STATION CONCEPT

# AIRPORT

## SAN PEDRO CORRIDOR

DRAFT





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A quick overview of station area demographics, land use, and market strength. 1

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**Strategies**
Targets, policy changes, and major investments that will help us achieve the vision. 6


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Station Area Concept:

# AIRPORT

## SAN PEDRO CORRIDOR




## TYPOLOGY

Station Type

**URBAN CENTER**

Urban Form

TRANSIT ADJACENT
▶ **TRANSIT RELATED**
TRANSIT SUPPORTIVE

Market Strength

STRONG
▶ **TRANSITIONAL**
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 15% | 28% | $59,179 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 1,854 | 10,410 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
▶ **CATALYZE**
SUPPORT

With a Strategy Cluster designation of "catalyze," actions at this station should be aimed to catalyze highly visible, pioneering public/private development and place-making to enhance connectivity across all modes.

## ABOUT THE STATION

The proposed Airport Station is located at the intersection of San Pedro Ave. and Loop 410. An "Urban Center" station type, it is one of the largest employment centers outside of Downtown San Antonio and located within one of the thirteen Regional Centers identified in SA Tomorrow.

Urban form in this station area is "Transit Related." Roadway connectivity is lacking with large blocks and numerous large surface parking lots fronting high-speed arterials. As parcels redevelop, the focus should be on reducing block sizes and adding new connections.




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Station Area Concept:

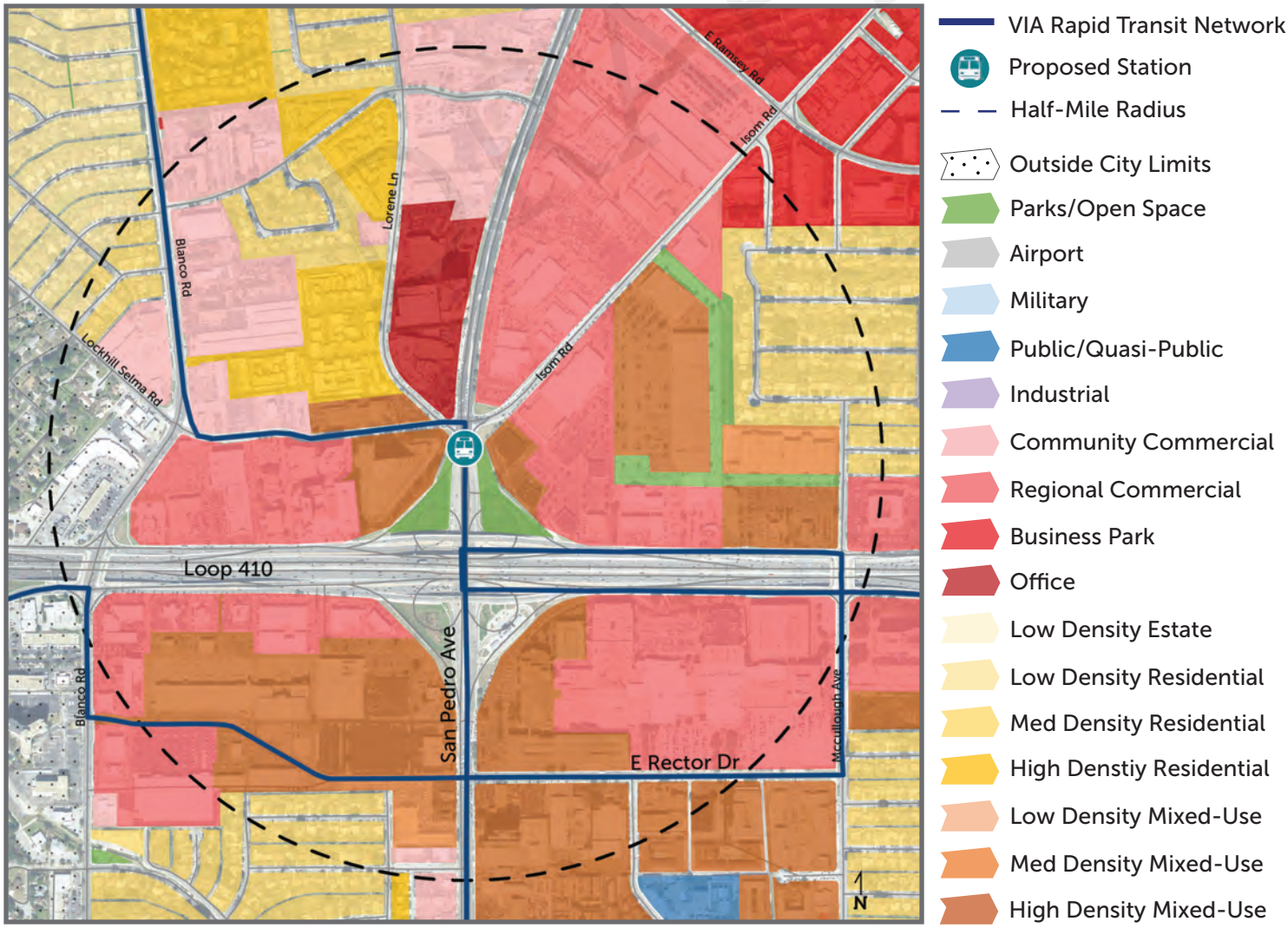
# AIRPORT

## SAN PEDRO CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

One of the major challenges for this area is the relatively recent investment in high-value, auto oriented office and retail buildings. These will take longer to redevelop into more transit-supportive uses. The Airport Station Area's future land use should focus on redevelopment of low-value, underutilized retail parcels, primarily those further from the intersection of Loop 410 and San Pedro Avenue. These larger parcels also are ideal for investment in secondary roads, which could act as internal main streets for new development as it is phased in, creating more comfortable spaces for pedestrians, cyclists, and those traveling to and from VIA transit stations.

### RECOMMENDED FUTURE LAND USE

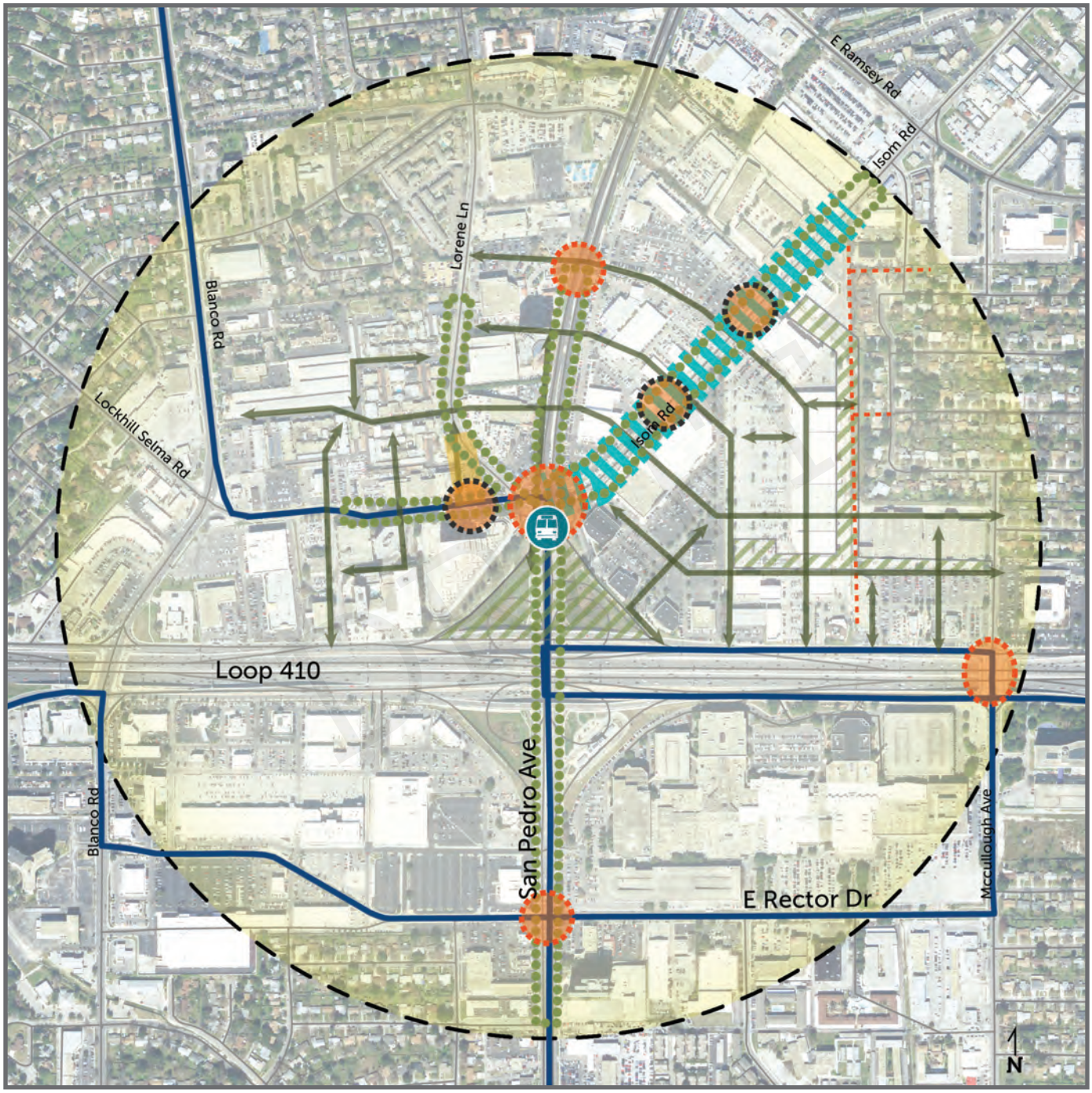


Station Area Concept:

# AIRPORT

## SAN PEDRO CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# AIRPORT

## SAN PEDRO CORRIDOR

### AIRPORT STATION BIRD'S EYE VIEW




### AIRPORT STATION TRANSIT INFRASTRUCTURE




*Above images courtesy of VIA Metropolitan Transit. Originally published in VIA Vision 2040 TSLU Concept Plans, February 2017.*

Note: The above images are meant to represent concept-level design and are not based on adopted engineering documents.

Station Area Concept:

# AIRPORT

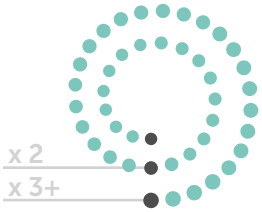
**SAN PEDRO CORRIDOR**

## EMPLOYMENT INCREASE

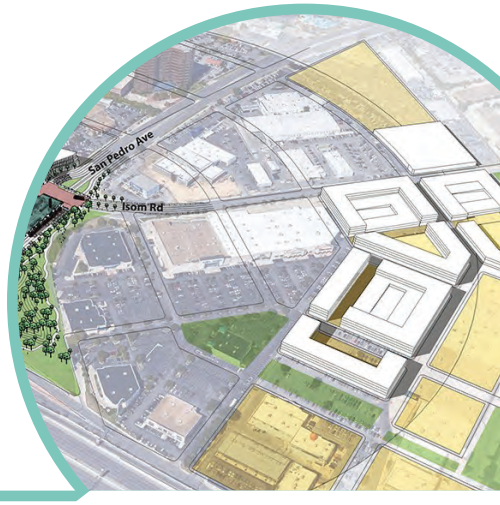



68%

## HOUSEHOLD INCREASE




853%



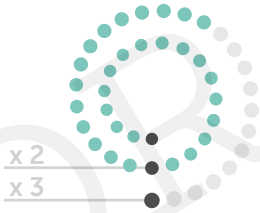

## MARKET STRENGTH

Development Increase in Sq. Ft.




19%

Property Tax Increase Per Acre




161%

## TRANSPORTATION

Decrease in Auto Trips per Household

↓ 6%

Increase in Total Transit Trips

↑ 541%

Increase in Total Walk Trips

↑ 660%

Increase in Total Bike Trips

↑ 445%

## STATION AREA IMPACTS

Airport Station will continue to be a major employment center, but as older retail parcels redevelop, new residents will activate the station areand create a more complete neighborhood.

With two proposed rapid transit lines, residents and workers will have a broader range of transportation options and will be able to accomplish many of their daily errands without leaving the station area. They will have efficient and fast car-free access to Downtown and San Antonio International Airport (via a frequent Airport Shuttle).

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Station Area Concept:

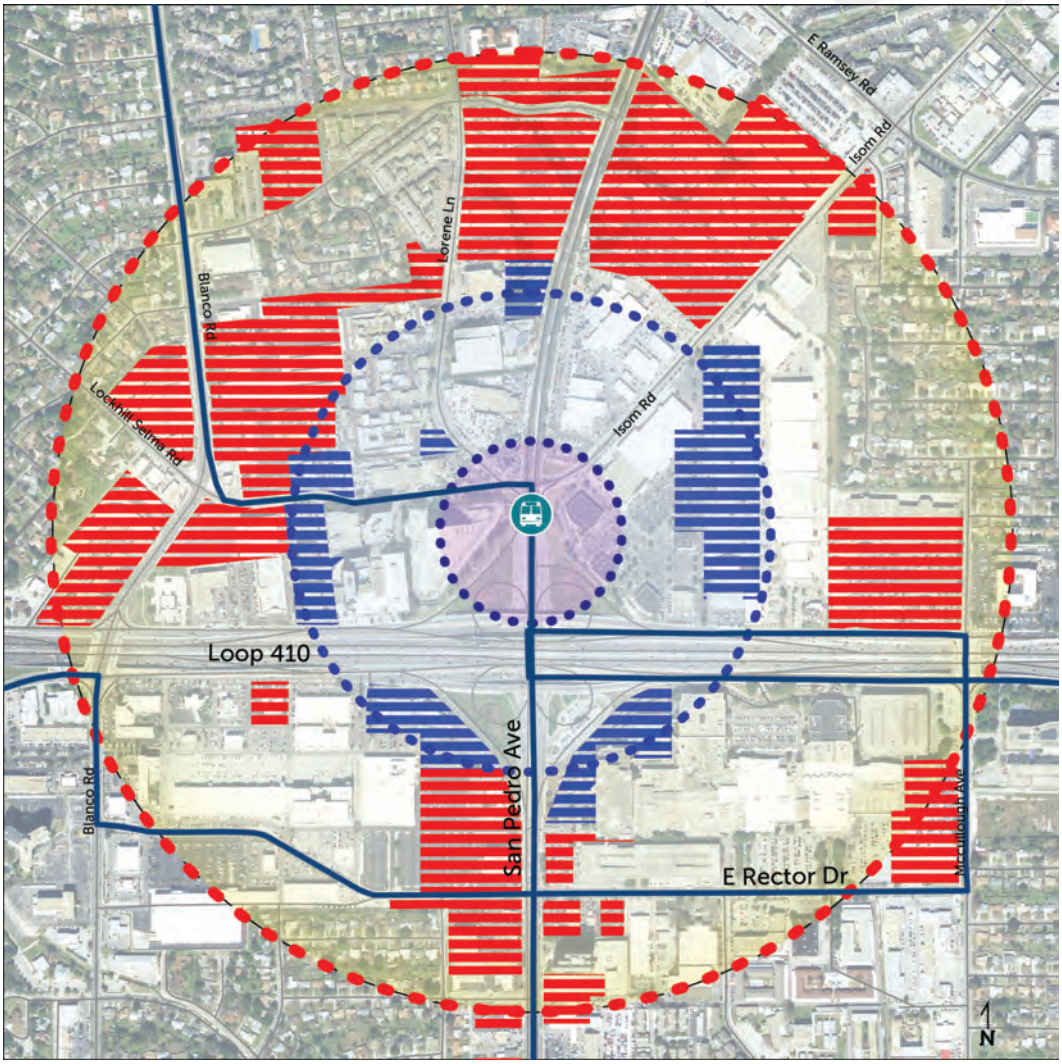
# AIRPORT

## SAN PEDRO CORRIDOR

As an Urban Center (UC) station area, TOD-UC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-UC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Urban Center (UC) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 115 UPA (12 FAR) | 115 UPA (12 FAR) | 115 UPA (6 FAR) |
| Parking Ratios *(% of standard requirement)* | *0%* | *0%* | *0%* |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-UC-C1
- TOD-UC-C2
- TOD-UC-P

### TOD ZONE STRING:

**TOD-UC-C2**

- TOD DISTRICT
- STATION TYPE
- DISTANCE BAND

Station Area Concept:

# AIRPORT

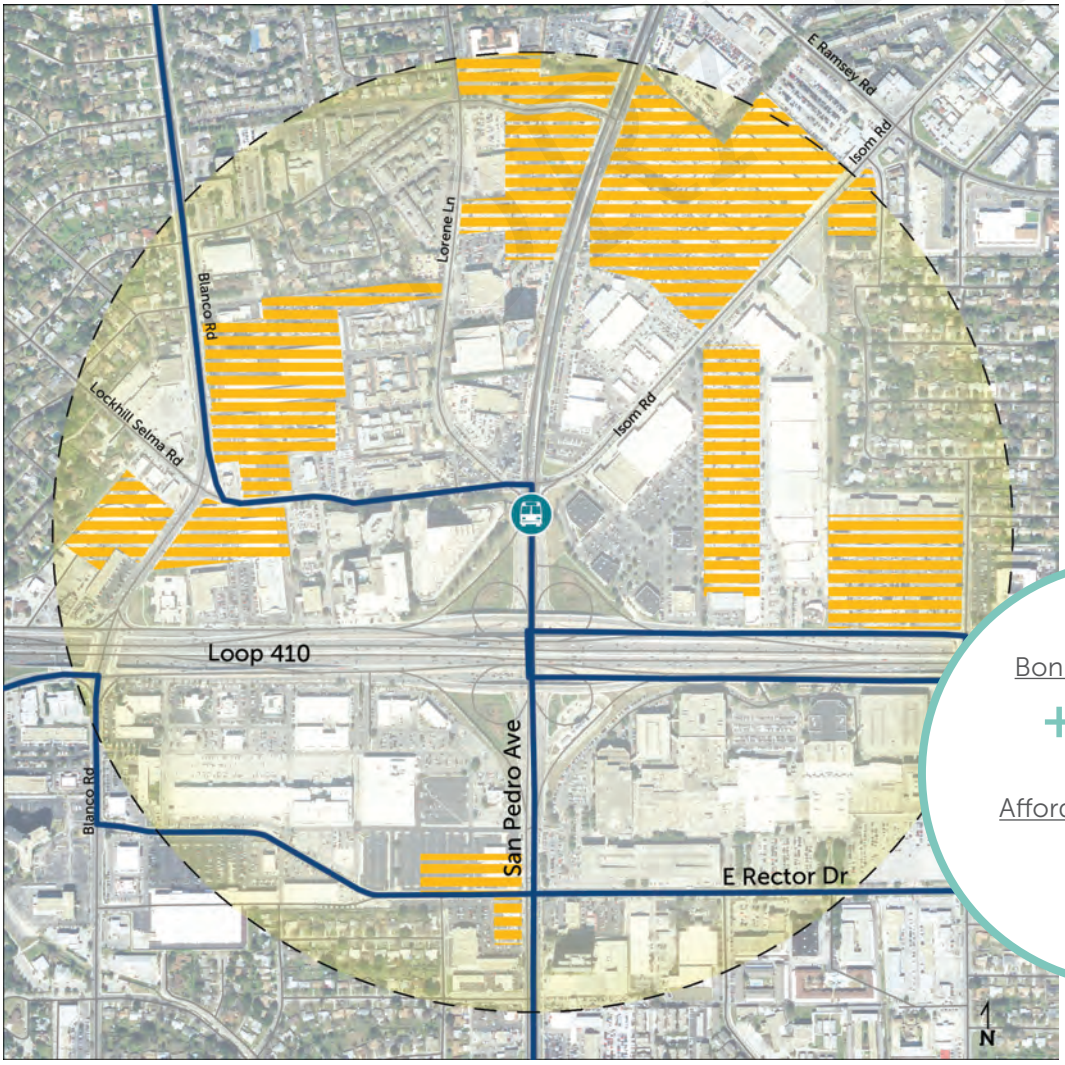
## SAN PEDRO CORRIDOR

In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

Land in the Airport Station Area may already be too expensive to make affordable housing preservation a viable strategy. However, the map below shows the tremendous potential for below-market rate unit production in mixed income developments. The projected affordable unit capacity for this station is 699 units. One of the best tools the City of San Antonio has to achieve this goal is the affordable housing density bonus. The City should consider adjusting the ***density bonus**** program so it provides a right-sized incentive for developers to include affordable housing in new construction.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+2,096**

Affordable Unit Potential (80% AMI)

**+699**

Station Area Concept:

# AIRPORT

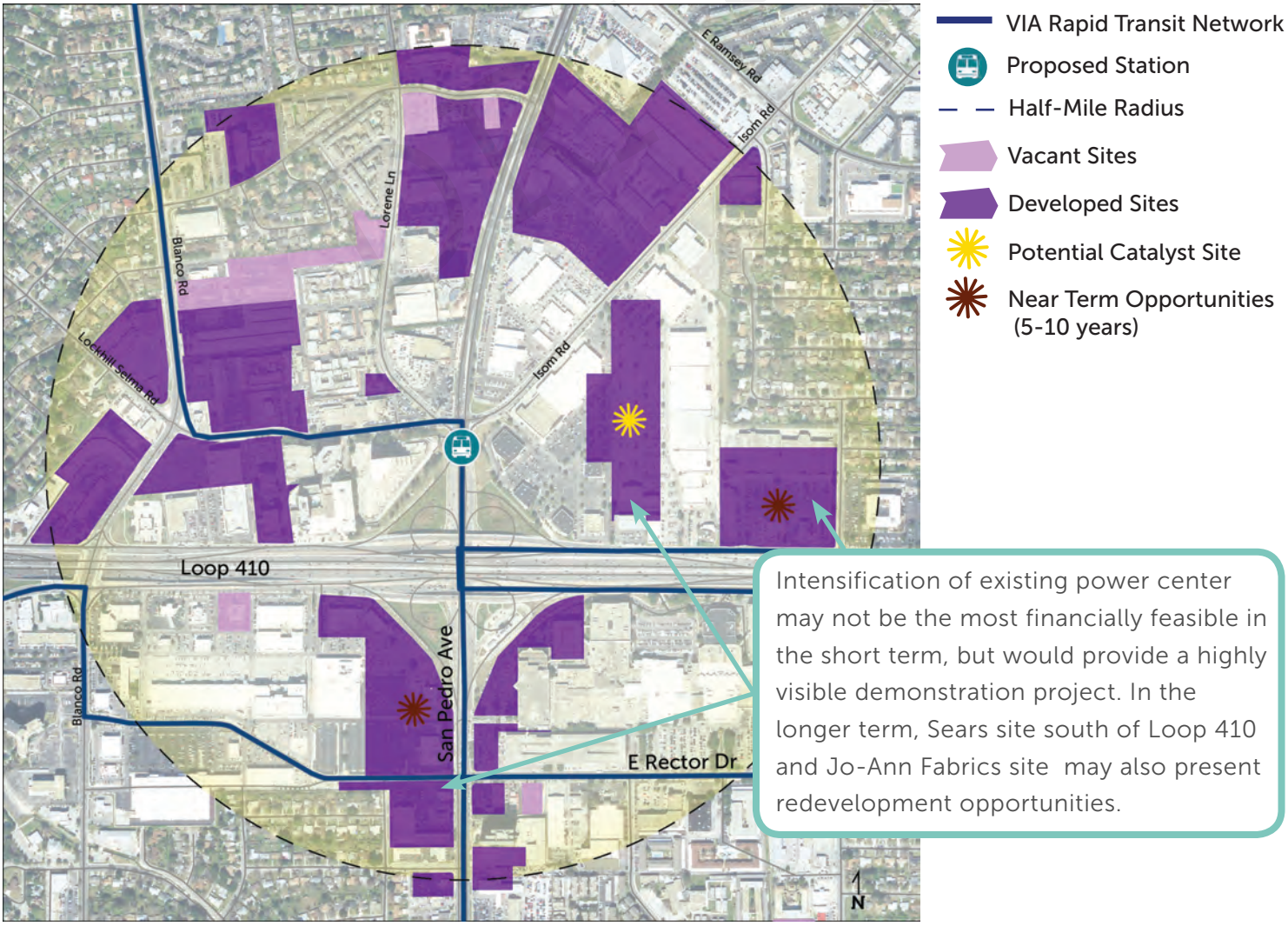
## SAN PEDRO CORRIDOR

A portion of the proposed Airport Station Area is located in a Tier 1 Inner City Reinvestment and Infill Policy (ICRIP) target area. This means that projects in the are already eligible for some incentives such as SAWS fee waivers. While much of the station area's development is relatively recent, many of the retail outlets could become vulnerable to shifting national trends that favor online retail. Older strip commercial will proivde the station area's first redevelopment opportunities, but opportunities for intensification of existing retail power centers into mixed-use lifestyle centers may also exist.

Key implementation steps suggested for Airport Station include:

- Impetus for more significant development catalyzed by direct, convenient and attractive shuttle into airport.
- Focus re-zoning on sites close to station where owners indicate interest in redevelopment.

### REDVELOPMENT OPPORTUNITIES



STATION CONCEPT

# EASTPOINT

## NEW BRAUNFELS AVE CORRIDOR

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Station Area Concept:

# EASTPOINT

## NEW BRAUNFELS AVE CORRIDOR




## TYPOLOGY

Station Type

**NEIGHBORHOOD MAIN STREET**

Urban Form

TRANSIT ADJACENT
TRANSIT RELATED
▶ TRANSIT SUPPORTIVE

Market Strength

▶ STRONG
TRANSITIONAL
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 27% | 38% | $24,025 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 4,479 | 827 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
CATALYZE
▶ SUPPORT

EastPoint Station has the most complete package of incentives of any of the SA Corridors concept stations. With a "support" designation, actions at this station should be focused on preserving equity, capturing value, and finding transit-supportive infill opportunities.

### ABOUT THE STATION

The proposed EastPoint Station is located at the intersection of E. Houston St. and S. New Braunfels Ave. on San Antonio's East Side. A "Neighborhood Main Street" station type, it is centered around a commercial node and has good street connectivity and sidewalk coverage.

Recent market trends in EastPoint show an upswing in economic activity, particularly in the retail and single-family residential markets. This is due in part to the numerous public investments that have been made in the area in recent years.




