectivity: Maximum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plazas and park spaces totaling 10 acres per 1,000 residents
Parking: On-street and off-street parking (mix of surface and structured parking)

E NEIGHBORHOOD MAIN STREET

DESCRIPTION

The neighborhood main street place type aligns with the VIA Vision 2040 transit-supportive development typology. It is an area within a new or existing neighborhood that has development largely limited to the land immediately adjacent to the transit facility. The neighborhood main street provides a safe, quality walking environment for residents nearby. It's ideal for small commercial and entertainment-based districts that draw local patrons. The mix of uses includes local-serving commercial, small scale mixed-use, smaller multifamily development and attached single-family residential. This place type typically occurs along a short two to four-block linear corridor with a mix of restaurants, small shops and local services. Southtown, Southcross, Flores and Commercial Avenue are examples of the Neighborhood Main Street place type.

PERFORMANCE STANDARDS

Height: 1 to 4-story development or 20 to 70 feet
Massing and Density: 15 to 20 housing units per acre and 1:1 to 3:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 50%; transparency along side street of 25%
Connectivity: Maximum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plazas and park spaces totaling 10 acres per 1,000 residents
Parking: On-street and off-street parking

F TRAIL-ORIENTED DEVELOPMENT

DESCRIPTION

The Trail-Oriented Development place type builds on the growing network of trails and pathways throughout San Antonio and the region. Key features include well-connected, multi-use pathways and trails (often along drainage ways or other water features); multiple trail crossings that include both dedicated pedestrian and bike bridges, as well as vehicular bridges with sidewalks; and strong pedestrian and bicycle connectivity with surrounding neighborhoods. The predominant land uses can vary significantly, ranging from single-family residential to medium scaled mixed-use development. Higher-intensity development should be limited to select nodes along the trail and development should generally provide a substantial buffer between structures and the trail. Existing and potential locations for the trail-oriented place type include the Riverwalk, San Antonio Greenway Trails, Alazán and Apache Creeks, the Mission Reach and Leon Creek.

PERFORMANCE STANDARDS

Height: 1 to 4-story development or 20 to 70 feet
Massing and Density: 5 to 20 housing units per acre and 0.25:1 to 2:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 50%; transparency along side street of 20%
Connectivity: Maximum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plazas and park spaces totaling 20 acres per 1,000 residents
Parking: On-street and off-street parking

SA TOMORROW

Place Types

G COMMUNITY/REGIONAL PARK

DESCRIPTION

Large community and regional parks provide an amenity that can be better leveraged with medium to higher-intensity development along a portion of their perimeters. A major park entrance is a frequent anchor for the higher-intensity nodes. The predominant land uses in higher-intensity edges include attached single-family residential, medium to high-density residential and small to large-scale mixed-use development. Development should have the main entrance oriented to the park. Mixed-use and commercial development should be buffered from detached single-family housing with smaller scale multifamily development and attached single-family development. Neighborhood pedestrian and bicycle connections should be emphasized. Areas well-suited for this include Brackenridge Park and Phil Hardberger Park.

PERFORMANCE STANDARDS

Height: 2 to 12-story development or 35 to 150 feet
Massing and Density: 10 to 40 housing units per acre and 1:1 to 6:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 50%; transparency along side street of 20%
Connectivity: Maximum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plazas and park spaces totaling 20 acres per 1,000 residents
Parking: On-street and off-street parking

H NATURAL/HISTORIC/CULTURAL/ECONOMIC ASSET

DESCRIPTION

Sometimes the most important aspect of a place has everything to do with what is there now, what happened there or what has been there historically. The Natural/Historic/Cultural Asset place type is intended to respect and preserve such places of importance. Protected assets can include historical structures, special habitat or areas identified as a place of significance. Key features can include a peripheral vehicular road with more limited access through the amenity, neighborhood pedestrian and bike connections, and parking limited to on-street spaces along the perimeter road and small parking lots near a few trailheads. Unlike other place types, the density adjacent to these place types is much lower, scaling up as one moves away from the asset. The surrounding land use context is primarily single-family residential neighborhoods with a character strongly influenced by the natural, historic or cultural asset. Appropriate areas include the World Heritage Corridor (Mission San Antonio de Valero [Alamo] to Mission San Francisco de la Espada), military assets and the San Antonio River Authority Plan (e.g., San Pedro Creeks Project).

PERFORMANCE STANDARDS

Height: 1 to 2-story development or 20 to 350 feet
Massing and Density: 2 to 10 housing units per acre and 0.25:1 to 1:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 35%; transparency along side street of 15%
Connectivity: Maximum block perimeter of 1,600 feet; minimum 75 intersections per square mile
Public Space: Plazas and park spaces totaling 20 acres per 1,000 residents
Parking: On-street and off-street parking