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Station Area Concept:

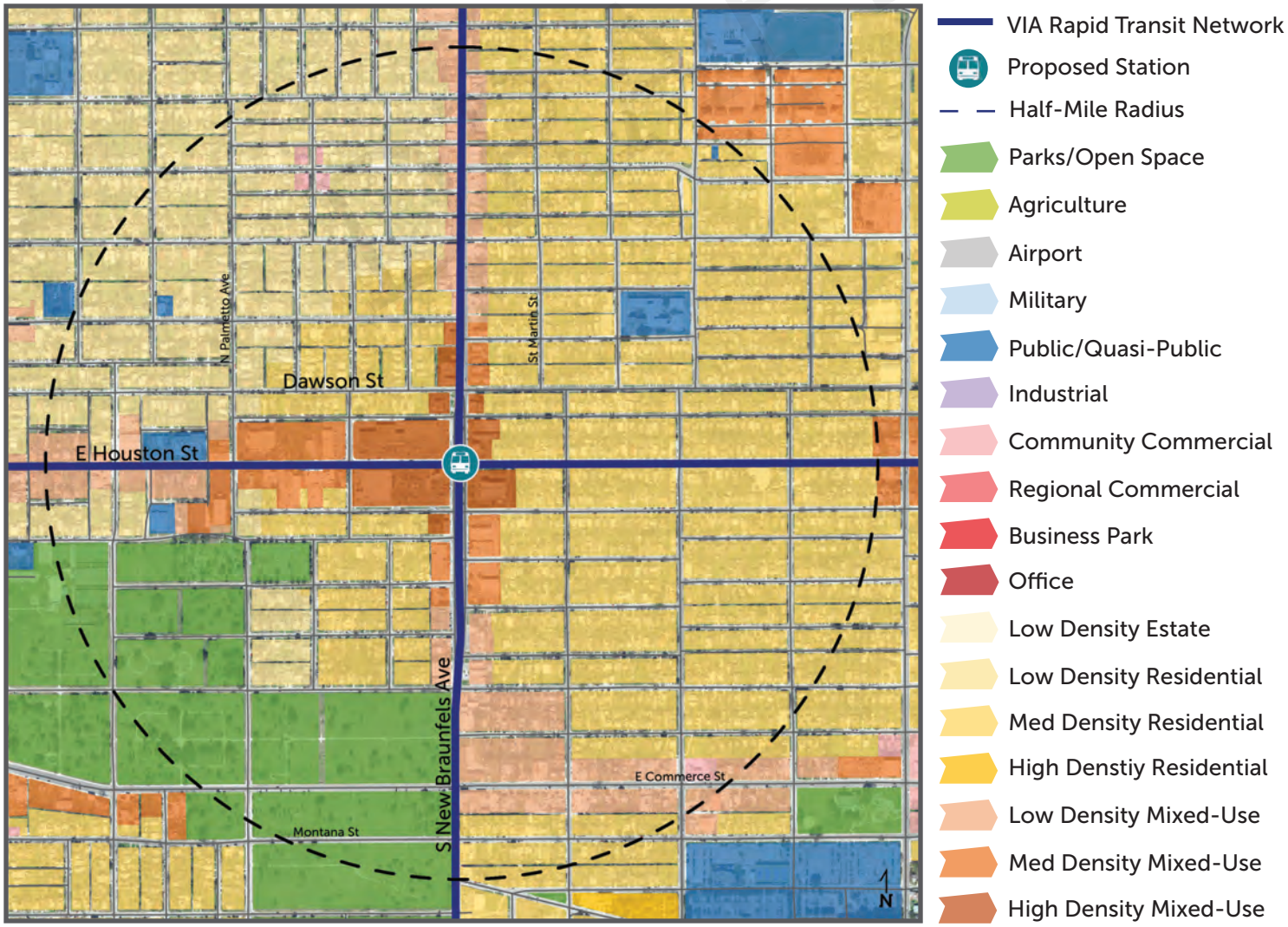
# EASTPOINT

## NEW BRAUNFELS AVE CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

The EastPoint Station Area currently lacks the density to support high capacity transit. Going forward, most of the land use change should be focused on the station area's main commercial node as well as on the deeper commercial parcels that front Houston west of New Braunfels Ave. There may also be opportunities for re-use and small-scale infill along New Braunfels Ave., a historic main street with many pre-war era buildings. Change in the surrounding neighborhoods should focus on incremental residential infill in the form of small-lot single family homes, cottage court developments, and 2-6 unit attached and stacked multiplexes.

### RECOMMENDED FUTURE LAND USE

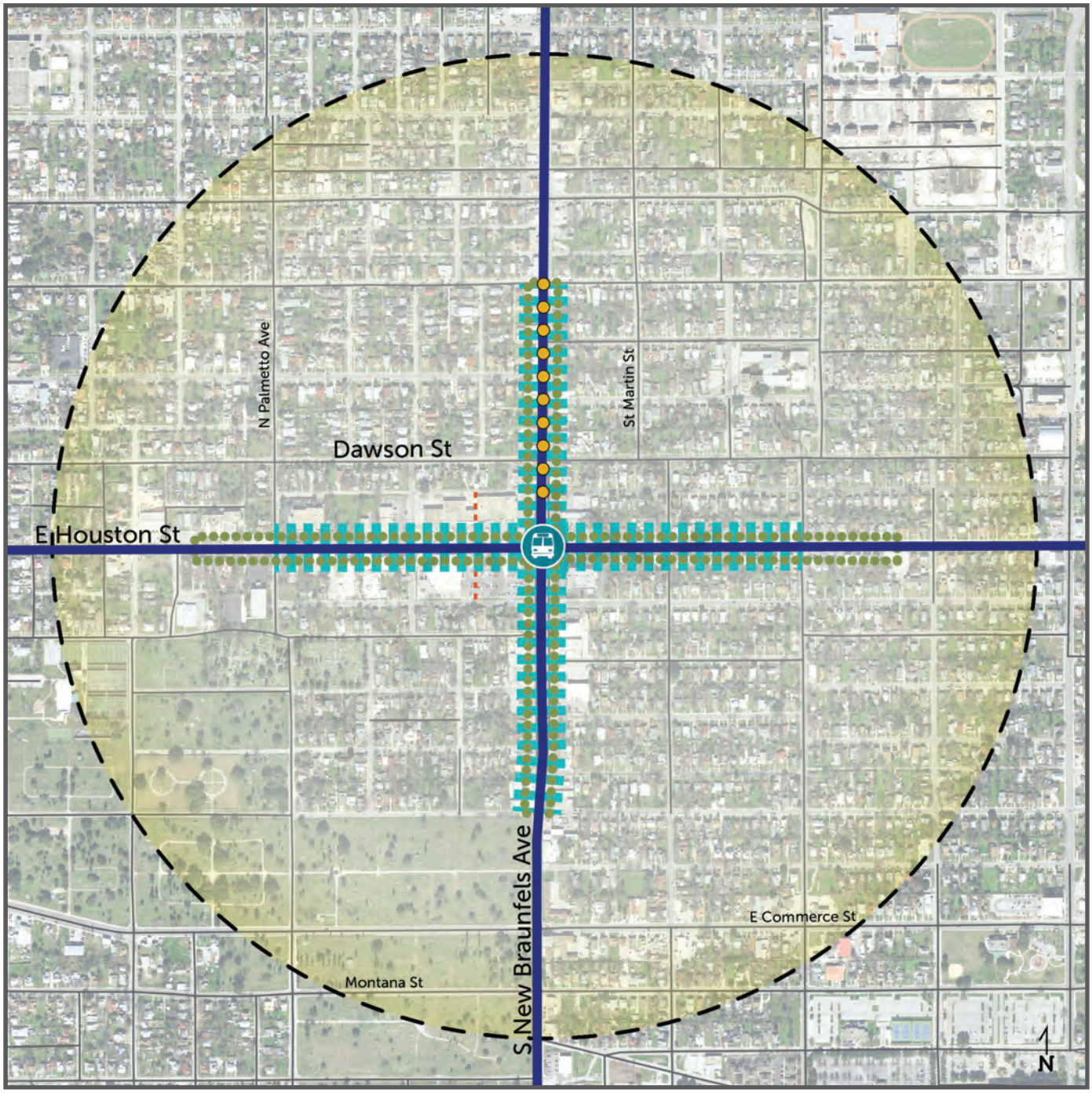


Station Area Concept:

# EASTPOINT

## NEW BRAUNFELS AVE CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# EASTPOINT

## NEW BRAUNFELS AVE CORRIDOR

### EASTPOINT STATION BIRD'S EYE VIEW




### EASTOINT STATION TRANSIT INFRASTRUCTURE




*Above images courtesy of VIA Metropolitan Transit. Originally published in VIA Vision 2040 TSLU Concept Plans, February 2017.*

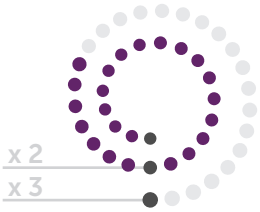
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Station Area Concept:

# EASTPOINT

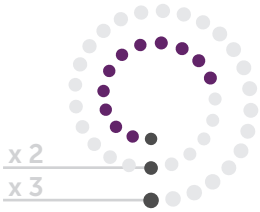
## NEW BRAUNFELS AVE CORRIDOR

### EMPLOYMENT INCREASE




131%

### HOUSEHOLD INCREASE




70%



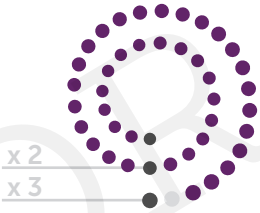
### MARKET STRENGTH

Development Increase in Sq. Ft.




71%

Property Tax Increase Per Acre




192%

### TRANSPORTATION

Decrease in Auto Trips per Household

↓ 11%

Increase in Total Transit Trips

↑ 66%

Increase in Total Walk Trips

↑ 134%

Increase in Total Bike Trips

↑ 127%

## STATION AREA IMPACTS

As VIA begins to implement its conceptual design for this station area, new opportunities for mixed-use development will emerge at the intersection of Houston and New Braunfels. Areas of Houston St. will become more active with new residents and workers while New Braunfels Ave. will once again become a bustling main street.

Residential neighborhoods around that proposed station will look much like they do today, but with a greater range of housing choices. Vacant lots close to the station will transform into small multiplexes and cottage court developments.

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Station Area Concept:

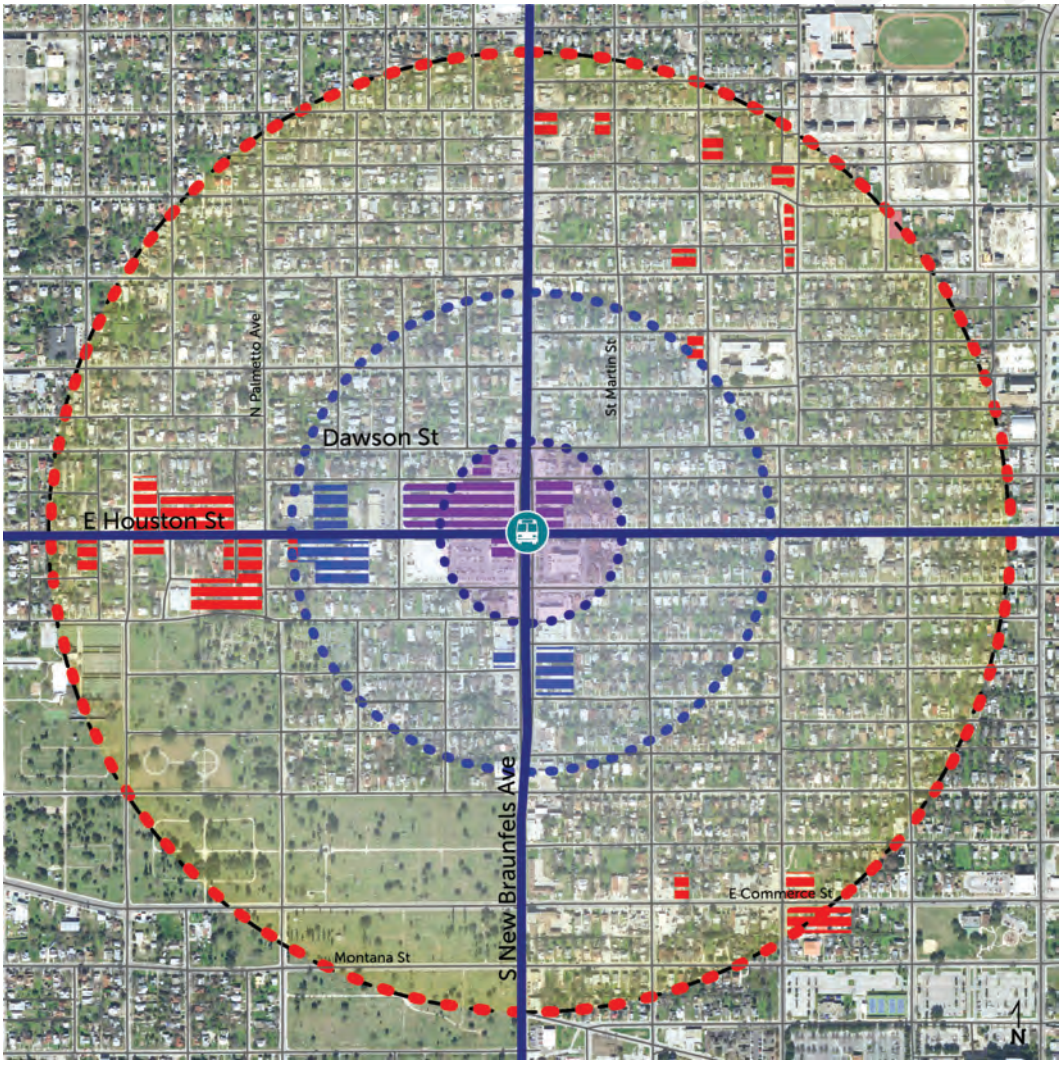
# EASTPOINT

## NEW BRAUNFELS AVE CORRIDOR

As a Neighborhood Main Street (NMS) station area, TOD-NMS zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-NMS zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Neighborhood Main Street (NMS) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 60 UPA (4 FAR) | 55 UPA (4 FAR) | 45 UPA (3 FAR) |
| Parking Ratios *(% of standard requirement)* | 0% | 50% | 75% |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-NMS-C1
- TOD-NMS-C2
- TOD-NMS-P

### TOD ZONE STRING:

**TOD-NMS-C2**

- TOD DISTRICT
- STATION TYPE
- DISTANCE BAND

Station Area Concept:

# EASTPOINT

## NEW BRAUNFELS AVE CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

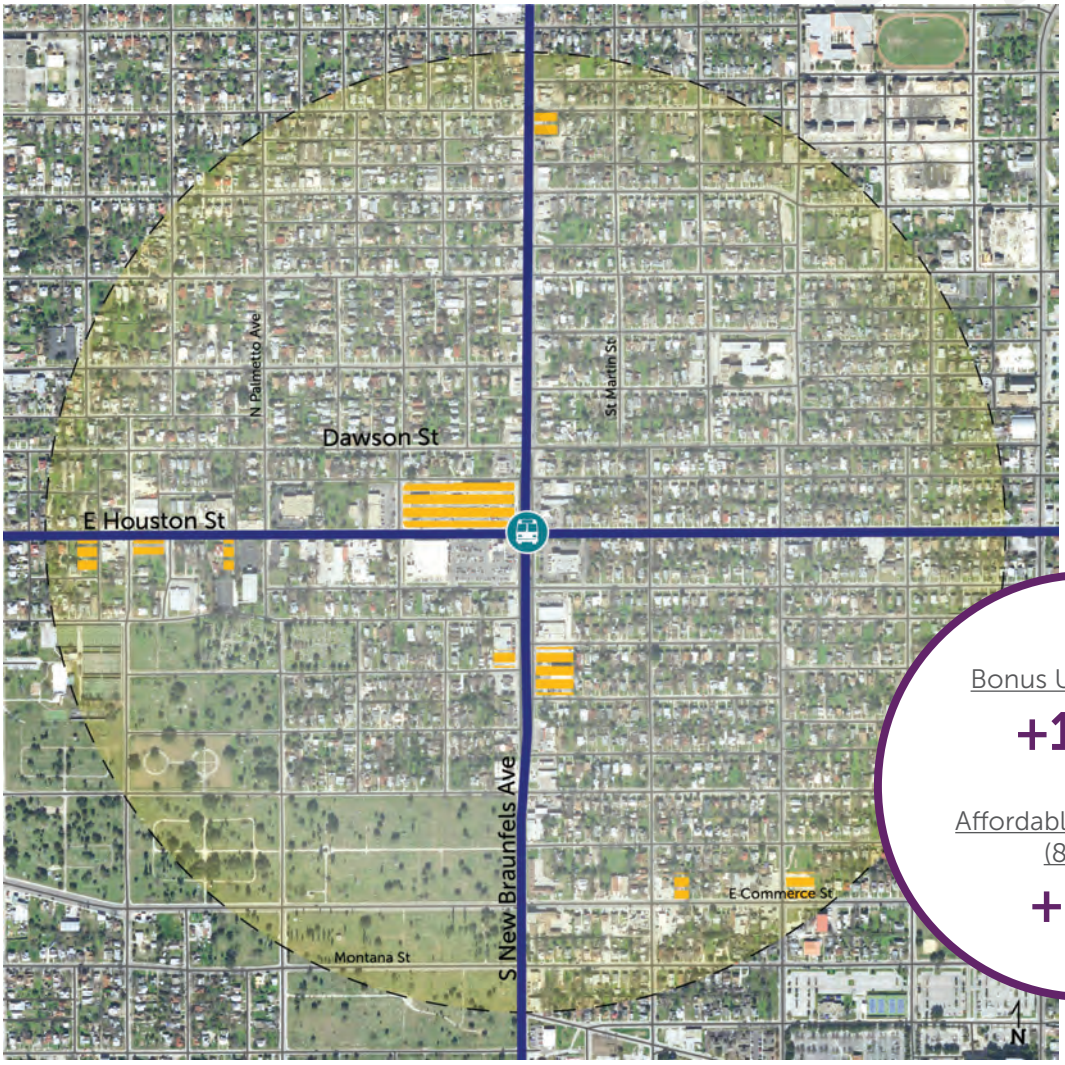
### PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 93% of "affordable" units in the station area have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create an ***Affordable Housing Reserve Fund**** to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the ***density bonus**** it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the EastPoint Station Area with potential for mixed income multifamily development.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+197**

Affordable Unit Potential (80% AMI)

**+56**

Station Area Concept:

# EASTPOINT

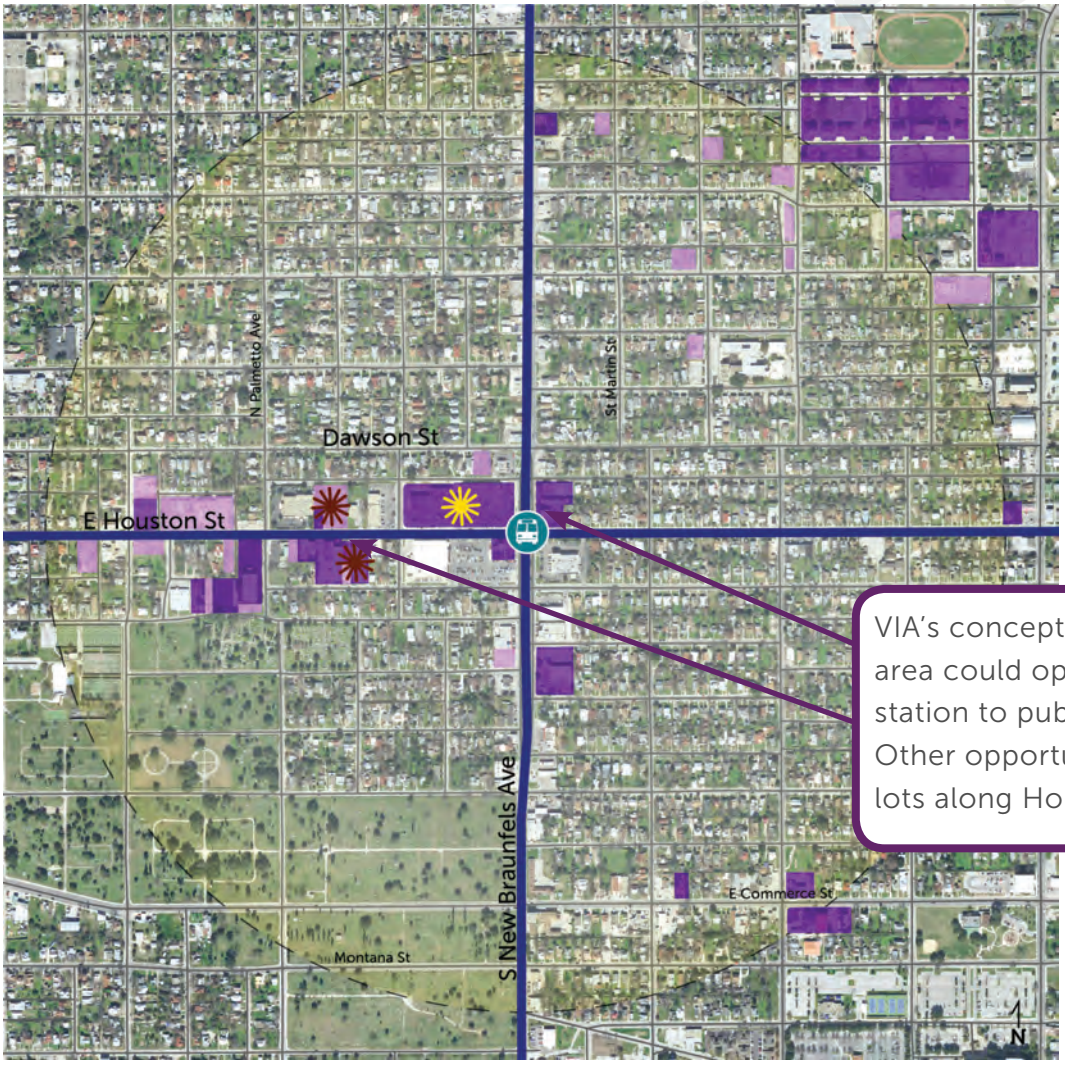
## NEW BRAUNFELS AVE CORRIDOR

The proposed EastPoint Station Area is eligible for a broad range of incentives. It has Inner City Reinvestment and Infill Policy (ICRIP), Community Revitalization Action Group (CRAG), TIRZ, Promise Zone, and Choice Neighborhood designation. In addition, the redevelopment of Wheatly Courts, a former public housing development, is underway. With these incentives and investments as well as "strong" market strength, EastPoint Station has the momentum necessary to get transit-supportive projects built. The focus should be on protecting existing residents vulnerable to displacement while incentivizing developers to build transit-supportive elements into their projects.

Key implementation steps suggested for EastPoint Station include:

- Extending a CCHIP-like program to CRAG boundaries, to aid in multifamily development
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- If VIA implements its conceptual design, engage in public-private partnership on publicly-owned property to demonstrate viability of TSLU

### REDVELOPMENT OPPORTUNITIES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Vacant Sites
Developed Sites
Potential Catalyst Site
Near Term Opportunities (5-10 years)

VIA's conceptual plans for this station area could open up sites near the station to public-private partnership. Other opportunities exist on vacant lots along Houston St.

STATION CONCEPT

# FRESNO

## SAN PEDRO CORRIDOR

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**Strategies**
Targets, policy changes, and major investments that will help us achieve the vision. 6


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Station Area Concept:

# FRESNO

## SAN PEDRO CORRIDOR




## TYPOLOGY

Station Type

**NEIGHBORHOOD MAIN STREET**

Urban Form

TRANSIT ADJACENT
▶ **TRANSIT RELATED**
TRANSIT SUPPORTIVE

Market Strength

STRONG
▶ **TRANSITIONAL**
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 8% | 26% | $37,704 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 3,905 | 1,395 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
▶ **CATALYZE**
SUPPORT

With a Strategy Cluster designation of "catalyze," actions at this station can focus on place-making to enhance walkability and infill opportunities along the San Pedro corridor.

## ABOUT THE STATION

The proposed Fresno Station is located at the intersection of Fresno and San Pedro Ave. It has transit-related urban form, with good street connectivity, but lacking pedestrian infrastructure like sidewalks.

The station area features a commercial spine, with deep lots to the west of San Pedro and stable single-family neighborhoods to the east and west. A neighborhood commercial center located at the southern end of the station area includes an H-E-B grocery store as well as several small light industrial/creative uses.




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Station Area Concept:

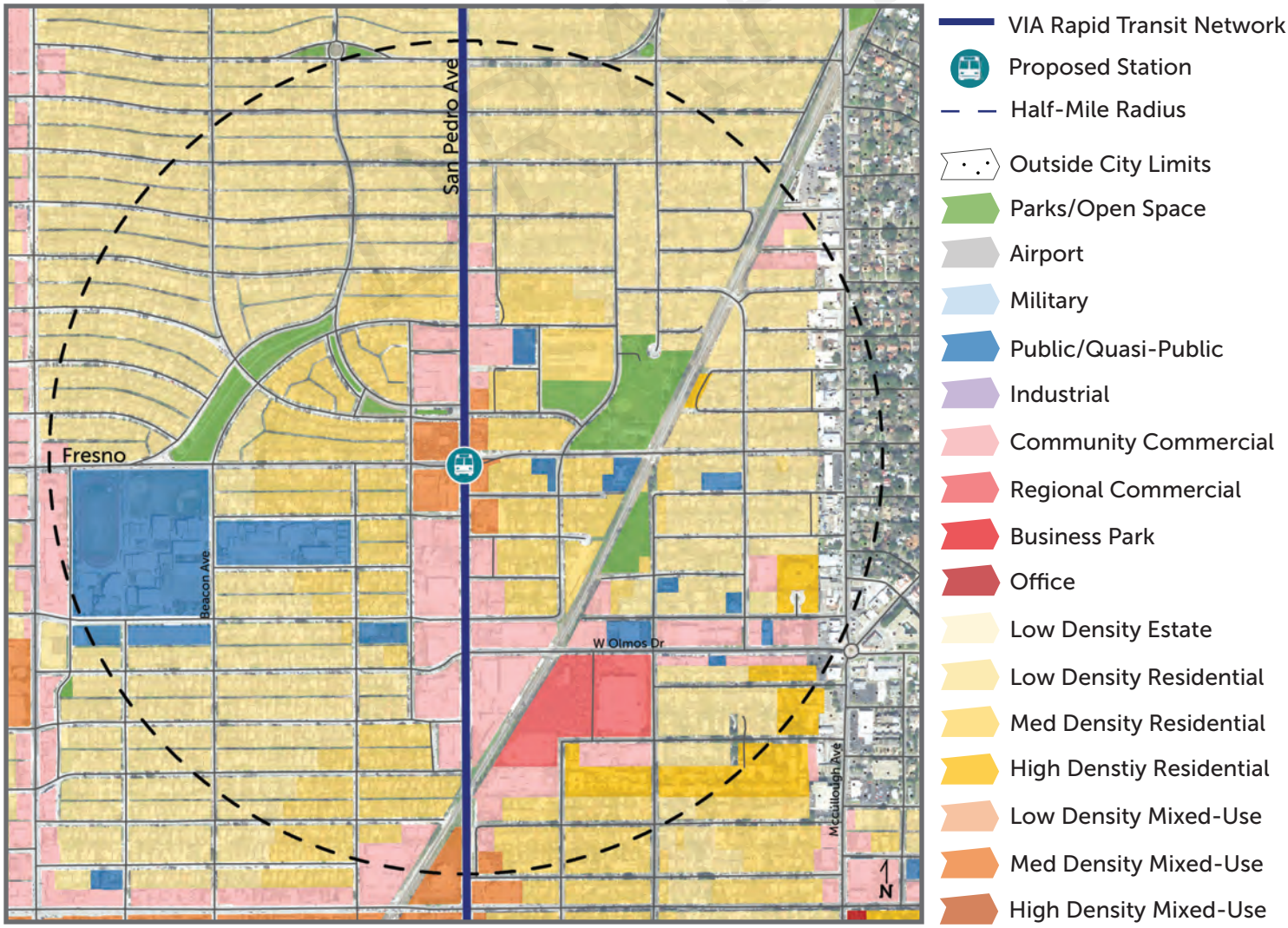
# FRESNO

## SAN PEDRO CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

The Fresno Station Area has limited capacity for growth beyond its major commercial areas. In order to achieve transit-supportive density, mixed-use will need to be focused on deeper commercial parcels in close proximity to the proposed station. There is also potential for intensification on the existing H-E-B site as well as a budding retail/service node along Melrose Pl. that could be a new source of activity for the station area.

### RECOMMENDED FUTURE LAND USE

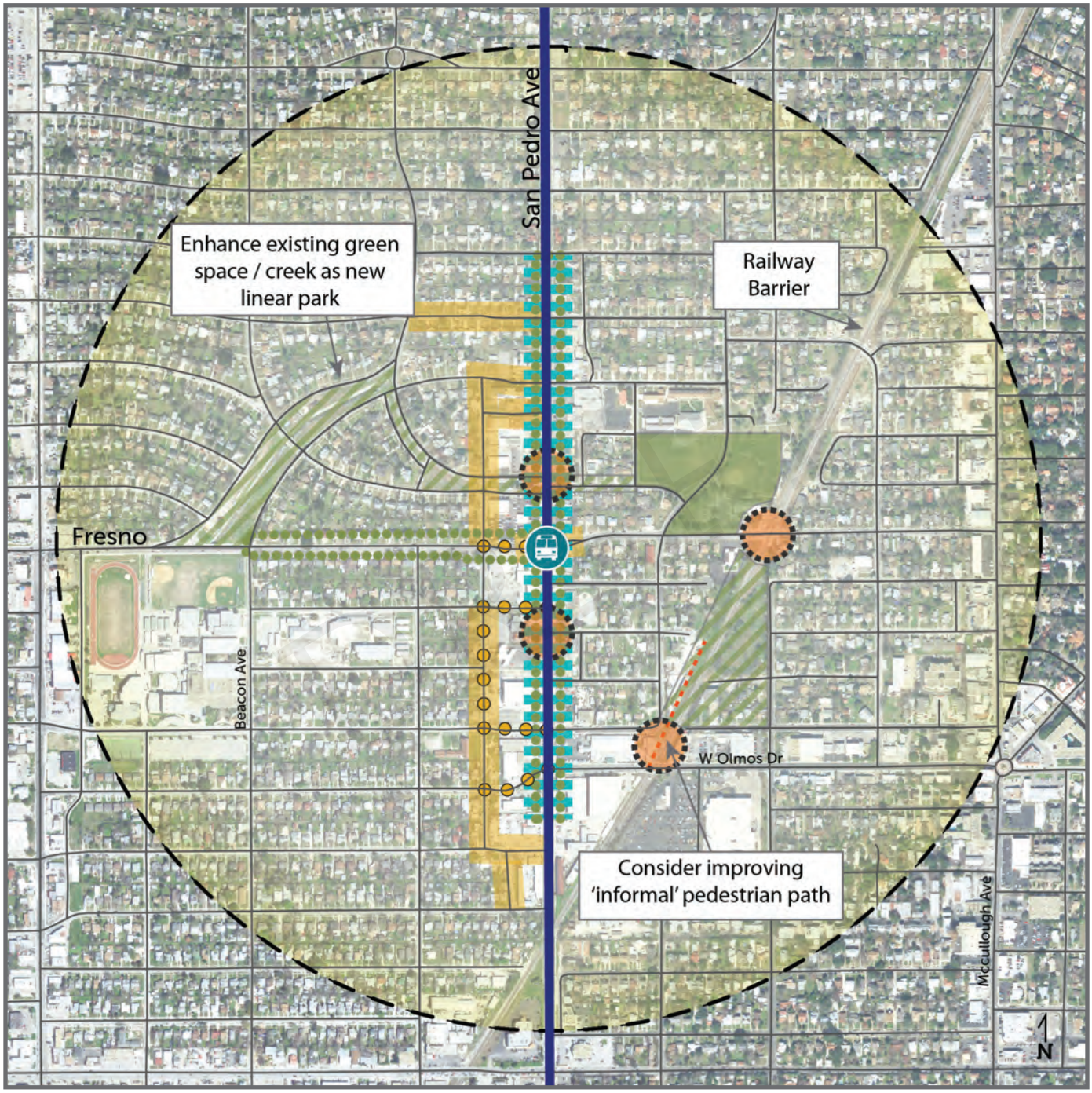


Station Area Concept:

# FRESNO

## SAN PEDRO CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS



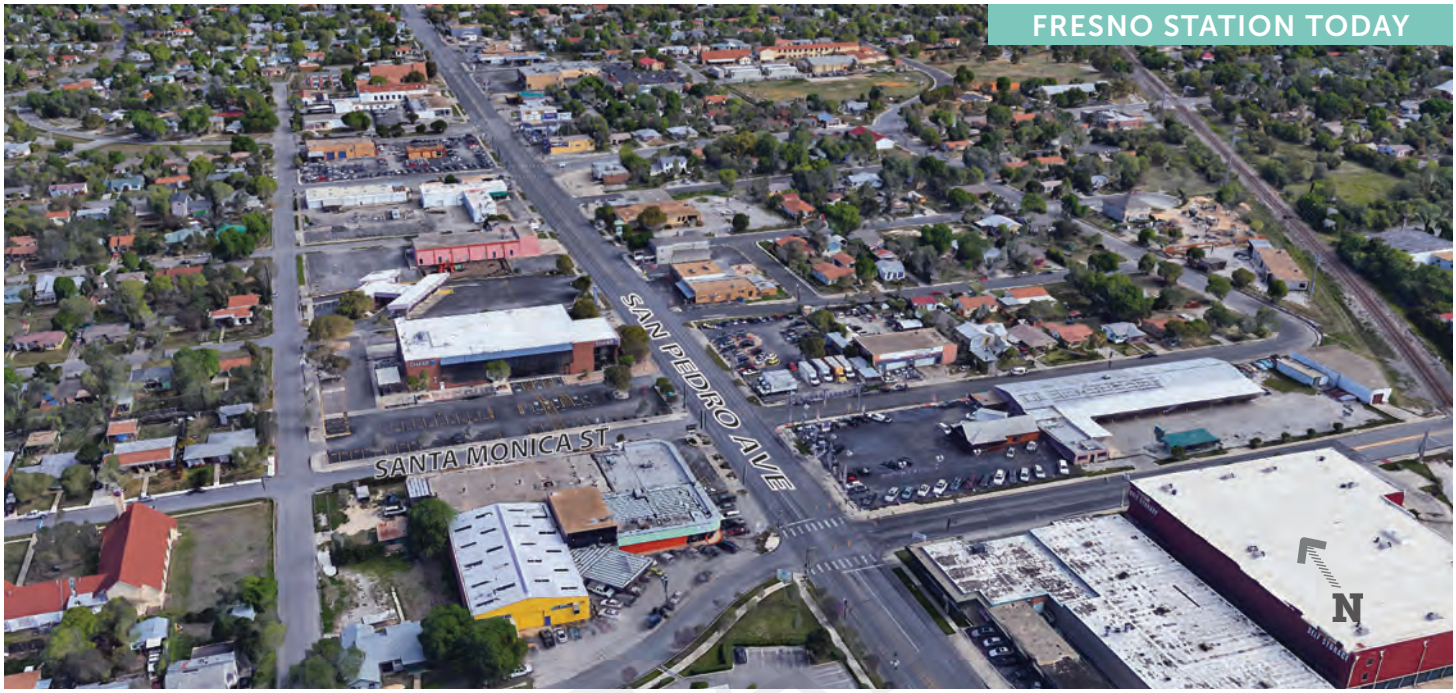

- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# FRESNO

## SAN PEDRO CORRIDOR

FRESNO STATION TODAY




FRESNO STATION FUTURE



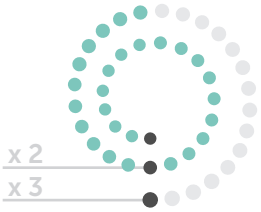

Proposed Station
Access Management
New Pedestrian Crossing
Sidewalk Needed
Priority Complete Streets
New Park / Green Space
New Development

Station Area Concept:

# FRESNO

## SAN PEDRO CORRIDOR

### EMPLOYMENT INCREASE




142%

### HOUSEHOLD INCREASE




41%




### MARKET STRENGTH

Development Increase in Sq. Ft.




48%

Property Tax Increase Per Acre




96%

### TRANSPORTATION

Decrease in Auto Trips per Household

↓ 7%

Increase in Total Transit Trips

↑ 25%

Increase in Total Walk Trips

↑ 72%

Increase in Total Bike Trips

↑ 67%

## STATION AREA IMPACTS

As transportation and infrastructure improvements are made in the Fresno Station Area, San Pedro Ave. will become a more active commercial spine for the neighborhood. It will feature a mix of apartments, office, and retail space that will activiate the area throughout the day.

Opportunities for small-scale commercial development will exist on the east side of San Pedro and around the H-E-B site. New green spaces and pedestrian connections will help existing and future residents travel between these new destinations without always having to drive.

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Station Area Concept:

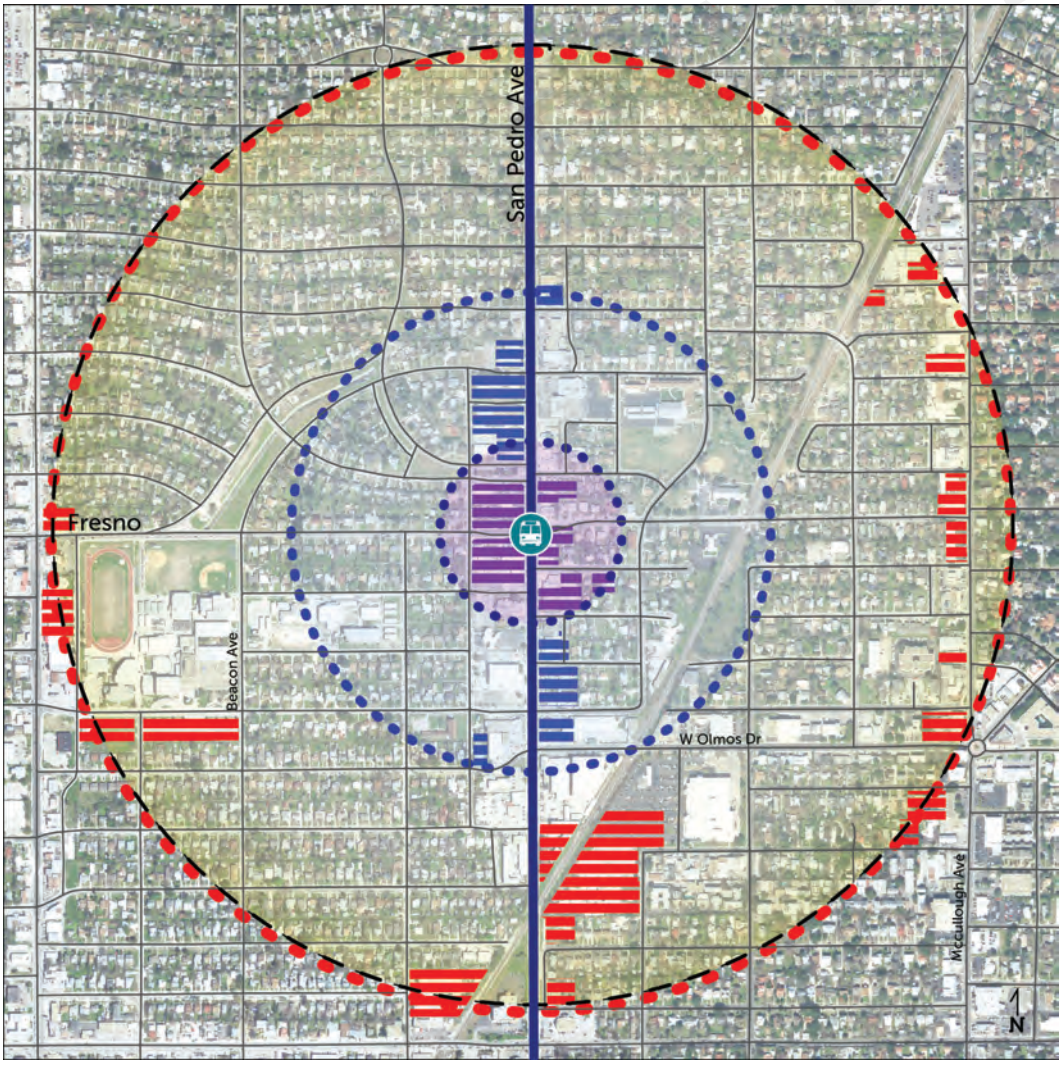
# FRESNO

## SAN PEDRO CORRIDOR

As a Neighborhood Main Street (NMS) station area, TOD-NMS zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-NMS zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Neighborhood Main Street (NMS) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 60 UPA (4 FAR) | 55 UPA (4 FAR) | 45 UPA (3 FAR) |
| Parking Ratios *(% of standard requirement)* | 0% | 50% | 75% |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-NMS-C1
- TOD-NMS-C2
- TOD-NMS-P

### TOD ZONE STRING:

**TOD-NMS-C2**

- TOD DISTRICT
- STATION TYPE
- DISTANCE BAND

Station Area Concept:

# FRESNO

## SAN PEDRO CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

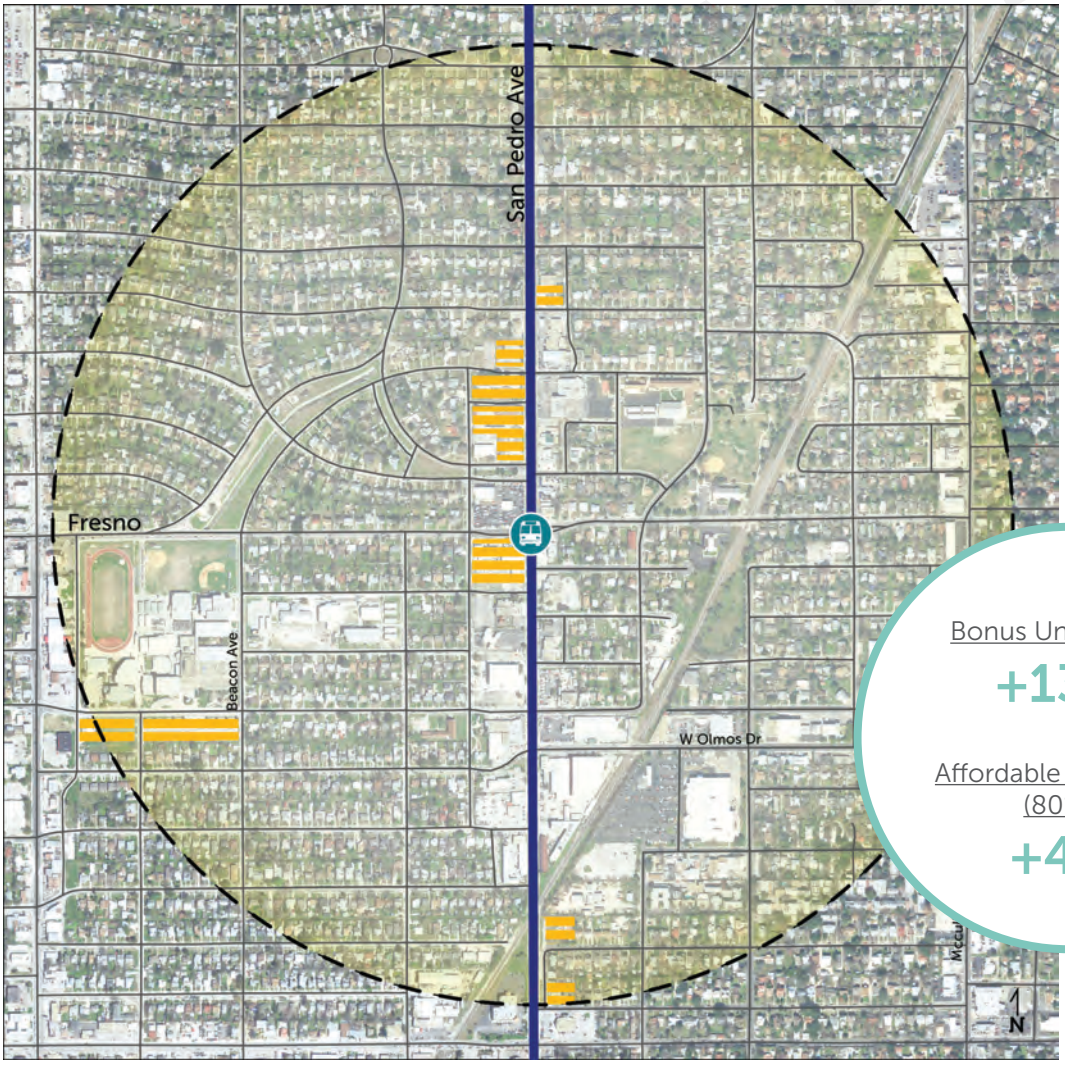
### PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 84% of "affordable" units in the station area have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create an ***Affordable Housing Reserve Fund**** to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the ***density bonus**** it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Fresno Station Area with potential for mixed income multifamily development.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+137**

Affordable Unit Potential (80% AMI)

**+47**

Station Area Concept:

# FRESNO

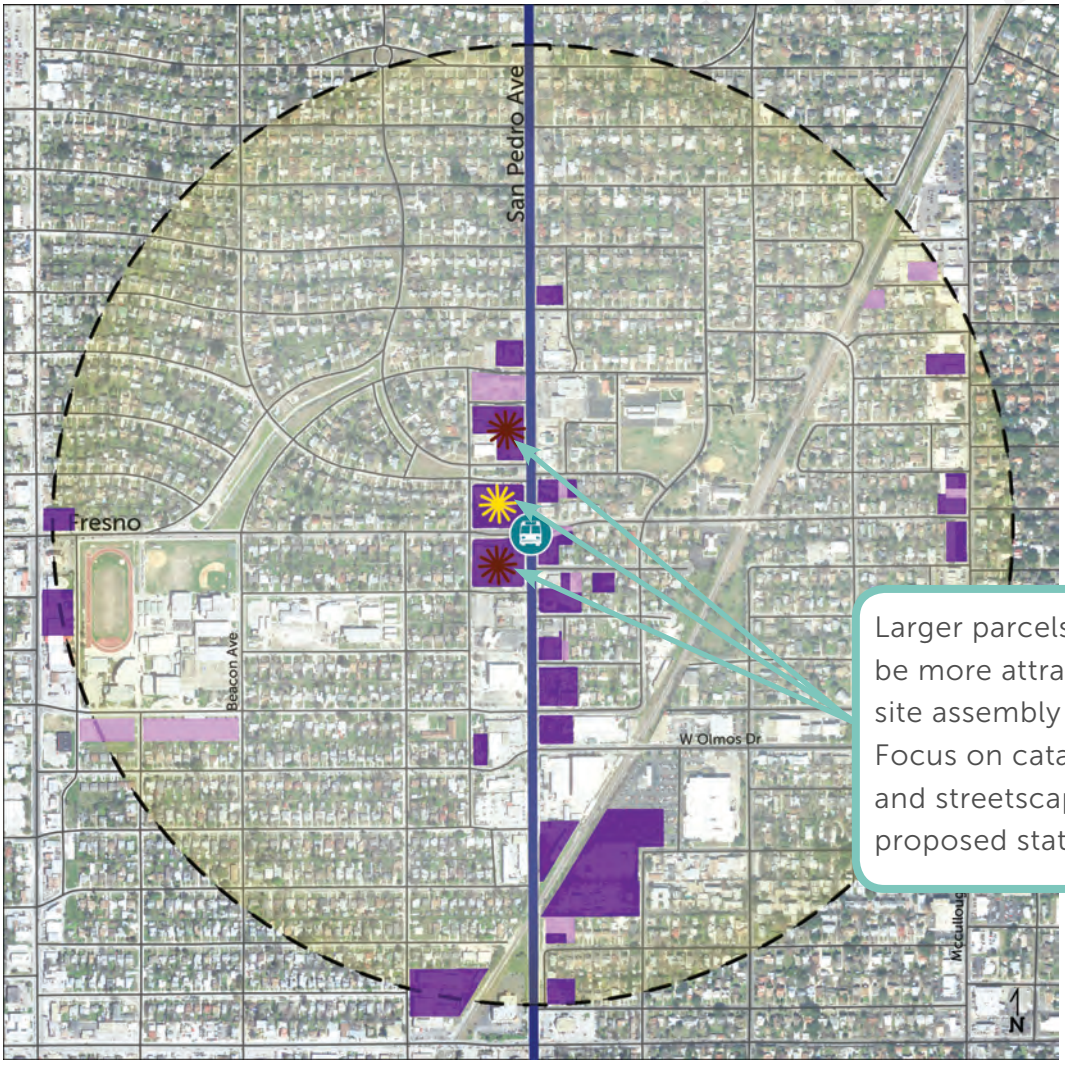
## SAN PEDRO CORRIDOR

The proposed Fresno Station Area is located in the Inner City Reinvestment and Infill Policy (ICRIP) and the Community Revitalization Action Group (CRAG) target areas. This means that projects in are already eligible for Infill Development Zone (IDZ) entitlements and SAWS fee waivers. With an unproven market for transit-supportive development, additional interventions are needed beyond what is already available. Parking reductions as part of the TOD special district as well as extending the reach of the Center City Housing Incentive Program (CCHIP) could help kick-off development in key locations and stabilize the market.

Key implementation steps suggested for Fresno Station include:

- Extending a CCHIP-like program to CRAG boundaries, and pursuing catalytic projects.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Seek out opportunities for site assembly on lower value parcels

### REDVELOPMENT OPPORTUNITIES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Vacant Sites
Developed Sites
Potential Catalyst Site
Near Term Opportunities (5-10 years)

Larger parcels along San Pedro will be more attractive to developers, but site assembly may also be possible. Focus on catalytic project funding and streetscape improvements near proposed station.

STATION CONCEPT

# GENERAL MCMULLEN

## GENERAL MCMULLEN - BABCOCK CORRIDOR

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# TABLE OF CONTENTS


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A quick overview of station area demographics, land use, and market strength. 1

**Recommendations**
A roadmap for future development and improvements to station area infrastructure. 2

**Vision**
A preview of how the station area might look and function if transit and other investments are made. 4

**Strategies**
Targets, policy changes, and major investments that will help us achieve the vision. 6


DRAFT

Station Area Concept:

# GENERAL MCMULLEN

## GENERAL MCMULLEN - BABCOCK CORRIDOR




## TYPOLOGY

Station Type

**COMMUNITY CORRIDOR**

Urban Form

TRANSIT ADJACENT
▶ **TRANSIT RELATED**
TRANSIT SUPPORTIVE

Market Strength

STRONG
▶ **TRANSITIONAL**
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 19% | 34% | $26,468 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 4,572 | 874 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
▶ **CATALYZE**
SUPPORT

With a Strategy Cluster of "catalyze," actions at this station should focus on catalyzing highly visible, pioneering public-private development including investment re-positioning with emphasis on enhanced urban place-making

## ABOUT THE STATION

The proposed General McMullen Station is located at the intersection of W. Commerce St. and S. General McMullen Dr. on San Antonio's West Side. It is anchored by the Crosstown Shopping Center and Rosedale Park. Beyond these uses, single-family neighborhoods make up the majority of the station area.

With transit-related urban form, it has good street connectivity but lacks key pedestrian infrastructure and activity density needed to support high capacity transit.




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Station Area Concept:

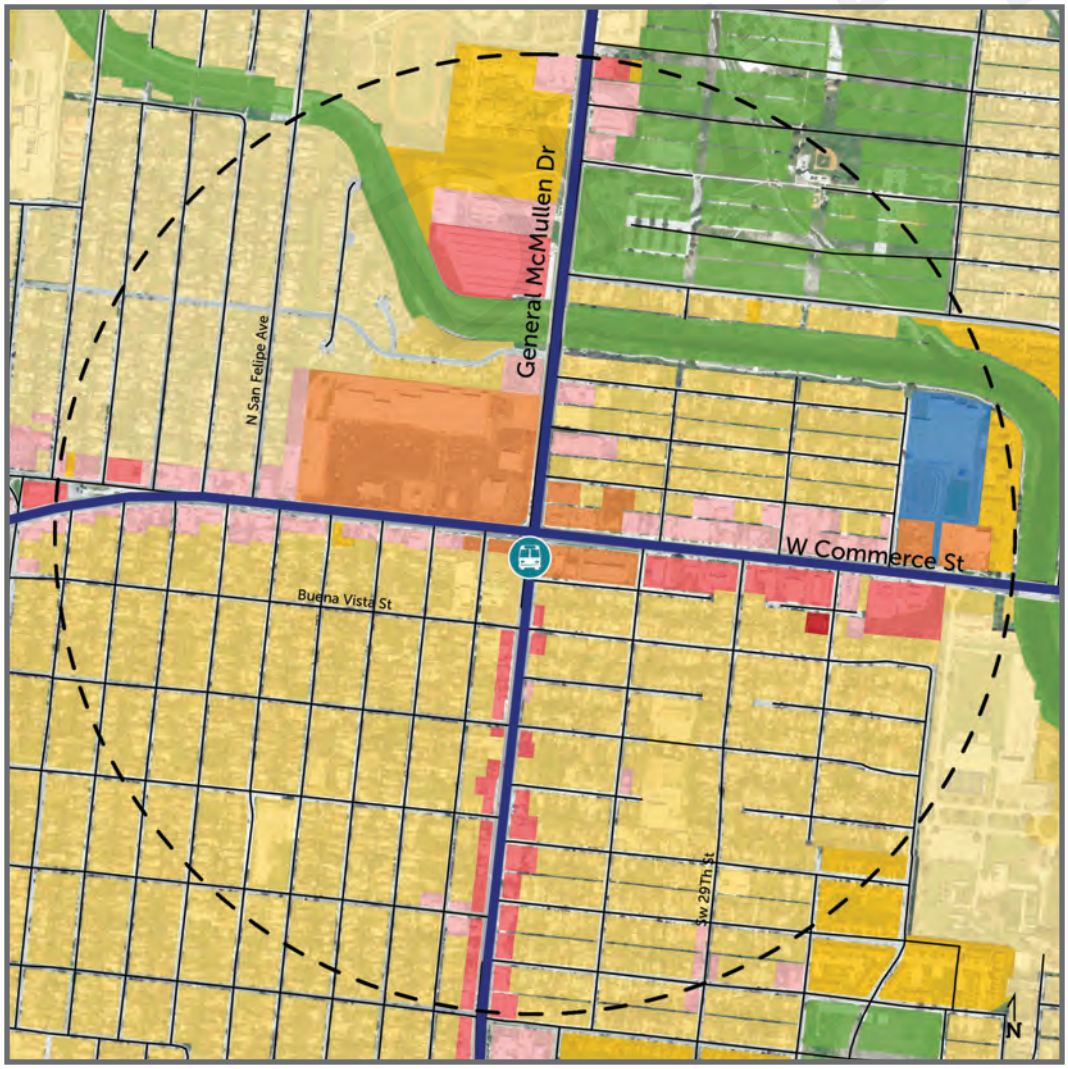
# GENERAL MCMULLEN

## GENERAL MCMULLEN - BABCOCK CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

The General McMullen Station Area will need to add a singificant number of residents and workers in order to support high capacity transit. Most of this change need not occur in stable single-family neighborhoods. Rather, it can happen incrementally on vacant and underutilized residential parcels as well as on commercial parcels along W. Commerce St. Over time, medium density mixed-use should be encouraged near the proposed station.