I GREEN NEIGHBORHOOD

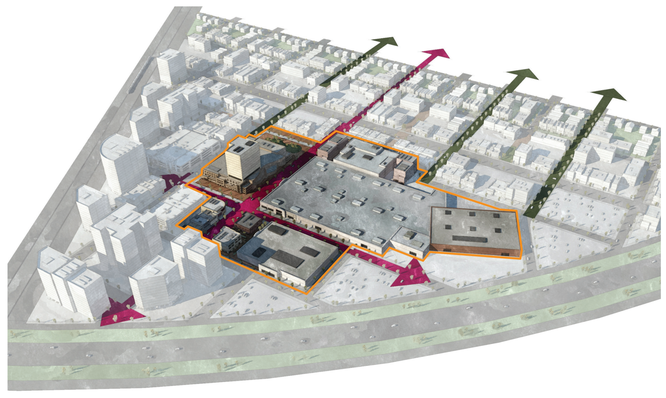
DESCRIPTION

The Green Neighborhood place type typically involves new development focused on optimizing sustainability. Key features include the use of natural drainage ways, a network of connected pedestrian and bicycle trails, designated areas for urban agriculture, alternative energy production, localized utilities and site orientation for passive lighting, heating and cooling. The land use mix is mostly compact single-family residential with the potential for a mixed-use node. There are often a variety of small and larger park-like open spaces within the development. It's common to use sustainable materials and technology such as solar panels, small wind turbines and low impact development practices. Potential locations for this could include Mahncke Park and areas outside Interstate Loop 410 in the southern portion of the city.

PERFORMANCE STANDARDS

Height: 2 to 4-story development or 30 to 65 feet
Massing and Density: 10 to 20 housing units per acre and 0.5:1 to 2:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 25%; transparency along side street of 15%
Connectivity: Maximum block perimeter of 1,000 feet; minimum 90 intersections per square mile
Public Space: Plazas and park spaces totaling 15 acres per 1,000 residents
Parking: On-street and off-street parking

J SHOPPING MALL RETROFIT



DESCRIPTION

San Antonio has many large, suburban shopping malls—many were built decades ago and have outlived their intended use. Most were designed to focus on an interior corridor and they are surrounded by a "sea" of parking lots. However, razing a shopping mall for new development can be cost prohibitive. Adaptive reuse of large shopping mall spaces can help activate the available indoor spaces and the surrounding neighborhoods. Adaptive reuse can also integrate new transportation connections and placemaking amenities. Introducing new connections through a shopping mall site can help break the mall into smaller pieces with double-loaded exterior commercial corridors. This helps orient storefronts outwardly, reintroducing the surrounding street grid into the site and creating better pedestrian and bicycle connections to the surrounding community. The land use mix includes commercial, medium to high-density residential, office and civic uses. Parking solutions can include on-street parking, parking structures and retaining downsized parking lots. Rackspace is a well-known example of this place type, and South Park Mall could be better used with this place type designation.

PERFORMANCE STANDARDS

Height: 2 to 8-story development or 35 to 110 feet
Massing and Density: 15 to 40 housing units per acre and 2:1 to 5:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 50%; transparency along side street of 20%
Connectivity: Maximum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plazas and park spaces totaling 10 acres per 1,000 residents
Parking: On-street and off-street parking (most in structures)

K OFFICE PARK INFILL

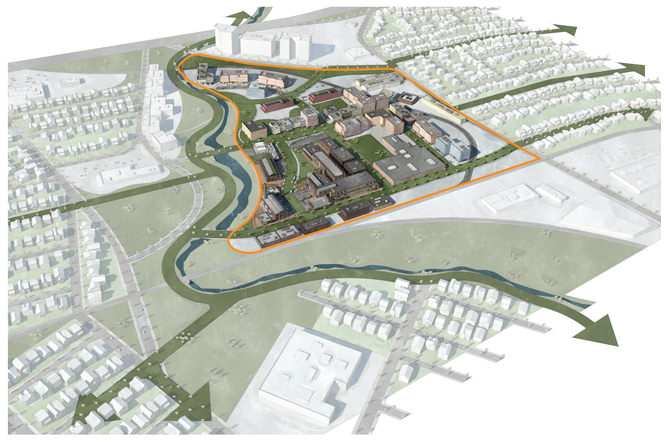
DESCRIPTION

Suburban-style office parks with large buildings surrounded by parking are very similar to shopping malls in that they are heavily auto-oriented and are frequently focused inward. Infill development should be used to create a denser, more compact development pattern, with integrated plazas and park spaces. Pedestrian connectivity to and within the site should be a major objective. The mix of uses includes office buildings with a better pedestrian level experience, medium to high-density residential and parking garages wrapped with retail and additional office space. Multi-use/commercial edges bring more activity into the immediate area and help to better integrate office parks with other surrounding land uses. Potential locations include Port San Antonio, Brooks and the Westover Hills area.

PERFORMANCE STANDARDS

Height: 2 to 10-story development or 35 to 130 feet
Massing and Density: 15 to 40 housing units per acre and 2:1 to 6:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 40%; transparency along side street of 20%
Connectivity: Maximum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plazas and park spaces totaling 5 acres per 1,000 residents
Parking: On-street and off-street parking (most in structures)

L INDUSTRIAL SITE ADAPTIVE REUSE



DESCRIPTION

Industrial sites are some of the least activated "places" in urban areas. Buildings typically have deep setbacks, are single-story with high ceilings, few windows and specific intended uses (such as storage or manufacturing) that are associated with very few people for the size of the buildings and properties they occupy. Industrial Site Adaptive Reuse can breathe new life into underutilized and vacant industrial sites. Key features include adaptive reuse of older industrial buildings, great public spaces and introducing a large mix of uses. High-density residential is often brought into the sites, mixing old structures and infrastructure with new uses, and integrating ample landscaping and pedestrian connectivity throughout the site. This place type is well represented by the Pearl Brewery and Blue Star developments. Future areas where this place type would work include the Lone Star Brewery site.

PERFORMANCE STANDARDS

Height: 2 to 8-story development or 35 to 110 feet
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Street Level Activation: Transparency along primary street of 40%; transparency along side street of 15%
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