### RECOMMENDED FUTURE LAND USE



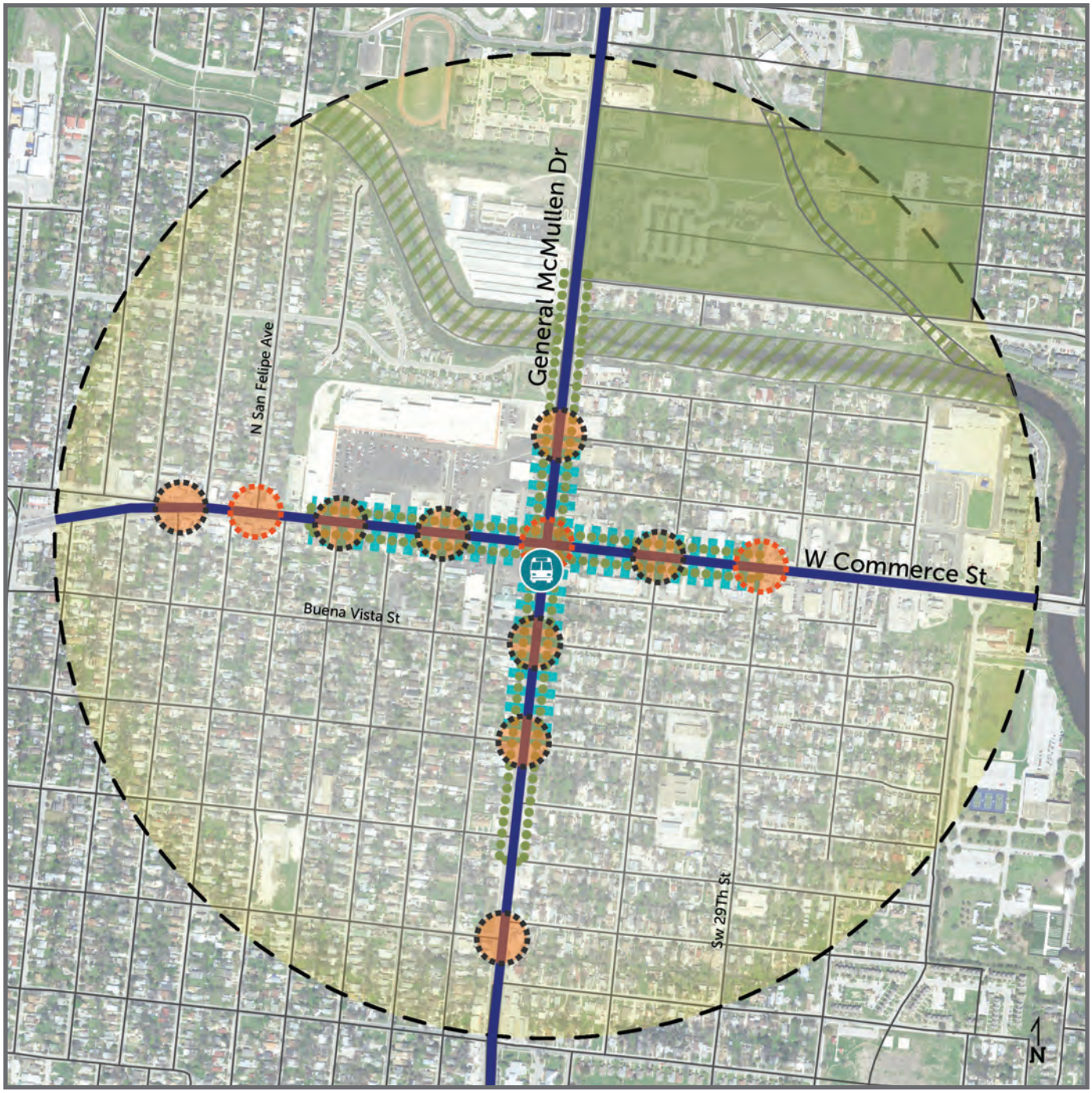

- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Parks/Open Space
- Agriculture
- Airport
- Military
- Public/Quasi-Public
- Industrial
- Community Commercial
- Regional Commercial
- Business Park
- Office
- Low Density Estate
- Low Density Residential
- Med Density Residential
- High Denstiy Residential
- Low Density Mixed-Use
- Med Density Mixed-Use
- High Density Mixed-Use

Station Area Concept:

# GENERAL MCMULLEN

## GENERAL MCMULLEN - BABCOCK CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# GENERAL MCMULLEN

## GENERAL MCMULLEN - BABCOCK CORRIDOR







- Proposed Station
- Access Management
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Sidewalk Needed
- Priority Complete Streets
- New Park / Green Space
- New Development

Station Area Concept:

# GENERAL MCMULLEN

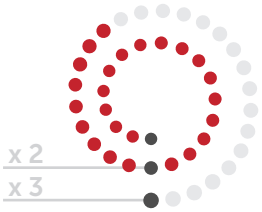
GENERAL MCMULLEN - BABCOCK CORRIDOR

## EMPLOYMENT INCREASE




33%

## HOUSEHOLD INCREASE




138%



## MARKET STRENGTH

Development Increase in Sq. Ft.




40%

Property Tax Increase Per Acre




169%

## TRANSPORTATION

Decrease in Auto Trips per Household

↓ 10%

Increase in Total Transit Trips

↑ 147%

Increase in Total Walk Trips

↑ 170%

Increase in Total Bike Trips

↑ 159%

## STATION AREA IMPACTS

Over time, less dense uses along W. Commerce street will transform into medium-density mixed-use apartment buildings with ground-floor retail. These developments will be accompanied by new pedestrian crossings and improvements to Apache Creek Linear Park.

Residents and workers in the General McMullen Station Area will benefit from safer walking and biking conditions as well as convenient transit service to Downtown, South Park Mall, and the Medical Center.

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Station Area Concept:

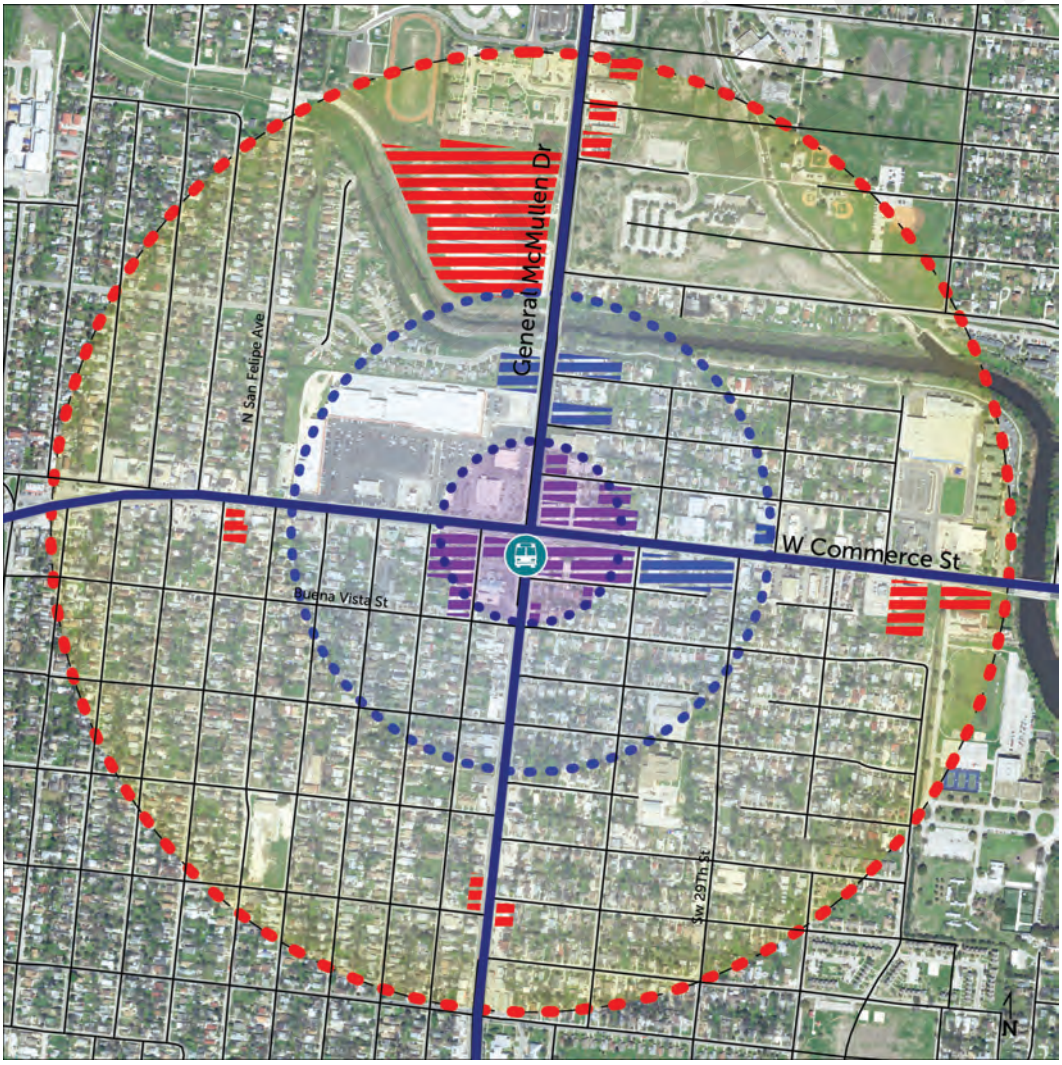
# GENERAL MCMULLEN

## GENERAL MCMULLEN - BABCOCK CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements.. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Community Corridor (CC) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 115 UPA (6 FAR) | 55 UPA (4 FAR) | 45 UPA (3 FAR) |
| Parking Ratios *(% of standard requirement)* | 0% | 50% | 75% |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-CC-C1
- TOD-CC-C2
- TOD-CC-P

### TOD ZONE STRING:

**TOD-CC-C2**

TOD DISTRICT | STATION TYPE | DISTANCE BAND

Station Area Concept:

# GENERAL MCMULLEN

## GENERAL MCMULLEN - BABCOCK CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

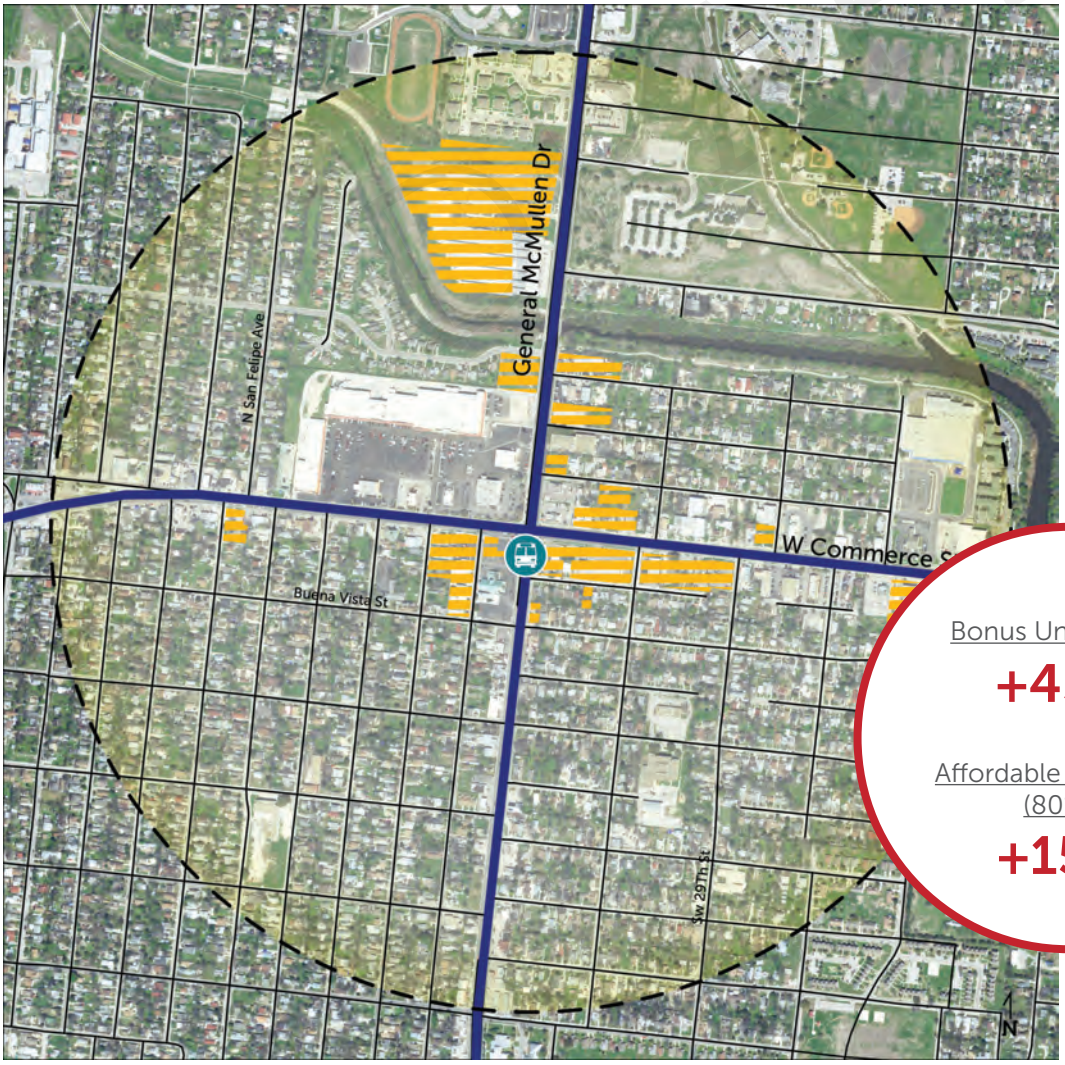
### PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 61% of "affordable" units in the station area have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create an ***Affordable Housing Reserve Fund**** to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the ***density bonus**** it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Fresno Station Area with potential for mixed income multifamily development.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+456**

Affordable Unit Potential (80% AMI)

**+152**

Station Area Concept:

# GENERAL MCMULLEN

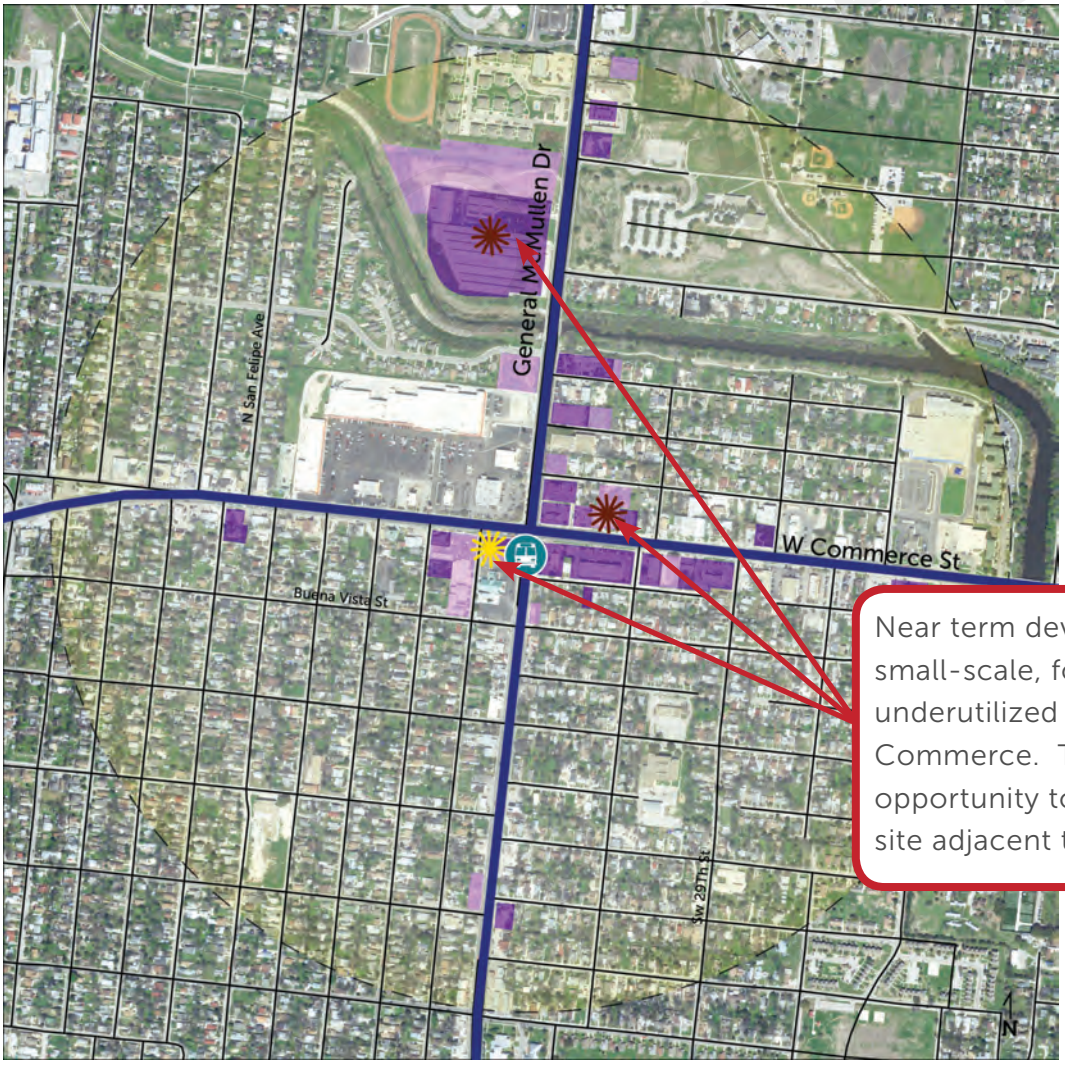
## GENERAL MCMULLEN - BABCOCK CORRIDOR

The proposed General McMullen Station Area is located in the Inner City Reinvestment and Infill Policy (ICRIP) target area as well as the Rosedale TIRZ. While these incentives are valuable to developers of transit-supportive projects, a broader range of incentives will need to be offered in order to fill the financial gap, at least in the short term. The Crosstown Shopping Center may prove to be a major redevelopment opportunity for this station area, but it is currently viable with numerous national chain tenants and is unlikely to redevelop in the short term. Redevelopment on this site will largely depend on the phasing of public improvements and the shifting retail landscape nationally.

Key implementation steps suggested for General McMullen Station include:

- Broaden TIRZ funding to include capture of sales tax, extend Rosedale TIRZ beyond 2018.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Streetscape improvements and connections between the station areand surrounding parks.

### REDVELOPMENT OPPORTUNITIES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Vacant Sites
Developed Sites
Potential Catalyst Site
Near Term Opportunities (5-10 years)

Near term development will be small-scale, focused on vacant and underutilized properties along W. Commerce. There may also be an opportunity to redevelop self-storage site adjacent to Rosedale Park.

STATION CONCEPT

# MALONE AVE.

## ZARZAMORA CORRIDOR

DRAFT



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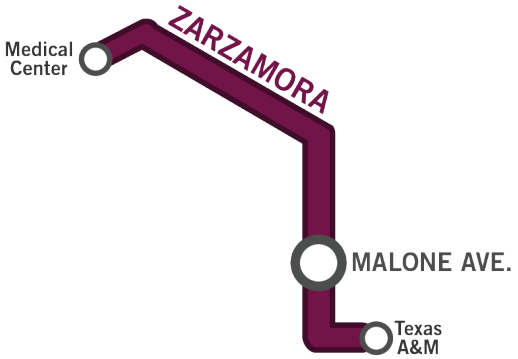
**Strategies**
Targets, policy changes, and major investments that will help us achieve the vision. 6


DRAFT

Station Area Concept:

# MALONE AVE.

## ZARZAMORA CORRIDOR




## TYPOLOGY

Station Type

**COMMUNITY CORRIDOR**

Urban Form

TRANSIT ADJACENT
▶ **TRANSIT RELATED**
TRANSIT SUPPORTIVE

Market Strength

STRONG
▶ **TRANSITIONAL**
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 16% | 23% | $39,536 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 5,128 | 602 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
▶ **CATALYZE**
SUPPORT

Residential areas are relatively stable with some corner and double lots available for small-scale infill. Aging commercial parcels should be targeted for transit-supportive development which may need some public subsidy to be feasible in the near-term.

## ABOUT THE STATION

The proposed Malone Ave. Station is located along Zarzamora Ave. in the Palm Heights neighborhood on San Antonio's South Side. A "Community Corridor" station type, major thoroughfares are fronted by a mix of shallow commercial parcels and single-family homes.

Urban form in this station area is "Transit Related." Though street connectivity is relatively good, the mix of uses, and the current level of activity should be improved in order to better support the proposed transit investment.




DRAFT

Station Area Concept:

# MALONE AVE.

## ZARZAMORA CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

The Malone Ave. Station Area will need to become more dense in order to be efficiently served by high-capacity transit. As the station area matures, zoning should allow for small scale infill in residential areas and more intense redevelopment along major thoroughfares. Regionally-significant industrial land should be preserved and intensified with light industrial or office uses where appropriate. Opportunities for small-scale infill in residential neighborhoods will be scarce, but zoning should allow for these incremental changes to occur. A more significant source of development will come from the commercial parcels fronting Zarzamora, which has potential for vertical mixed-use.

### RECOMMENDED FUTURE LAND USE



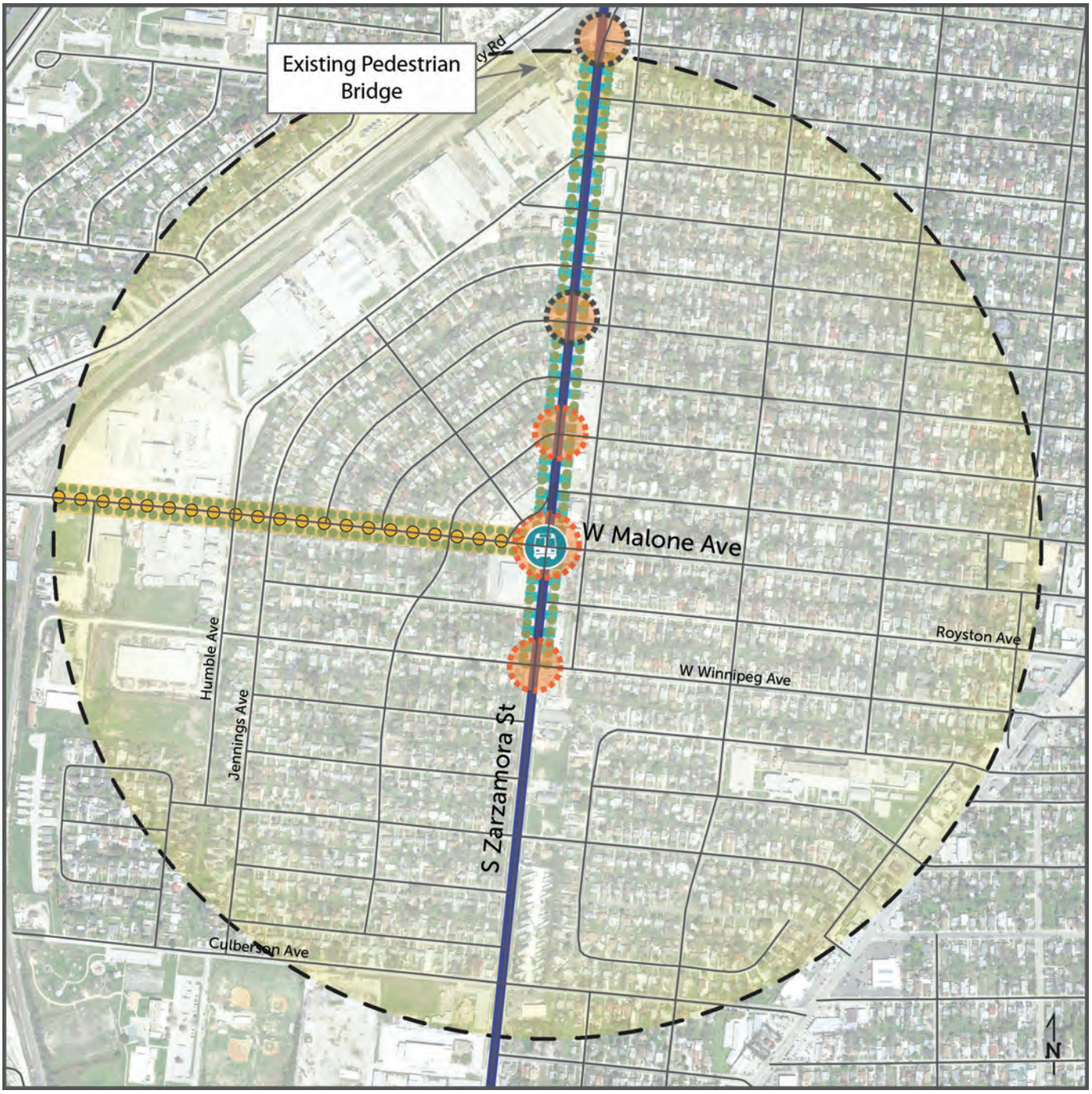

- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Parks/Open Space
- Agriculture
- Airport
- Military
- Public/Quasi-Public
- Industrial
- Community Commercial
- Regional Commercial
- Business Park
- Office
- Low Density Estate
- Low Density Residential
- Med Density Residential
- High Denstiy Residential
- Low Density Mixed-Use
- Med Density Mixed-Use
- High Density Mixed-Use

Station Area Concept:

# MALONE AVE.

## ZARZAMORA CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# MALONE AVE.

## ZARZAMORA CORRIDOR







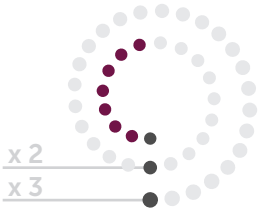
- Proposed Station
- Access Management
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Sidewalk Needed
- Priority Complete Streets
- New Park / Green Space
- New Development

Station Area Concept:

# MALONE AVE.

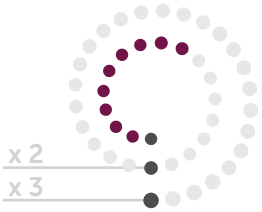
## ZARZAMORA CORRIDOR

### EMPLOYMENT INCREASE




29%

### HOUSEHOLD INCREASE




49%



### MARKET STRENGTH

Development Increase in Sq. Ft.




15%

Property Tax Increase Per Acre




75%

### TRANSPORTATION

Decrease in Auto Trips per Household

↓ 7%

Increase in Total Transit Trips

↑ 64%

Increase in Total Walk Trips

↑ 81%

Increase in Total Bike Trips

↑ 92%

## STATION AREA IMPACTS

As investments are made to the Malone Ave. Station Area, its residential neighborhoods will remain largely unchanged. Change will be most apparent along Zarzamora Ave. which will become a more active commercial street. The intersection of Malone and Zarzamora will become a neighborhood focal point with new housing and retail destinations.

Existing and future residents will have more options for getting to work, school, and daily errands. In addition to a better connection to South Park Mall, more trips will be able to be made close to home.

DRAFT

Station Area Concept:

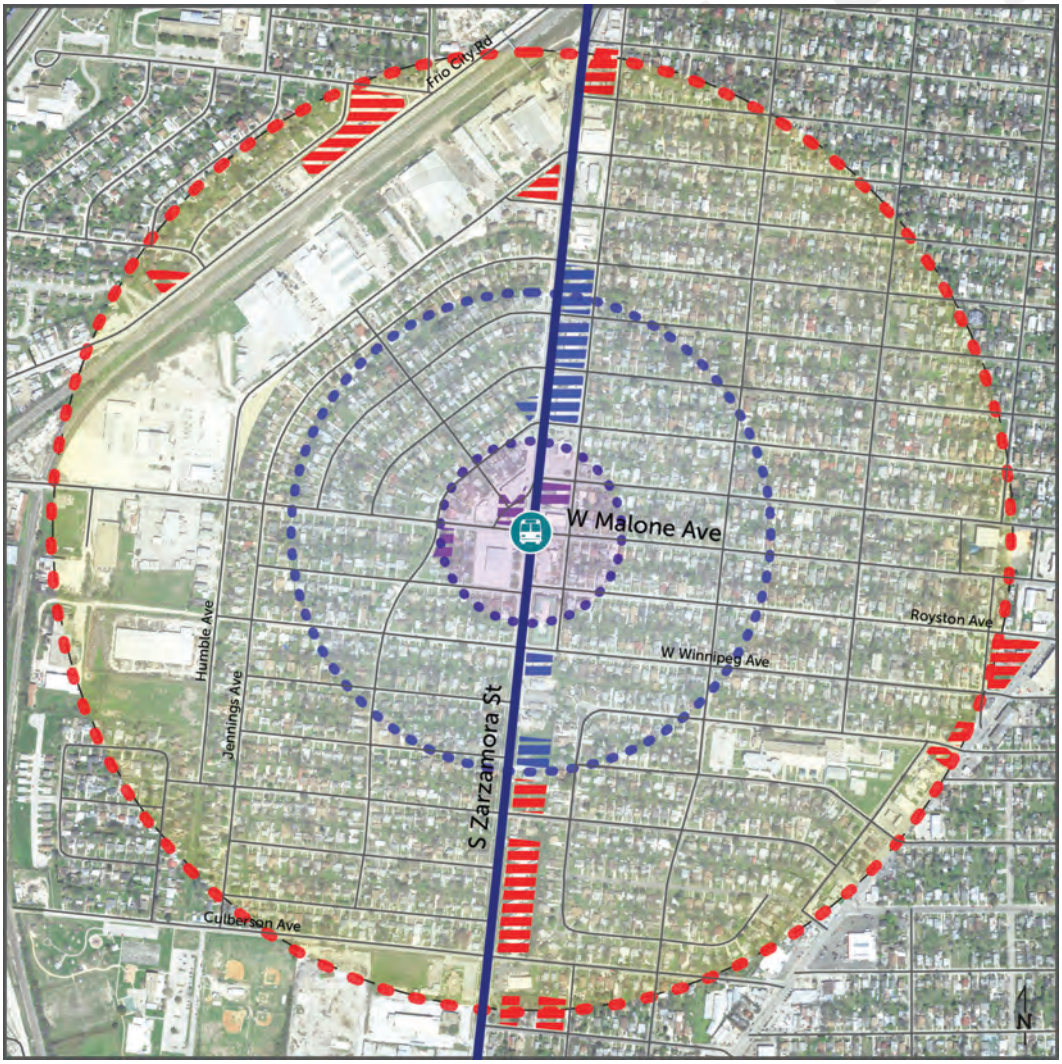
# MALONE AVE.

## ZARZAMORA CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. Table xx below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Community Corridor (CC) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 115 UPA (6 FAR) | 55 UPA (4 FAR) | 45 UPA (3 FAR) |
| Parking Ratios *(% of standard requirement)* | 0% | 50% | 75% |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-CC-C1
- TOD-CC-C2
- TOD-CC-P

### TOD ZONE STRING:

**TOD-CC-C2**

- TOD DISTRICT
- STATION TYPE
- DISTANCE BAND

Station Area Concept:

# MALONE AVE.

## ZARZAMORA CORRIDOR

In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

### PRESERVATION - AFFORDABLE HOUSING STRIKE FUND

67% of "affordable" units in the station have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create a strike fund to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the density bonus* it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Malone Ave. Station Area with potential for mixed income multifamily development.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+238**

Affordable Unit Potential (80% AMI)

**+79**

Station Area Concept:

# MALONE AVE.

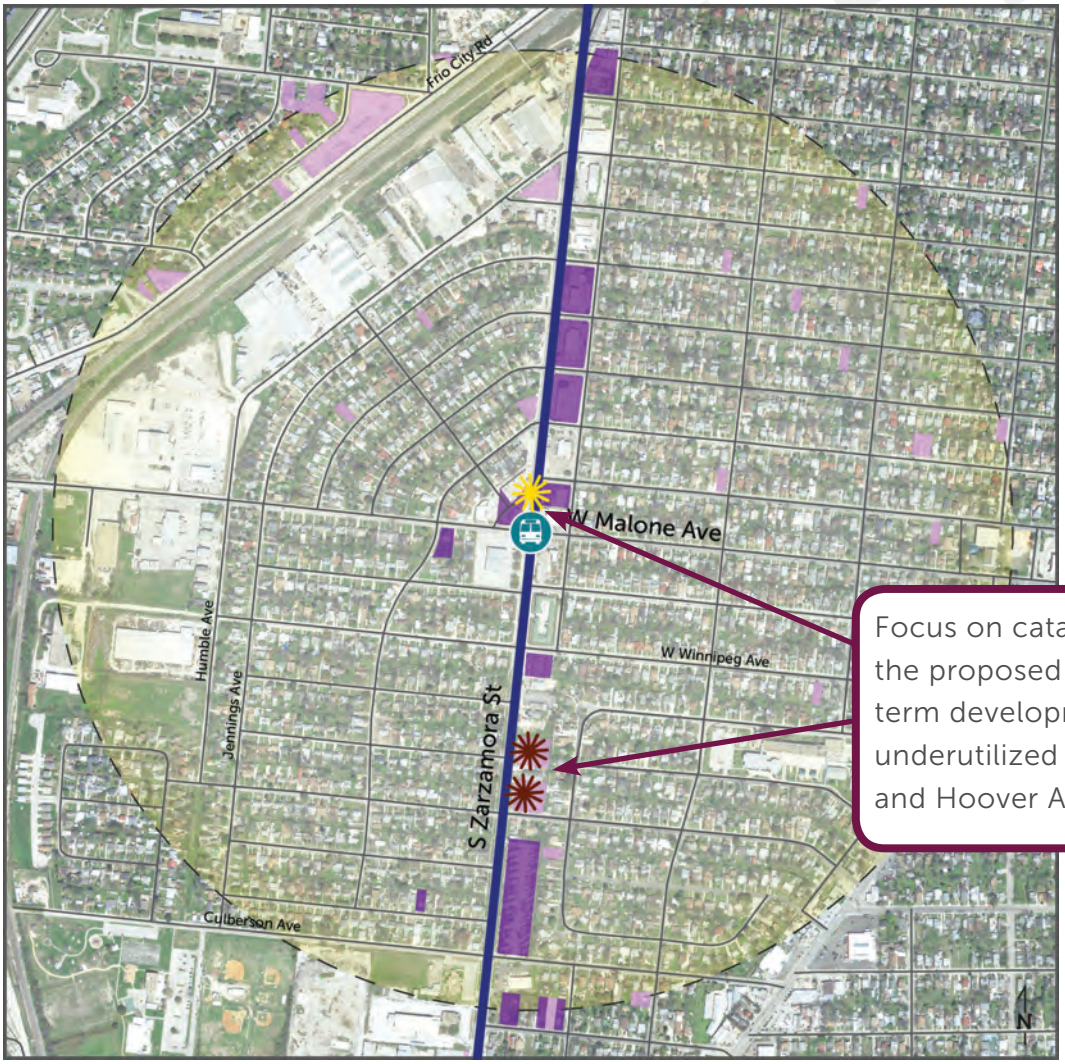
## ZARZAMORA CORRIDOR

The proposed Malone Ave. Station Area is located in the Inner City Reinvestment and Infill Policy (ICRIP) and the Community Revitalization Action Group (CRAG) target areas. This means that projects in are already eligible for Infill Development Zone (IDZ) entitlements and SAWS fee waivers. With an unproven market for transit-supportive development, additional interventions are needed beyond what is already available. Parking reductions as part of the TOD special district as well as extending the reach of the Center City Housing Incentive Program (CCHIP) could help kick-off development in key locations and stabilize the market.

Key implementation steps suggested for Malone Ave. Station include:

- Extending a CCHIP-like program to CRAG boundaries, and pursuing catalytic projects.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Target streetscape improvements along Zarzamora 1/4 mile north and south of proposed station.

### REDVELOPMENT OPPORTUNITIES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Vacant Sites
Developed Sites
Potential Catalyst Site
Near Term Opportunities (5-10 years)

Focus on catalytic development near the proposed station. Additional near-term development could occur on two underutilized sites at Zarzamora St. and Hoover Ave.

STATION CONCEPT

# MAURINE

## NEW BRAUNFELS AVE CORRIDOR

DRAFT



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A quick overview of station area demographics, land use, and market strength. 1

**Recommendations**
A roadmap for future development and improvements to station area infrastructure. 2

**Vision**
A preview of how the station area might look and function if transit and other investments are made. 4

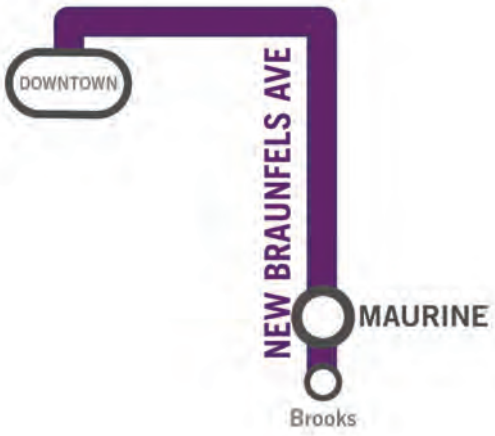
**Strategies**
Targets, policy changes, and major investments that will help us achieve the vision. 6


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Station Area Concept:

# MAURINE

## NEW BRAUNFELS AVE CORRIDOR




## TYPOLOGY

Station Type

**COMMUNITY CORRIDOR**

Urban Form

TRANSIT ADJACENT
▶ **TRANSIT RELATED**
TRANSIT SUPPORTIVE

Market Strength

STRONG
▶ **TRANSITIONAL**
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 13% | 32% | $31,609 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 3,598 | 1,228 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
▶ **CATALYZE**
SUPPORT

With a Strategy Cluster designation of "catalyze," actions at this station should focus on catalyzing NE quadrant public-private development including mall re-positioning with emphasis on urban place-making.

## ABOUT THE STATION

The proposed Maurine Station Area is located at the intersection of Maurine Ave. and S. New Braunfels Ave. near I-37. The station area is dominated by the McCreless Corner Shopping Center, anchored by an H-E-B Plus! grocery store.

At the north end of the station area's commercial core are a range of service and institutional uses including McCreless Library and St. Margaret Mary Elementary School. While some garden-style apartments exist in the station area, residential neighborhoods consist mostly of single-family homes.




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Station Area Concept:

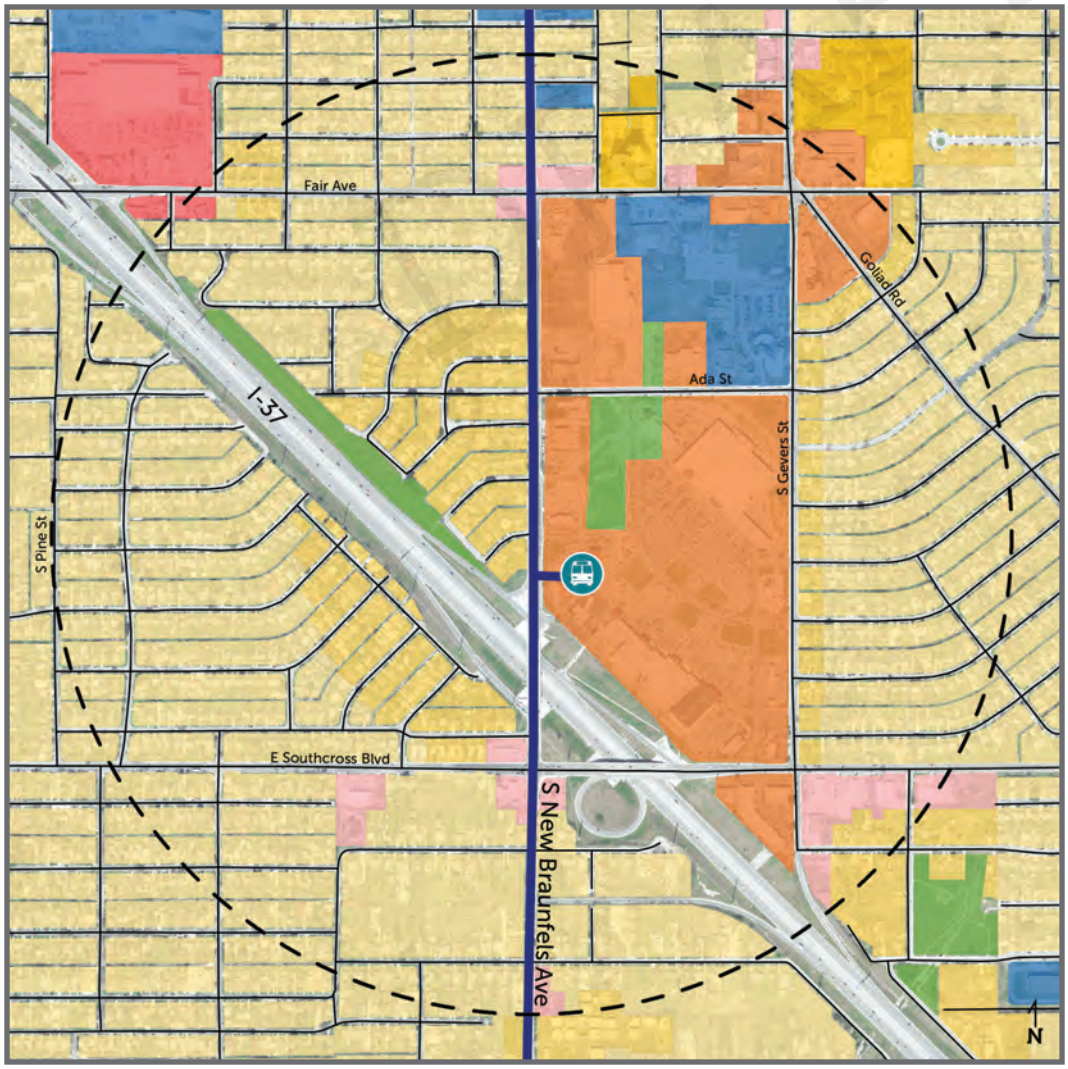
# MAURINE

## NEW BRAUNFELS AVE CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

The Maurine Station Area has a significant amount of commercial land, much of it underutilized. As the station area transitions to vertical mixed-use, much of the land use change will occur on vacant or underutilized commercial parcels or through the addition of out-parcels on large commercial pad sites. There also may be an opportunity to re-purpose existing underutilized green space into a public park to serve new uses near the proposed transit station. On corner lots and underutilized parcels, small-scale residential infill should also be encouraged in residential neighborhoods to add incremental density to the station area.

### RECOMMENDED FUTURE LAND USE

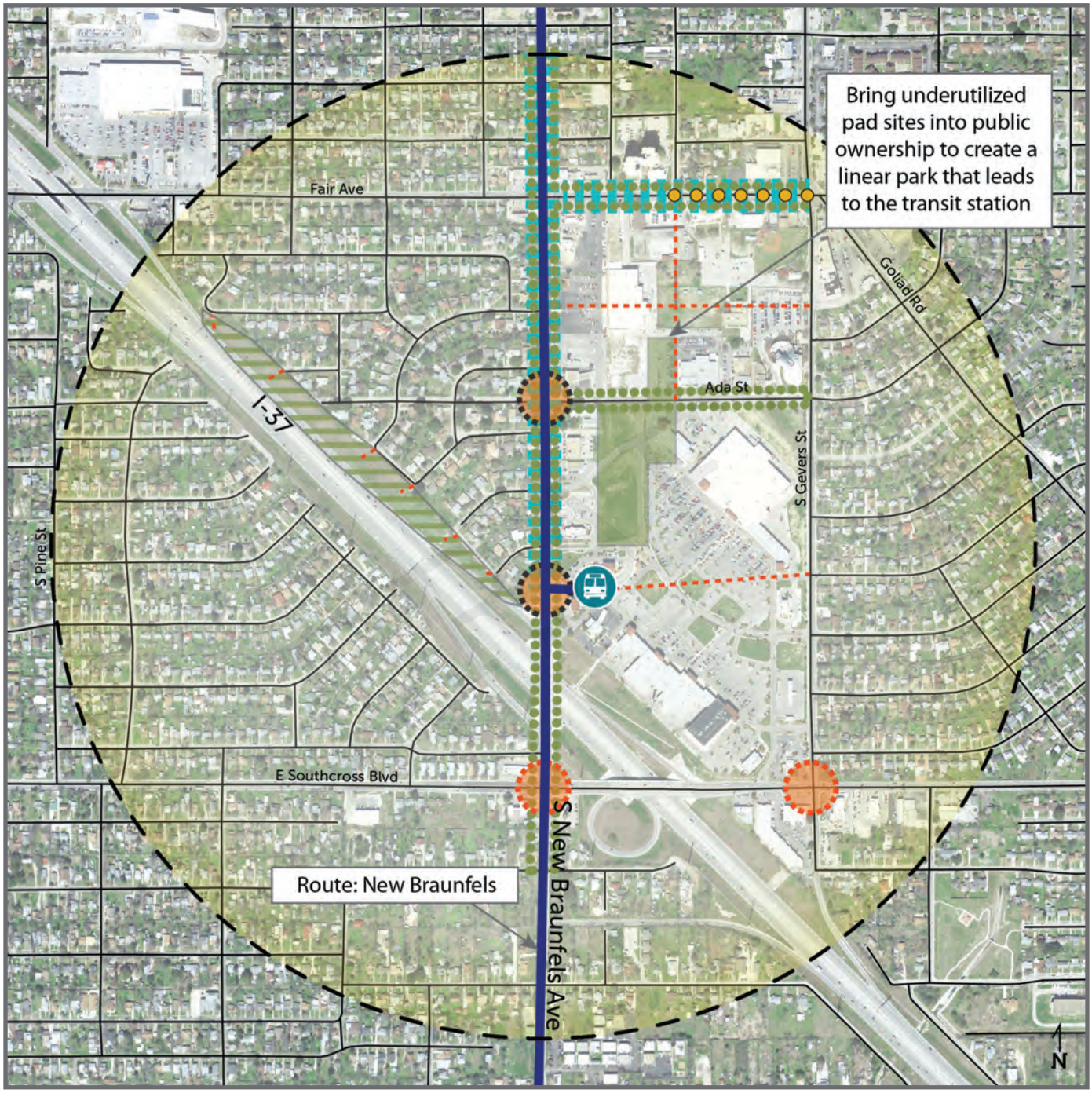


Station Area Concept:

# MAURINE

## NEW BRAUNFELS AVE CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# MAURINE

## NEW BRAUNFELS AVE CORRIDOR







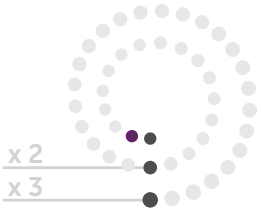
- Proposed Station
- Access Management
- New Pedestrian Access
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Sidewalk Needed
- Priority Complete Streets
- New Park / Green Space
- New Development

Station Area Concept:

# MAURINE

## NEW BRAUNFELS AVE CORRIDOR

### EMPLOYMENT DECREASE




1%

### HOUSEHOLD INCREASE

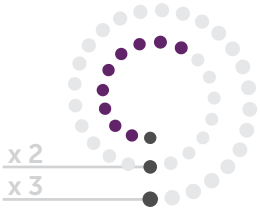



68%



### MARKET STRENGTH

Development Increase in Sq. Ft.




61%

Property Tax Increase Per Acre




86%

### TRANSPORTATION

Decrease in Auto Trips per Household

↓ 1%

Increase in Total Transit Trips

↑ 55%

Increase in Total Walk Trips

↑ 60%

Increase in Total Bike Trips

↑ 51%

## STATION AREA IMPACTS

Maurine Station will develop a walkable mixed-use node as transit and other public investments are made. Several surface parking lots will be replaced by 4-5 story mixed-use buildings fronting New Braunfels Ave.

New public amenities like parks, streetscape improvements, and signalized crossings will accompany this new development. Outside of the station area's main commercial node, existing and future residents of surrounding neighborhoods will have convenient and safe access to the proposed station and surrounding commercial uses.

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Station Area Concept:

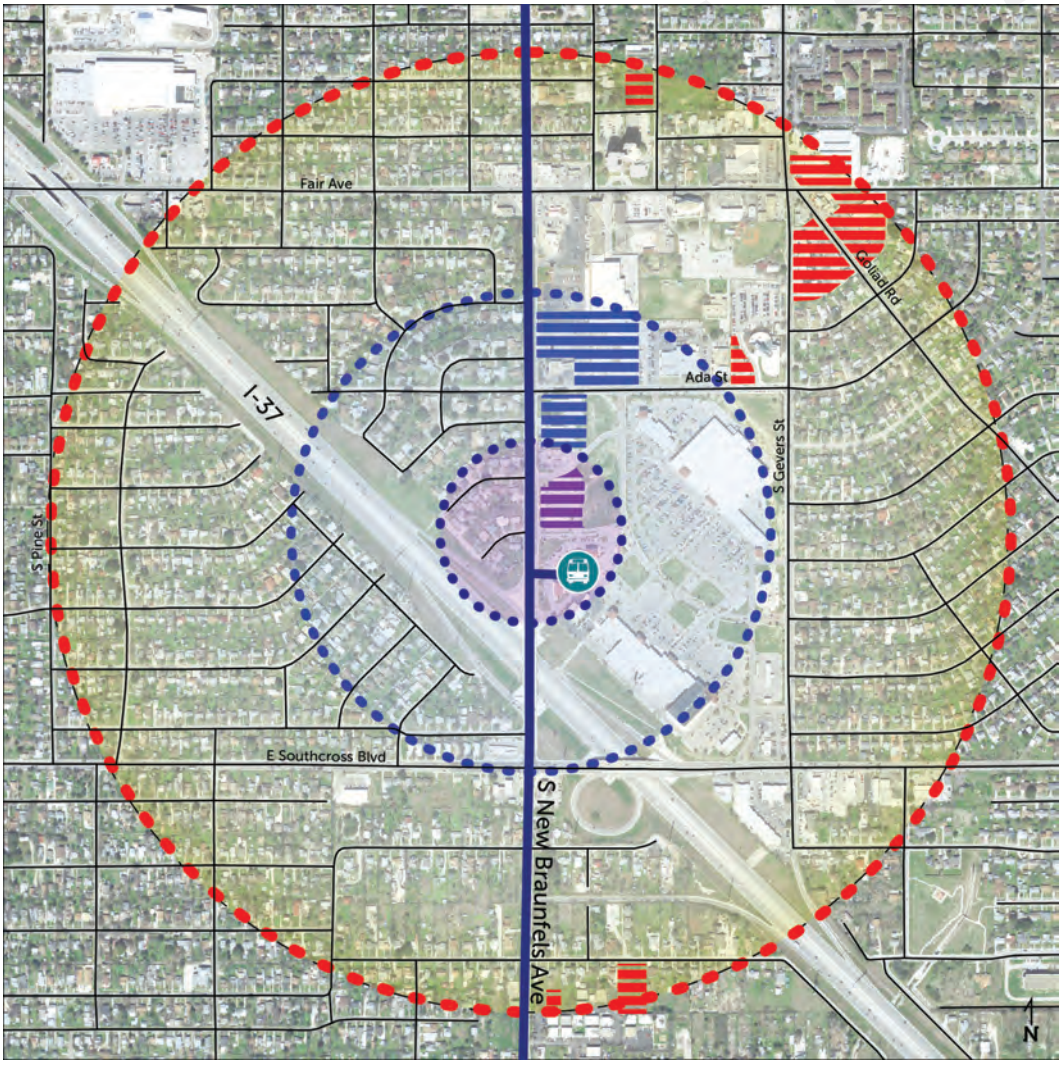
# MAURINE

## NEW BRAUNFELS AVE CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements.. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Community Corridor (CC) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 115 UPA (6 FAR) | 55 UPA (4 FAR) | 45 UPA (3 FAR) |
| Parking Ratios *(% of standard requirement)* | 0% | 50% | 75% |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-CC-C1
- TOD-CC-C2
- TOD-CC-P

### TOD ZONE STRING:

**TOD-CC-C2**

- TOD DISTRICT
- STATION TYPE
- DISTANCE BAND

Station Area Concept:

# MAURINE

## NEW BRAUNFELS AVE CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

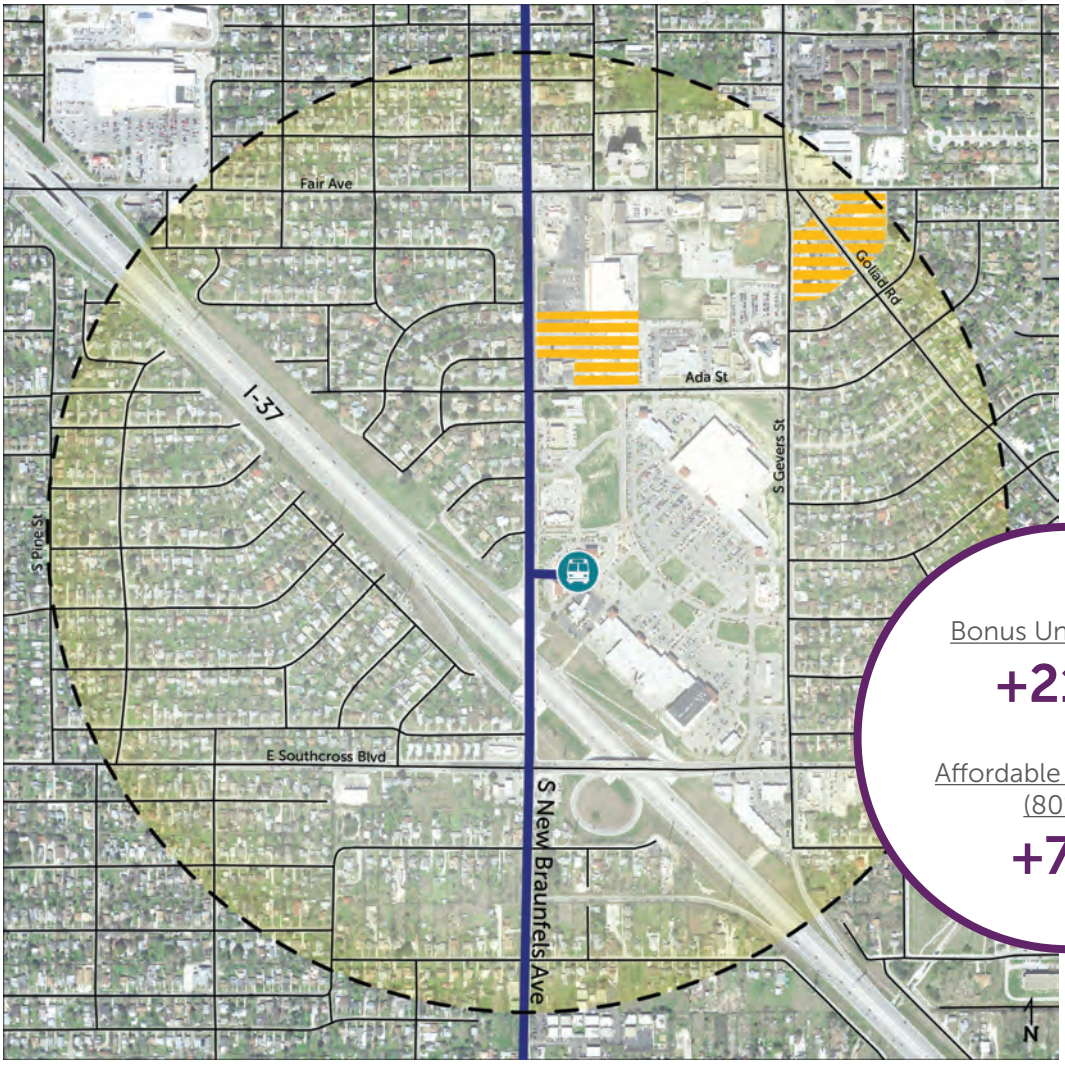
### PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 68% of "affordable" units in the station area have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create an ***Affordable Housing Reserve Fund**** to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the ***density bonus**** it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Fresno Station Area with potential for mixed income multifamily development.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+215**

Affordable Unit Potential (80% AMI)

**+72**

Station Area Concept:

# MAURINE

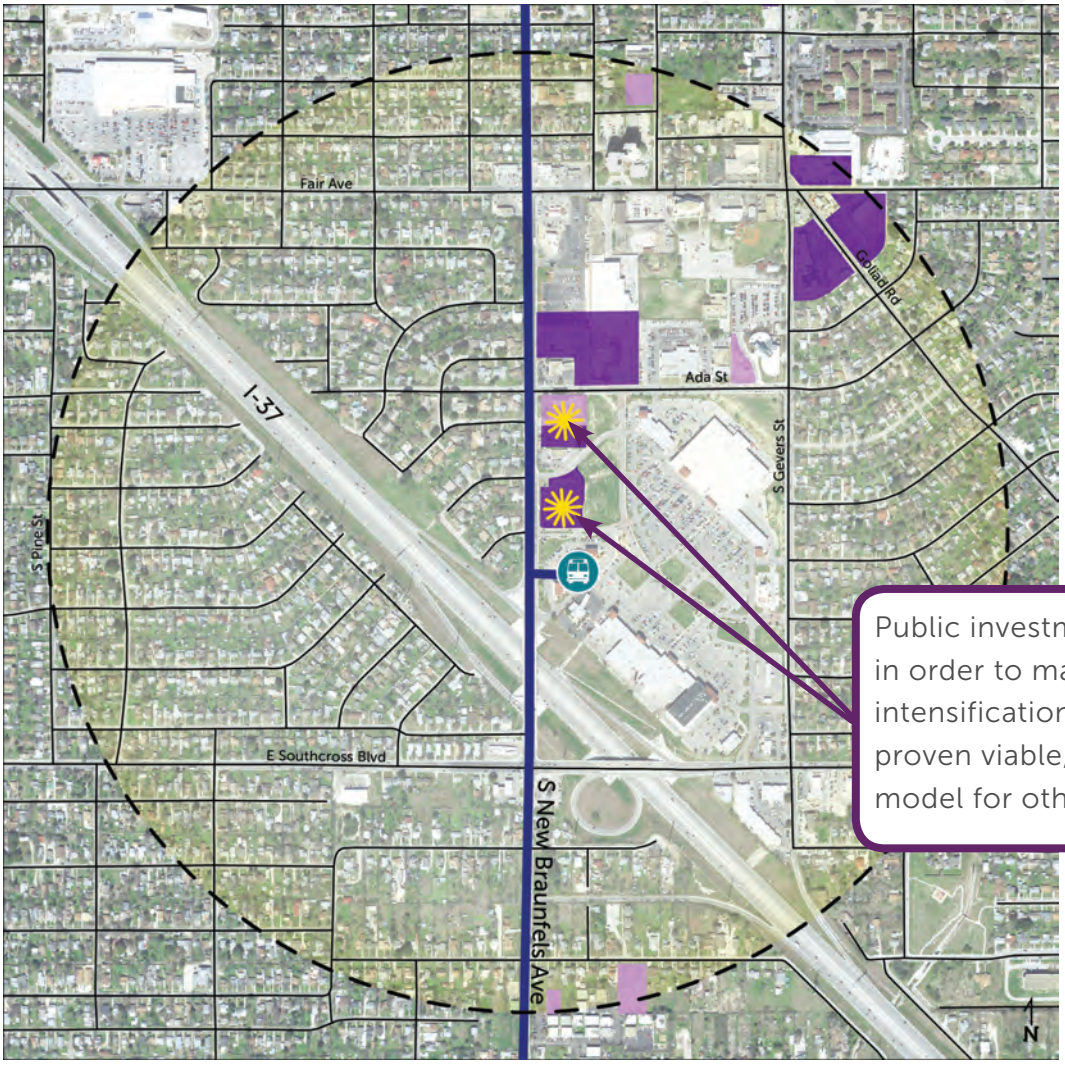
## NEW BRAUNFELS AVE CORRIDOR

The success of redevelopment in the Maurine Station Area will depend largely on the level of public infrastructure investment and the incentives available. Large retail pad sites such as the one featured in this station area occur frequently in San Antonio. The City should consider investing in improvements and working with the land owner to prove that mall repositioning is economically viable. This could include the creation of a linear park connecting uses to the north to the station as well as dedication of new right of way to increase permeability of the site.

Key implementation steps suggested for EAST POINT station include:

- Create public park amenity from drainage swales in McCreless Shopping Center.
- Revitalize Adand Fair Avenues, focused initially on streetscape/ped improvements.
- Extend incentives similar to CCHIP to secure mixed-use integrated with commercial center.

### REDVELOPMENT OPPORTUNITIES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Vacant Sites
Developed Sites
Potential Catalyst Site
Near Term Opportunities (5-10 years)

Public investments will be needed in order to make redevelopment/ intensification in this site possible. If proven viable, this could serve as a model for other similar sites.

STATION CONCEPT

# NACOGDOCHES & THOUSAND OAKS

## AUSTIN HWY CORRIDOR

DRAFT





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**Strategies** 6
Targets, policy changes, and major investments that will help us achieve the vision.


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Station Area Concept:

# NACOGDOCHES & THOUSAND OAKS

## AUSTIN HWY CORRIDOR




## TYPOLOGY

Station Type

**COMMUNITY CORRIDOR**

Urban Form

TRANSIT ADJACENT
▶ **TRANSIT RELATED**
TRANSIT SUPPORTIVE

Market Strength

STRONG
▶ **TRANSITIONAL**
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 11% | 30% | $36,818 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 4,105 | 1,694 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
▶ **CATALYZE**
SUPPORT

With a Strategy Cluster designation of "support," actions at this station should be aimed to catalyze visible, sustainable public-private development and streetscaping on Thousand Oaks extending SE from the transit station.

## ABOUT THE STATION

The proposed Nacogdoches & Thousand Oaks Station is located at the intersection of Nacogdoches Rd., Perrin-Beitel Red., and Thousand Oaks Dr. The core intersection is fronted by several large retail power centers. Surrounding the commercial core of the station area rae a mix of garden-style apartments and single-family homes.

While this station has poor street connectivity and lacks safe pedestrian crossings, it also has relatively high activity density and a mix of retail and residential uses.




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Station Area Concept:

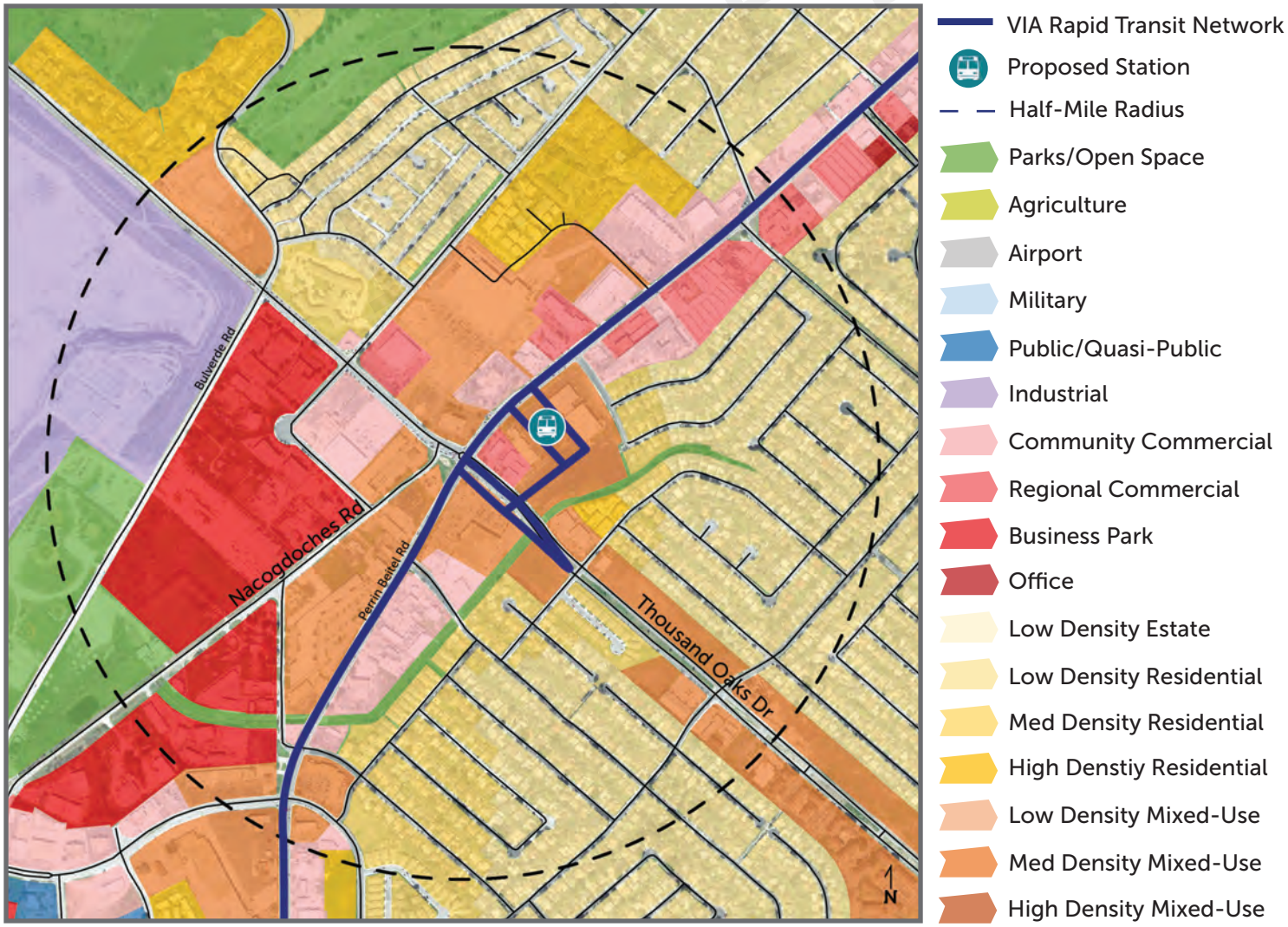
# NACOGDOCHES & THOUSAND OAKS

## AUSTIN HWY CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

Land use change in this station area should focus on the large commercial sites close to the proposed station. Two of these sites feature strong retail tenants (Walmart and H-E-B) but others may be available for redevelopment in the near term. Redevelopment on these sites should come in the form of medium density mixed-use with strong pedestrian connections across Thousand Oaks Dr. and Nacogdoches Rd. to connect new development to the station. Residential neighborhoods in this station area are stable, and are likely to remain so going forward. Additional activity may come from former industrial sites along Nacogdoches Rd. transitioning to retail or office.

### RECOMMENDED FUTURE LAND USE

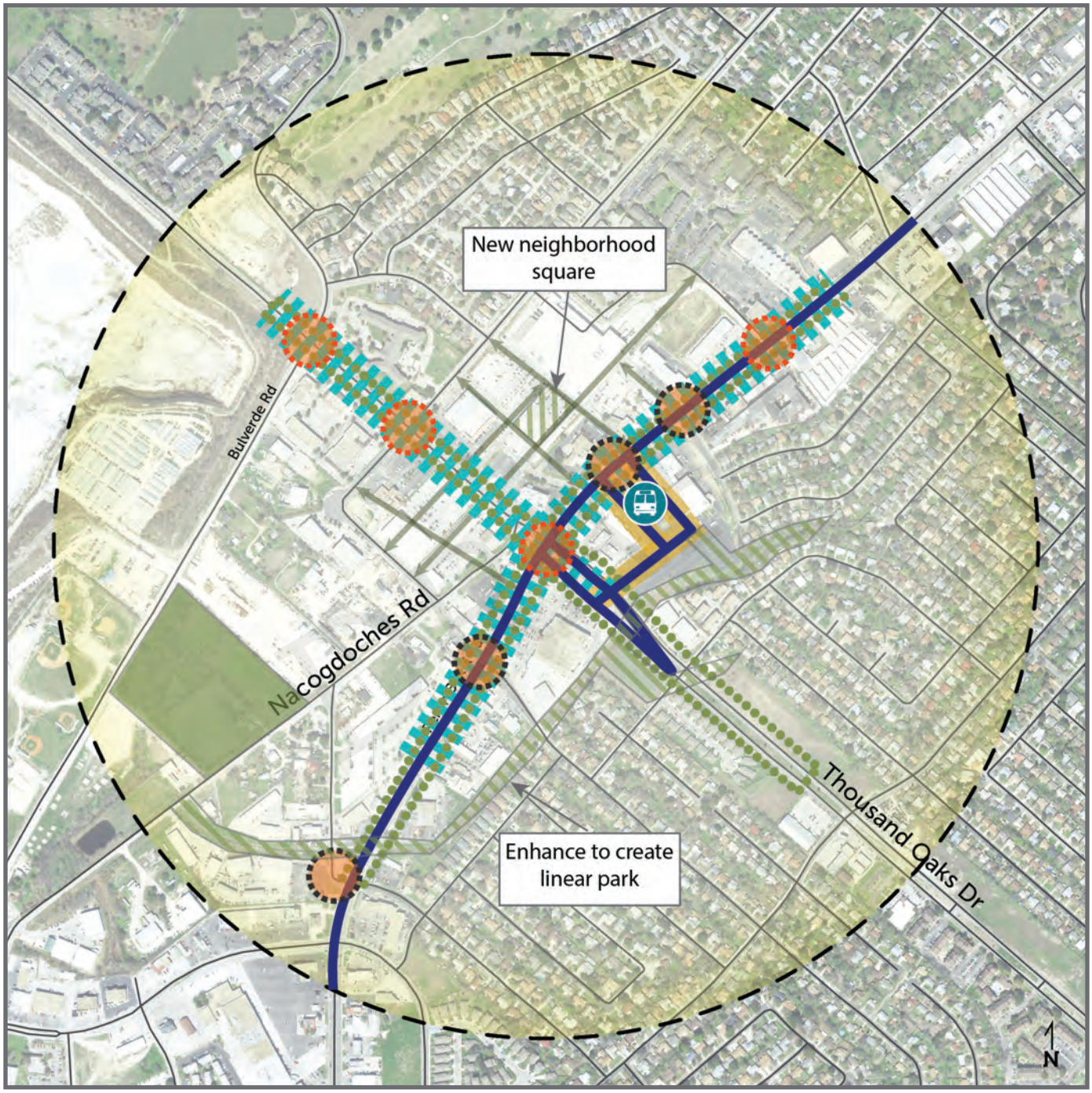


Station Area Concept:

# NACOGDOCHES & THOUSAND OAKS

## AUSTIN HWY CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# NACOGDOCHES & THOUSAND OAKS

## AUSTIN HWY CORRIDOR

### NACOGDOCHES & THOUSAND OAKS BIRD'S EYE




### NACOGDOCHES & THOUSAND OAKS TRANSIT INFRASTRUCTURE




*Above images courtesy of VIA Metropolitan Transit. Originally published in VIA Vision 2040 TSLU Concept Plans, February 2017.*

Note: The above images are meant to represent concept-level design and are not based on adopted engineering documents.

Station Area Concept:

# NACOGDOCHES & THOUSAND OAKS

## AUSTIN HWY CORRIDOR

### EMPLOYMENT INCREASE




64%

### HOUSEHOLD INCREASE




37%




### MARKET STRENGTH

Development Increase in Sq. Ft.




15%

Property Tax Increase Per Acre




56%

### TRANSPORTATION

Decrease in Auto Trips per Household

↓ 2%

Increase in Total Transit Trips

↑ 23%

Increase in Total Walk Trips

↑ 40%

Increase in Total Bike Trips

↑ 29%

## STATION AREA IMPACTS

As VIA impelements its plans for this station area, significant redevelopment will occur on some if not all of the large commercial parcels fronting the proposed station. These parcels will orient toward common parking, plazas, and green spaces.

Safer crossings at key intersections will allow residents in surrounding neighborhoods to safely access these new amenities while facilitating convenient access between developments on either side of Nacogdoches Rd. or Thousand Oaks Dr.

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Station Area Concept:

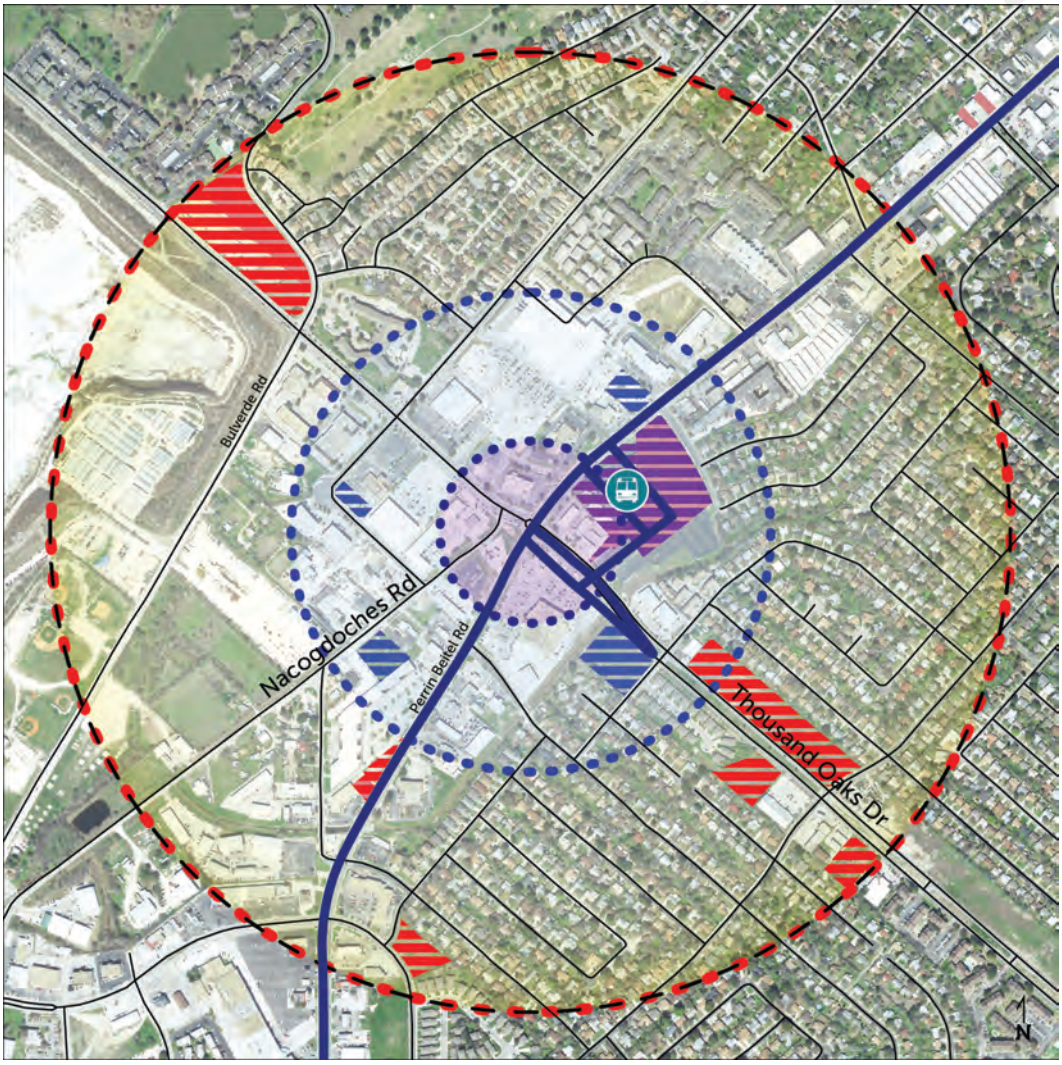
# NACOGDOCHES & THOUSAND OAKS

## AUSTIN HWY CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Community Corridor (CC) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 115 UPA (6 FAR) | 55 UPA (4 FAR) | 45 UPA (3 FAR) |
| Parking Ratios *(% of standard requirement)* | 0% | 50% | 75% |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-CC-C1
- TOD-CC-C2
- TOD-CC-P

### TOD ZONE STRING:

**TOD-CC-C2**

- TOD DISTRICT
- STATION TYPE
- DISTANCE BAND

Station Area Concept:

# NACOGDOCHES & THOUSAND OAKS

## AUSTIN HWY CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

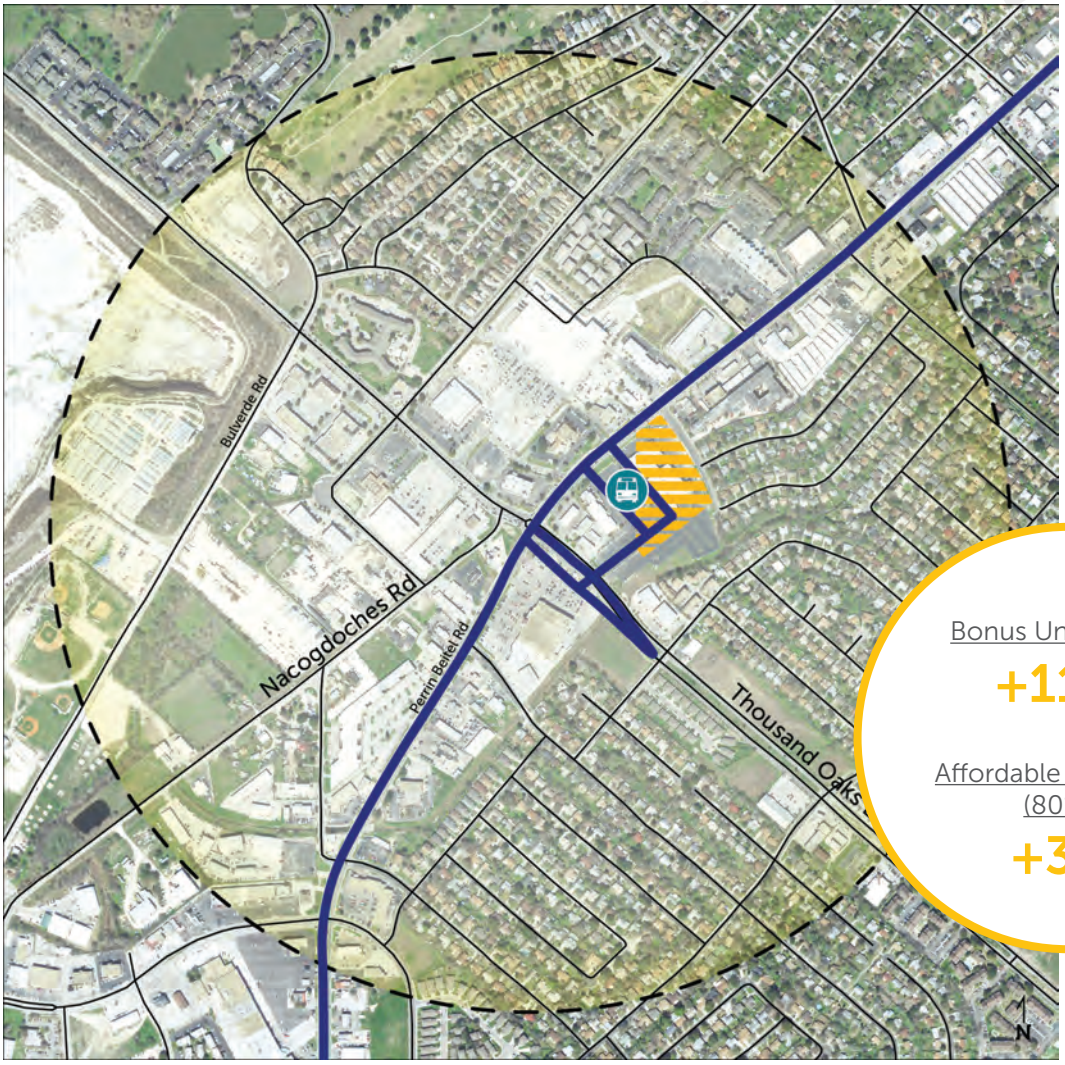
### PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 79% of "affordable" units in the station area have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create an ***Affordable Housing Reserve Fund**** to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the ***density bonus**** it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Fresno Station Area with potential for mixed income multifamily development.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+112**

Affordable Unit Potential (80% AMI)

**+37**

Station Area Concept:

# NACOGDOCHES & THOUSAND OAKS

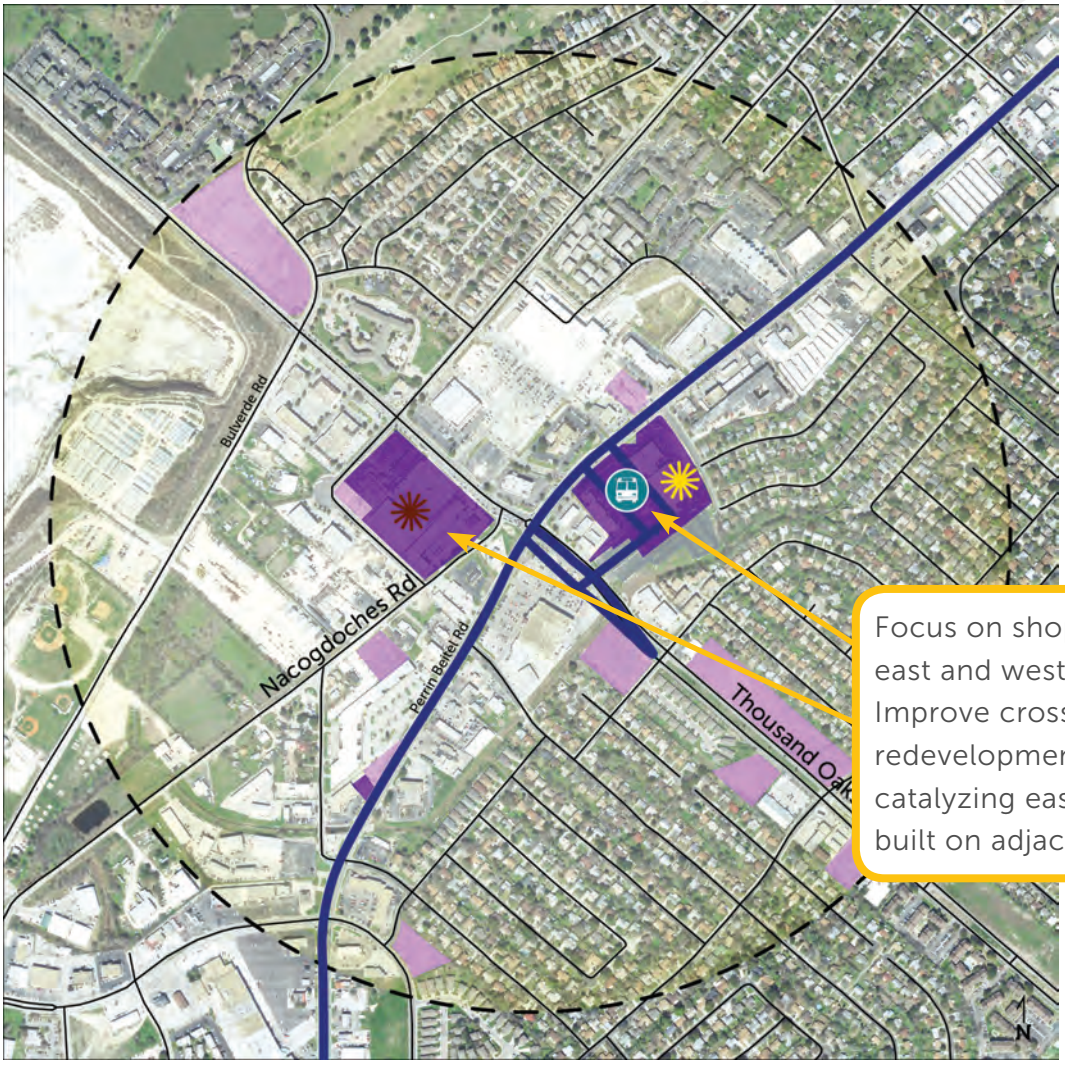
## AUSTIN HWY CORRIDOR

The Nacogdoches & Thousand Oaks Station Area has significant capacity for transit-supportive development, particularly on the underutilized commercial sites near the proposed station. In particular, the two shopping center sites on to the east and west of the intersection appear to have the greatest potential for multi-story mixed-use development in the near term. These sites are large and could support new roads or pathways. A re-positioning of these sites could result in a new focal point for the neighborhood that funnels pedestrian activity away from major arterials.

Key implementation steps suggested for the Nacogdoches-Thousand Oaks station include:

- While ICRIP is available, a CCHIP-style tax abatement could spur development in the near term.
- Improved crossings between the four commercial shopping centers to anticipate redevelopment.
- If VIA implements their plan for the transit hub, engage in a public-private partnership to develop a pioneering transit-supportive project.

### REDVELOPMENT OPPORTUNITIES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Vacant Sites
Developed Sites
Potential Catalyst Site
Near Term Opportunities (5-10 years)

Focus on shopping center sites east and west of core intersection. Improve crossings in anticipation of redevelopment. VIA may have role in catalyzing east site if station facility is built on adjacent surface lot.

STATION CONCEPT

# PEARL

## AUSTIN HWY CORRIDOR

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**Strategies** 6
Targets, policy changes, and major investments that will help us achieve the vision.


DRAFT

Station Area Concept:

# PEARL

## AUSTIN HWY CORRIDOR




## TYPOLOGY

Station Type

**URBAN CENTER**

Urban Form

TRANSIT ADJACENT
TRANSIT RELATED
▶ **TRANSIT SUPPORTIVE**

Market Strength

▶ **STRONG**
TRANSITIONAL
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 18% | 21% | $40,352 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 2,104 | 3,617 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
CATALYZE
▶ **SUPPORT**

With a Strategy Cluster designation of "support," actions at this station should be aimed to reinforce investment potential along the Broadway corridor and extending west via active streetscape to pedestrianize both sides of the 281 divide

## ABOUT THE STATION

The proposed Pearl Station is located at the intersection of Broadway and E. Josephine St. in one of the fastest growing parts of the region, the Pearl District.

Recent development in this station area has added a significant number of people and jobs. On blocks where development has occured, wider sidewalks and enhanced crossings exist. Overall, the station exhibits transit-supportive urban form with excellent street connectivity and good sidewalk coverage.




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Station Area Concept:

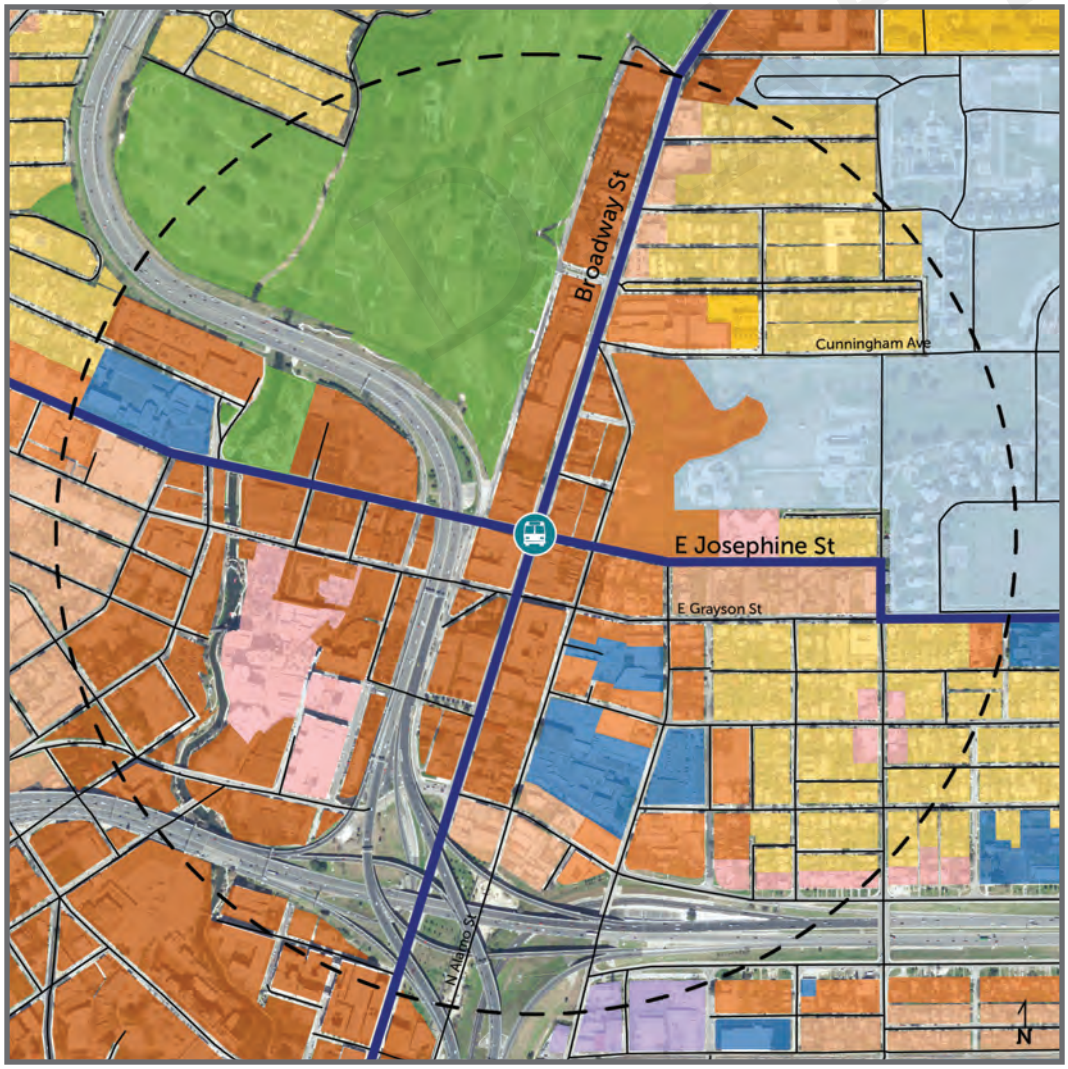
# PEARL

## AUSTIN HWY CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

As an "Urban Center" station type, the Pearl Station Area should add additional high density mixed-use development, particularly on underutilized commercial parcels along Broadway. While somewhat constrained by Fort Sam Houston to the east and Brackenridge Park to the west, there is still significant capacity for mixed-use projects along lower Broadway as well as in the Museum Reach. Stable residential neighborhoods should remain largely unchanged, except for incremental redevelopment of vacant parcels where appropriate.

### RECOMMENDED FUTURE LAND USE



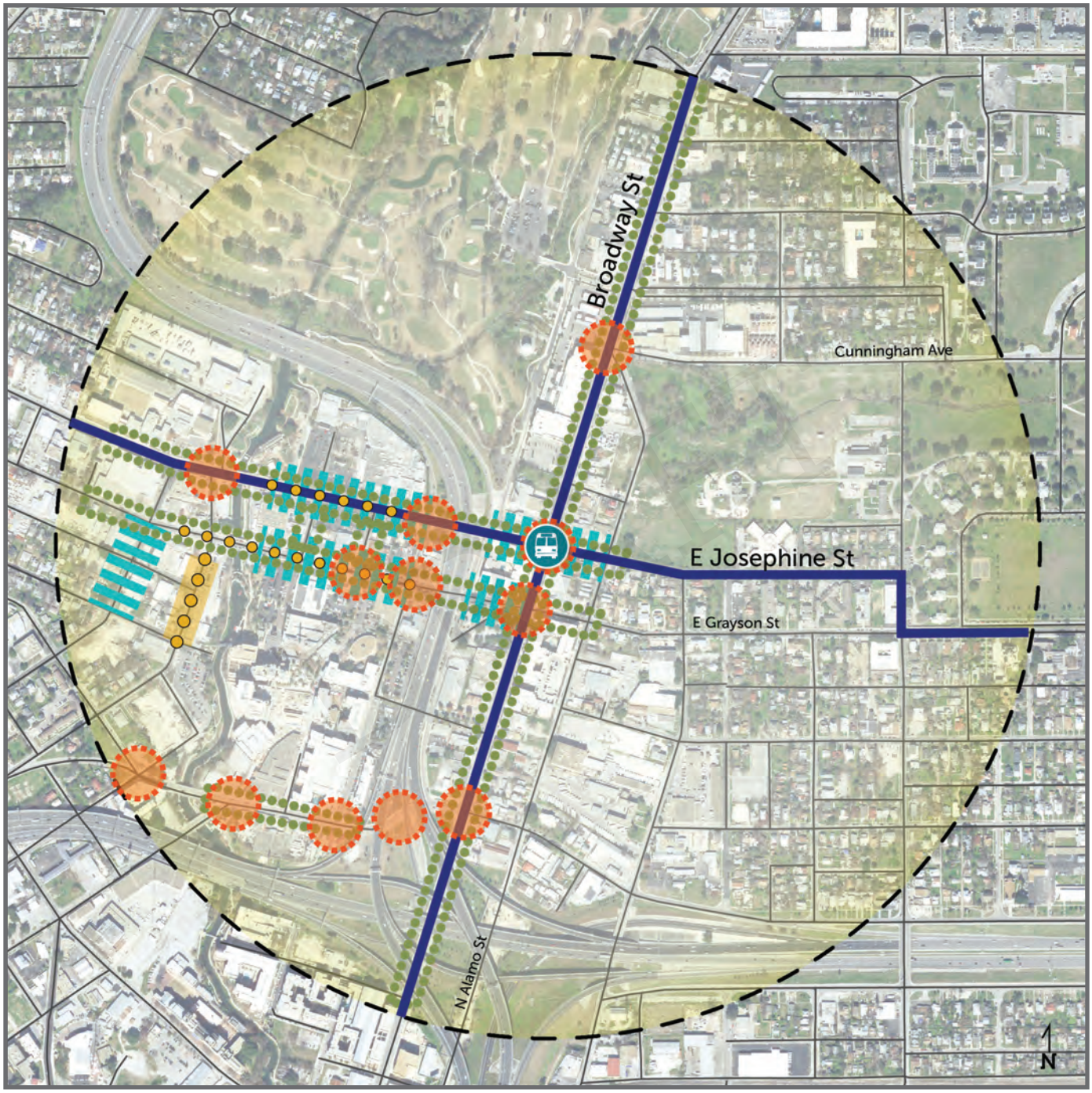

- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Parks/Open Space
- Agriculture
- Airport
- Military
- Public/Quasi-Public
- Industrial
- Community Commercial
- Regional Commercial
- Business Park
- Office
- Low Density Estate
- Low Density Residential
- Med Density Residential
- High Denstiy Residential
- Low Density Mixed-Use
- Med Density Mixed-Use
- High Density Mixed-Use

Station Area Concept:

# PEARL

## AUSTIN HWY CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# PEARL

## AUSTIN HWY CORRIDOR







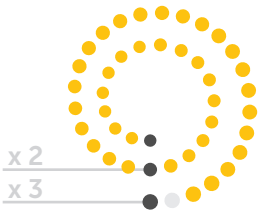
Proposed Station
Access Management
New Pedestrian Crossing
Priority Pedestrian Crossing
Sidewalk Needed
Priority Complete Streets
New Park / Green Space
New Development

Station Area Concept:

# PEARL

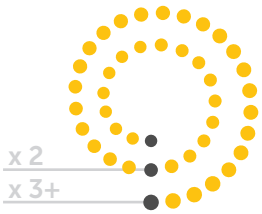
## AUSTIN HWY CORRIDOR

### EMPLOYMENT INCREASE




190%

### HOUSEHOLD INCREASE

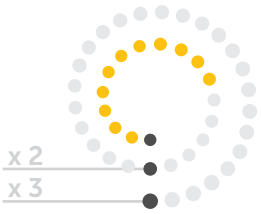



212%



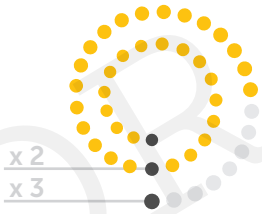

### MARKET STRENGTH

Development Increase in Sq. Ft.




73%

Property Tax Increase Per Acre




173%

### TRANSPORTATION

Decrease in Auto Trips per Household

↓ 23%

Increase in Total Transit Trips

↑ 157%

Increase in Total Walk Trips

↑ 251%

Increase in Total Bike Trips

↑ 199%

## STATION AREA IMPACTS

As a high capacity transit station on the Austin Highway corridor, Pearl Station will generate a significant number of riders due to its density and transit-supportive urban form. The recent trend of multi-story mixed-use construction will continue and will be supported by improved pedestrian and bicycle infrastructure.

Residents of the Pearl District will continue to enjoy a "car light" lifestyle where many of their daily errands can be accomplished on foot, by bicycle, or via transit.

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Station Area Concept:

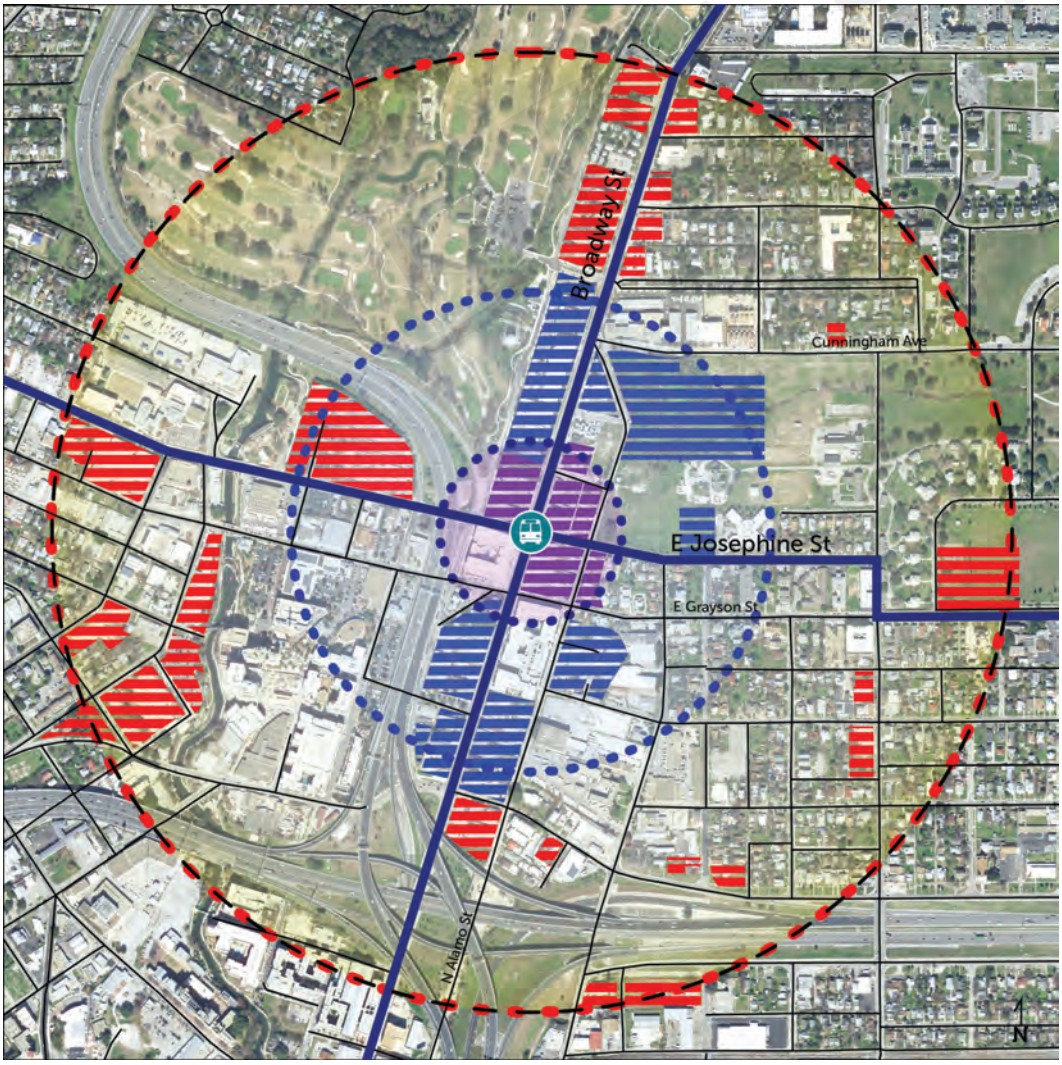
# PEARL

## AUSTIN HWY CORRIDOR

As an Urban Center (UC) station area, TOD-UC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements.. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-UC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Urban Center (UC) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 115 UPA (12 FAR) | 115 UPA (12 FAR) | 115 UPA (6 FAR) |
| Parking Ratios *(% of standard requirement)* | *0%* | *0%* | *0%* |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-UC-C1
- TOD-UC-C2
- TOD-UC-P

### TOD ZONE STRING:

**TOD-UC-C2**

TOD DISTRICT — STATION TYPE — DISTANCE BAND

Station Area Concept:

# PEARL

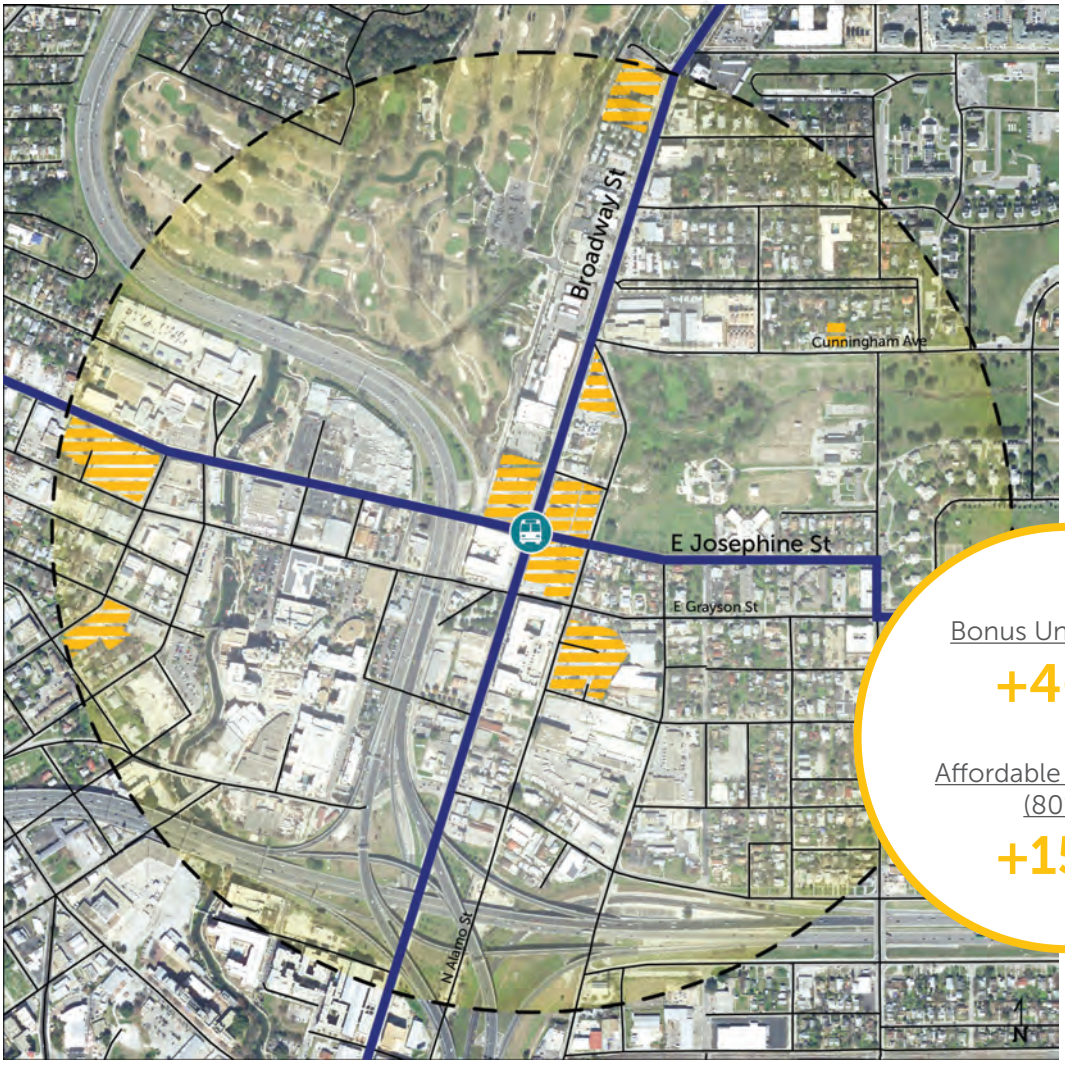
## AUSTIN HWY CORRIDOR

In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

Land in the Pearl Station Area may already be too expensive to make affordable housing preservation a viable strategy. However, the map below shows the tremendous potential for below-market unit production in mixed income developments. The projected affordable unit capacity for this station is 156 units. One of the best tools the City of San Antonio has to achieve this goal is the affordable housing density bonus. The City should consider adjusting the ***density bonus**** program so it provides a right-sized incentive for developers to include affordable housing in new construction.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+468**

Affordable Unit Potential (80% AMI)

**+156**

Station Area Concept:

# PEARL

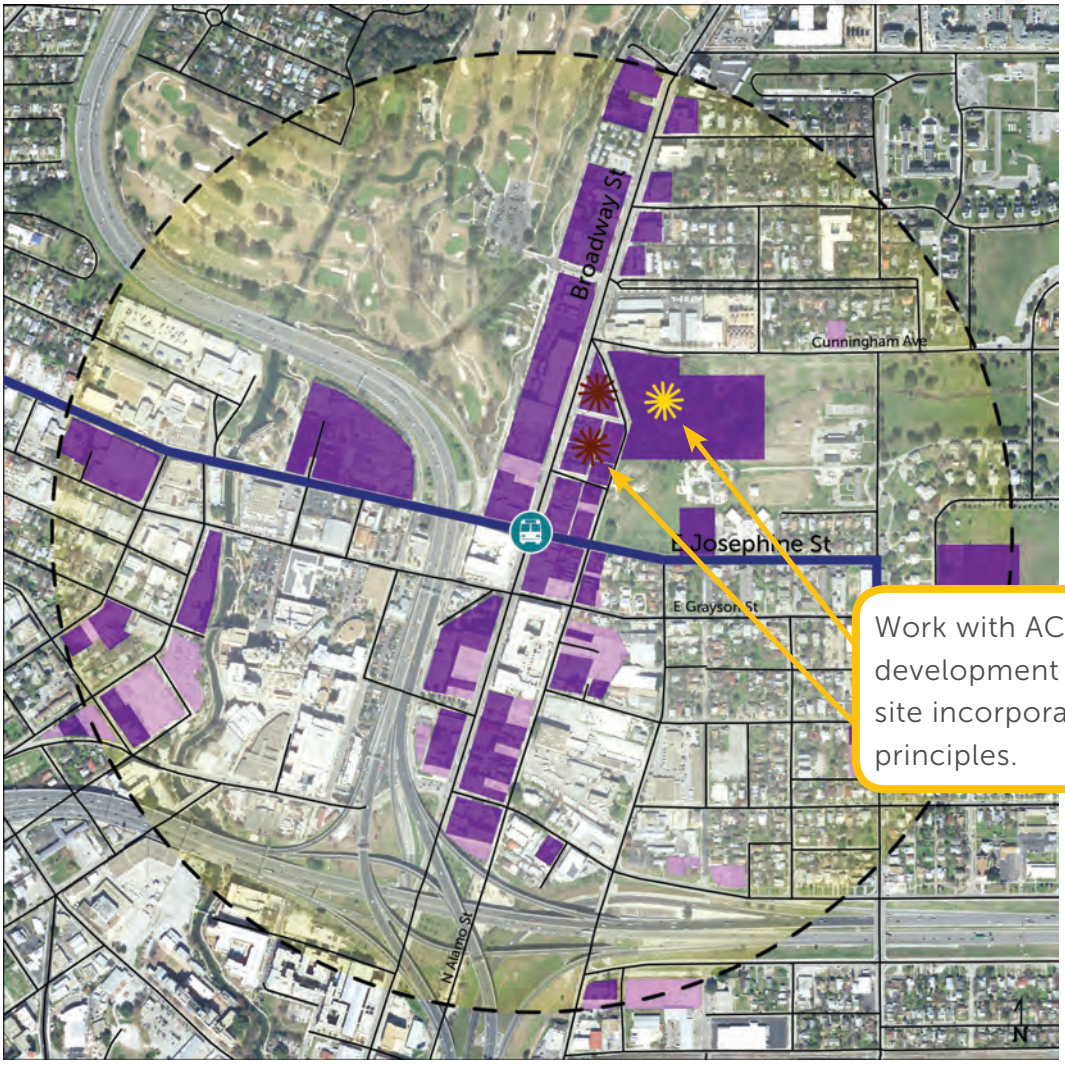
## AUSTIN HWY CORRIDOR

The proposed Pearl Station Area is within the Center City Housing Incentive Policy (CCHIP) target area, Community Revitalization Action Group (CRAG) boundary, and the Midtown TIRZ district. This means that incentives such as tax abatements, fee waivers, and IDZ zoning is currently available to developers. Since many projects are already likely to pencil without subsidy, the City should consider offering direct subsidies through a grant program or similar mechanism to encourage developers to test transit-supportive development principles.

Key implementation steps suggested for Pearl Station include:

- Offer targeted grant program to encourage transit-supportive projects.
- Improve linkage to Pearl with streetscape along Josephine/Grayson St. under freeway
- Playland Park site is being redeveloped by Alamo Community College District. Work with ACCD to ensure that transit-supportive principles are incorporated.

### REDVELOPMENT OPPORTUNITIES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Vacant Sites
Developed Sites
Potential Catalyst Site
Near Term Opportunities (5-10 years)

Work with ACCD to ensure that development of the playland park site incorporates transit-supportive principles.

STATION CONCEPT

# PERRIN-BEITEL

## AUSTIN HWY CORRIDOR

DRAFT



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A preview of how the station area might look and function if transit and other investments are made.

**Strategies** 6
Targets, policy changes, and major investments that will help us achieve the vision.


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Station Area Concept:

# PERRIN-BEITEL

## AUSTIN HWY CORRIDOR




## TYPOLOGY

Station Type

**COMMUNITY CORRIDOR**

Urban Form

TRANSIT ADJACENT
▶ **TRANSIT RELATED**
TRANSIT SUPPORTIVE

Market Strength

▶ **STRONG**
TRANSITIONAL
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 16% | 33% | $38,412 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 3,221 | 2,954 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
CATALYZE
▶ **SUPPORT**

With a Strategy Cluster designation of "support," actions at this station should be aimed to catalyze highly visible, pioneering public-private development and place-making for enhanced walkability extending in all directions from the Perrin-Beitel station.

## ABOUT THE STATION

The proposed Perrin-Beitel Station is located at the intersection of Perrin-Beitel Rd. and Loop 410. Development in this station area is characterized by industrial and commercial uses in direct proximity to transit station, with single and multi-family residential beyond.

Urban form in this station area is transit-related due in large part to the major barrier presented by a raised portion of Loop 410 which bisects the station area. Other challenges include unsafe pedestrian crossings and incomplete sidewalk coverage.




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Station Area Concept:

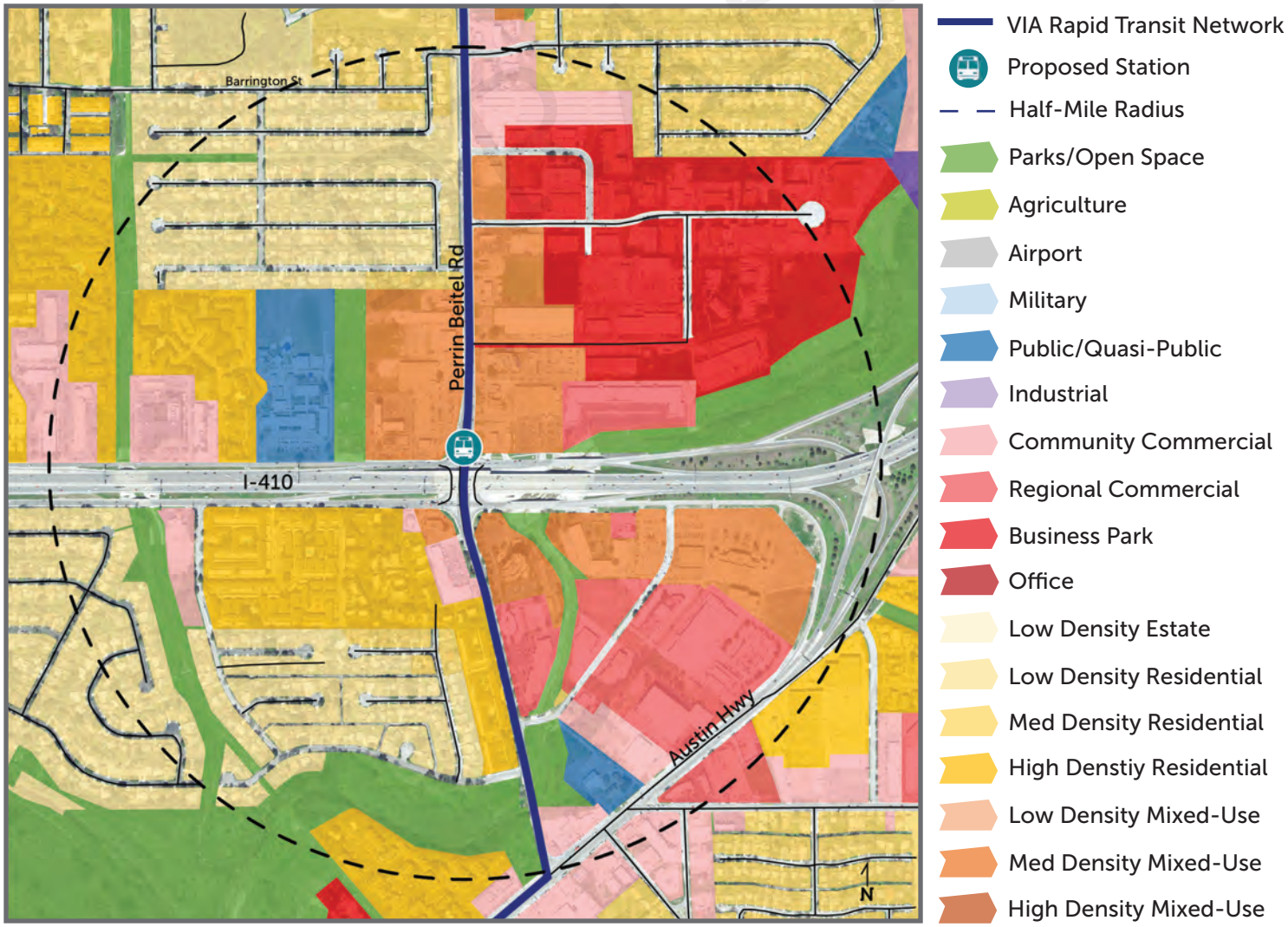
# PERRIN-BEITEL

## AUSTIN HWY CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

Due to the location of Loop 410 in the station area, most redevelopment opportunities exist in its northern half. Future land use change should focus on redeveloping aging commercial shopping centers on either side of Perrin-Beitel into dense mixed-use centers. Public investments should focus on strengthening undercrossings between southern and northern portions of the station area. In addition, a number of existing drainages present good opportunities for linear and pocket parks.

### RECOMMENDED FUTURE LAND USE

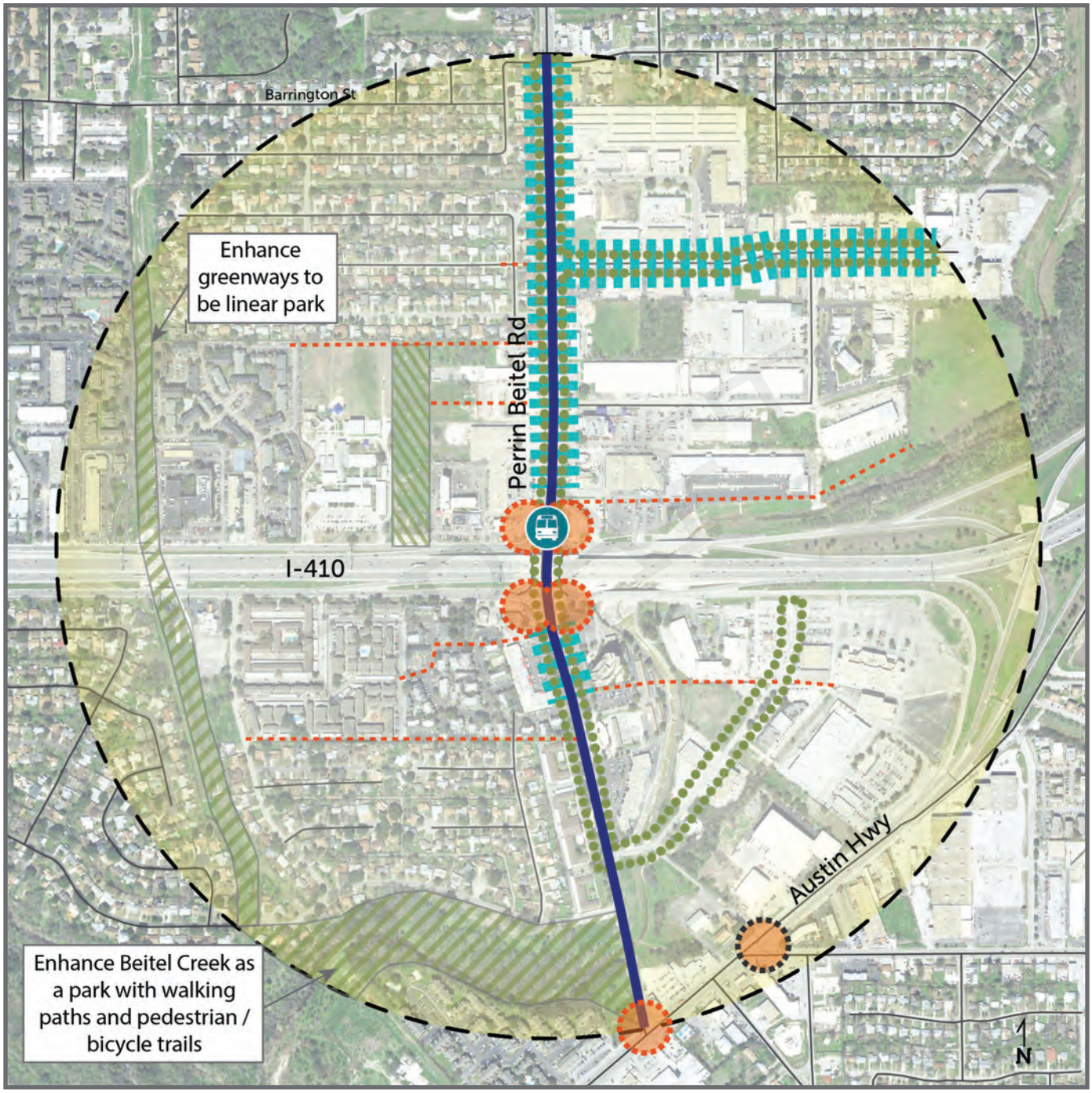


Station Area Concept:

# PERRIN-BEITEL

## AUSTIN HWY CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS

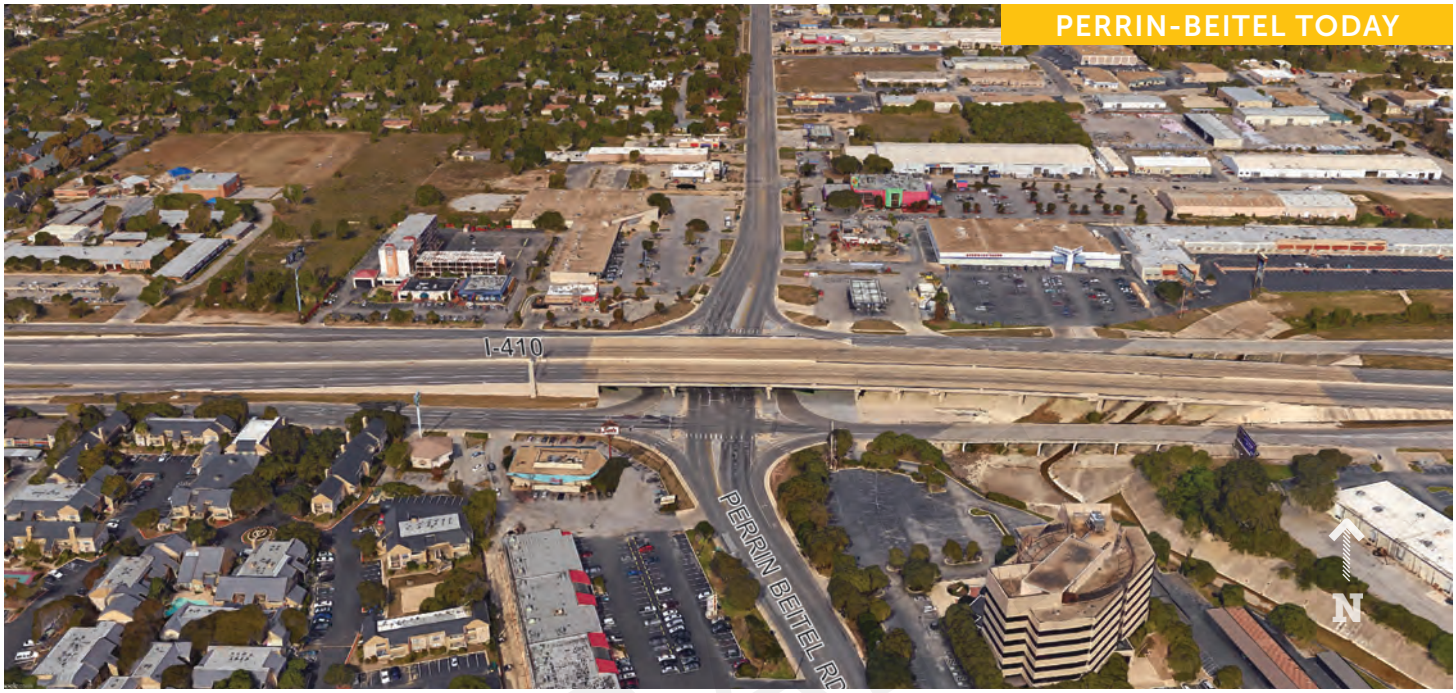



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# PERRIN-BEITEL

## AUSTIN HWY CORRIDOR







Proposed Station
Access Management
New Pedestrian Crossing
Priority Pedestrian Crossing
Sidewalk Needed
Priority Complete Streets
New Park / Green Space
New Development

Station Area Concept:

# PERRIN-BEITEL

AUSTIN HWY CORRIDOR

## EMPLOYMENT INCREASE

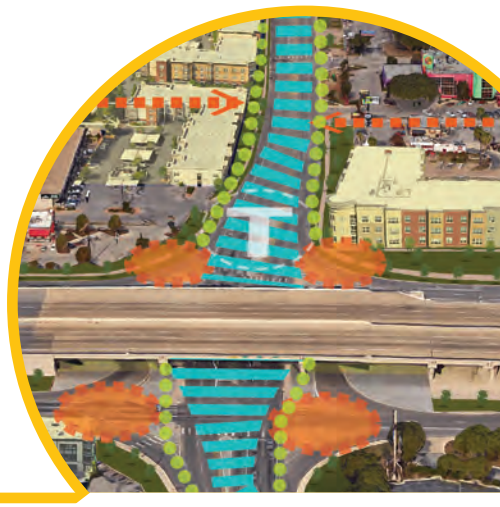



29%

## HOUSEHOLD INCREASE




49%



## MARKET STRENGTH

Development Increase in Sq. Ft.




15%

Property Tax Increase Per Acre




75%

## TRANSPORTATION

Decrease in Auto Trips per Household

↓ 7%

Increase in Total Transit Trips

↑ 64%

Increase in Total Walk Trips

↑ 81%

Increase in Total Bike Trips

↑ 92%

## STATION AREA IMPACTS

With access to both Looper Premium and Austin Highway corridors, the proposed Perrin-Beitel Station will be ideally situated for convenient transit access. This amenity will make the station area a more desireable place to live and work.

Pedestrian crossings beneath Loop 410 will be improved creating new ways of accessing the new development that is anticipated on older and underutilized commercial parcels.

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Station Area Concept:

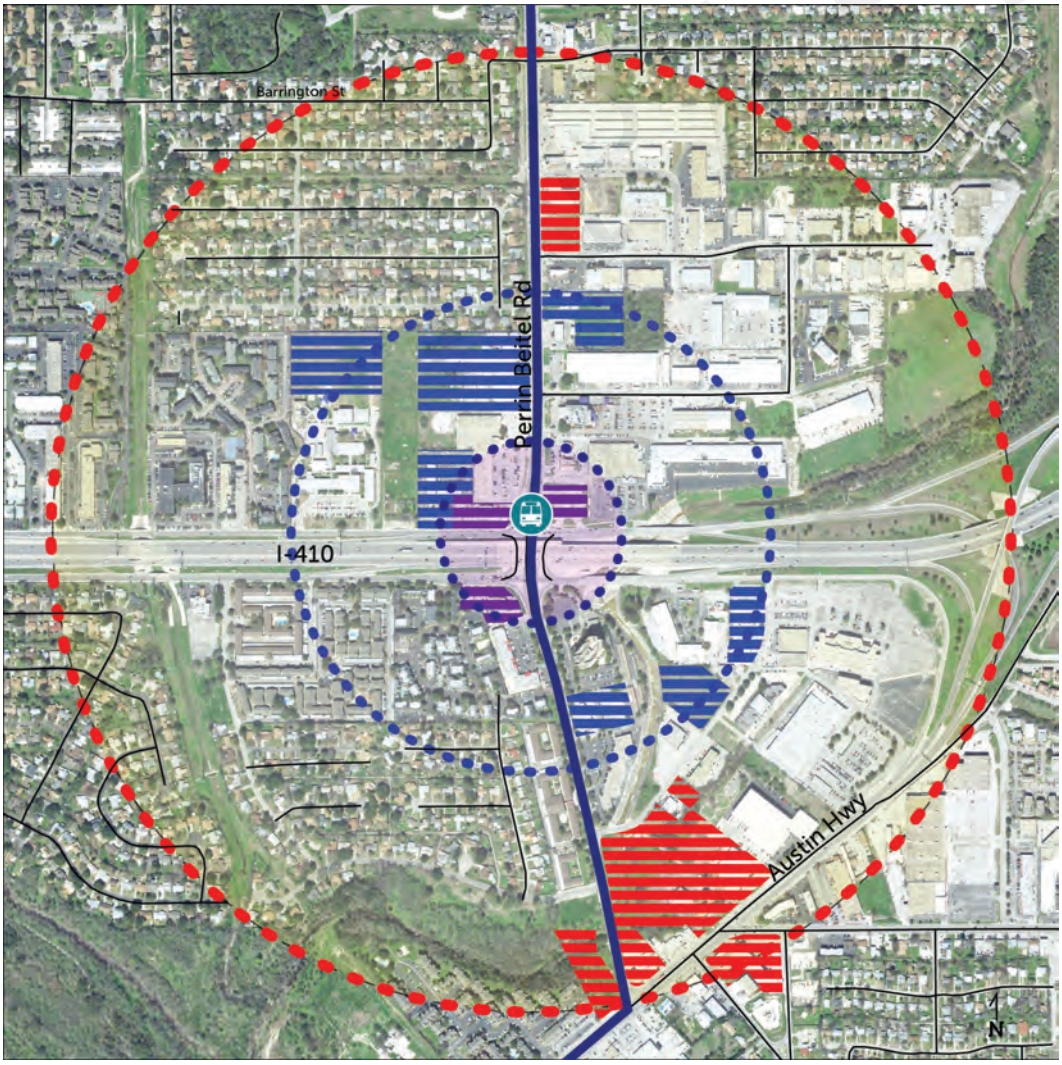
# PERRIN-BEITEL

## AUSTIN HWY CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Community Corridor (CC) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 115 UPA (6 FAR) | 55 UPA (4 FAR) | 45 UPA (3 FAR) |
| Parking Ratios *(% of standard requirement)* | 0% | 50% | 75% |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-CC-C1
- TOD-CC-C2
- TOD-CC-P

### TOD ZONE STRING:

**TOD-CC-C2**

TOD DISTRICT | STATION TYPE | DISTANCE BAND

Station Area Concept:

# PERRIN-BEITEL

## AUSTIN HWY CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

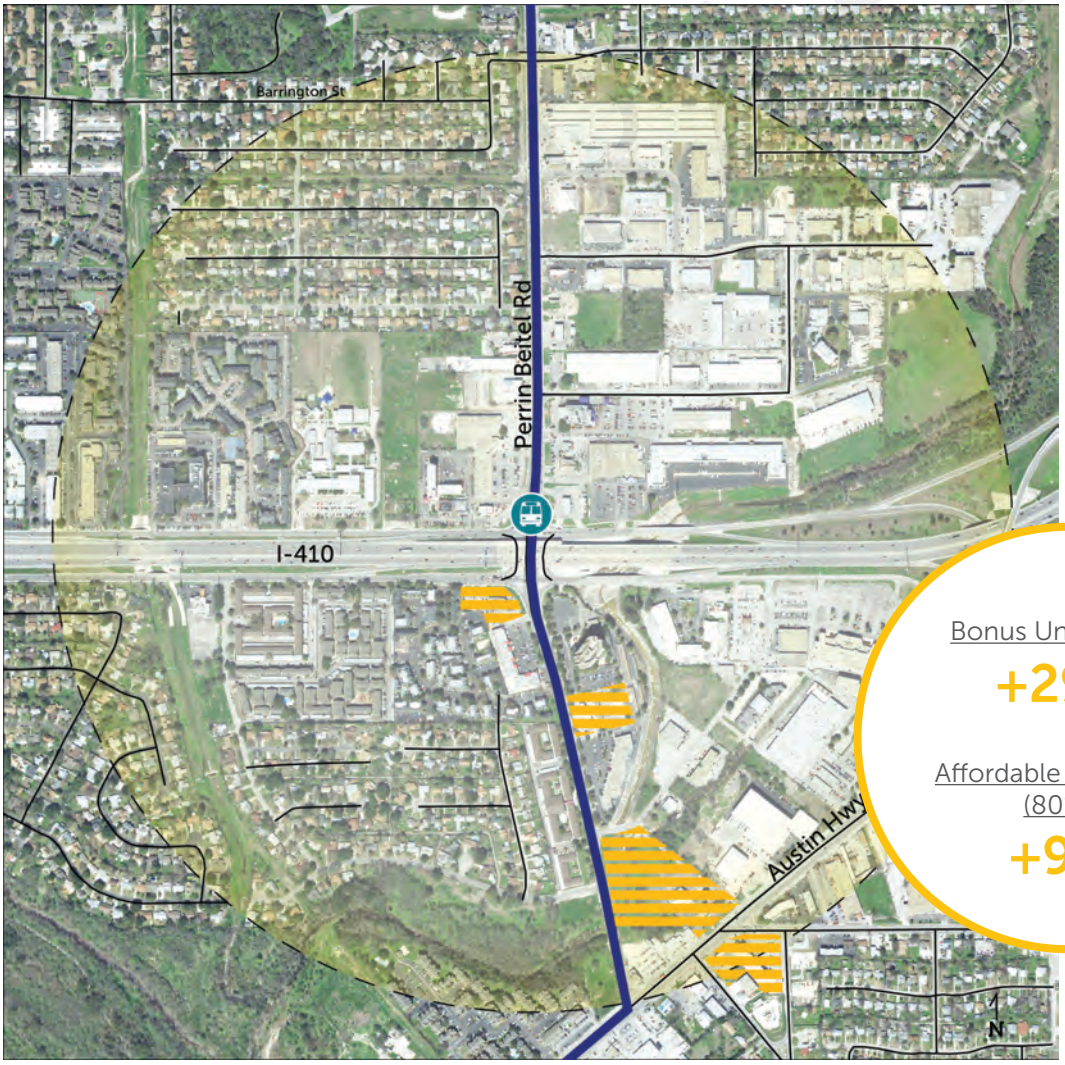
### PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 77% of "affordable" units in the station have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create a reserve fund to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the density bonus* it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Perrin-Beitel Station Area with potential for mixed income multifamily development.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+298**

Affordable Unit Potential (80% AMI)

**+99**

Station Area Concept:

# PERRIN-BEITEL

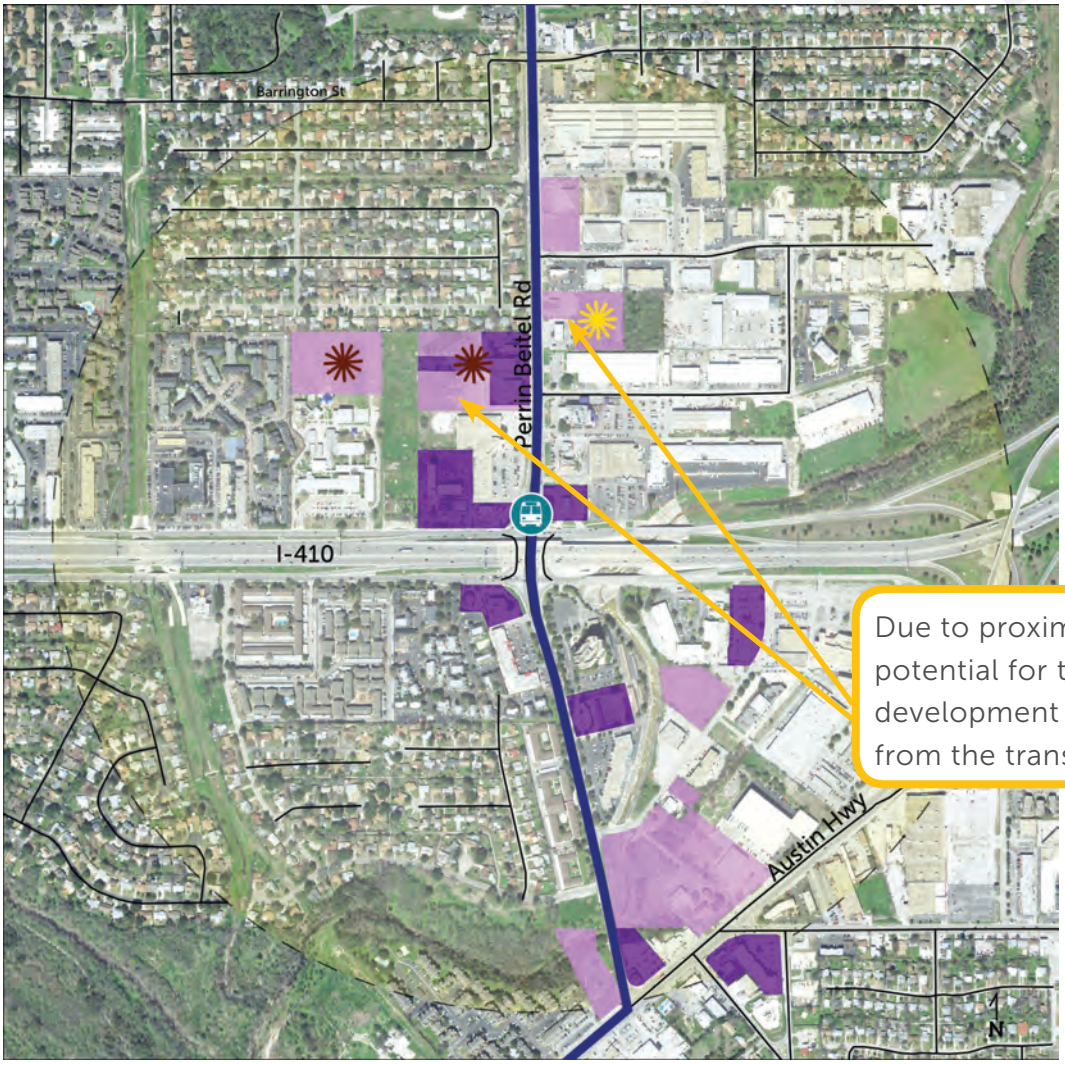
## AUSTIN HWY CORRIDOR

Perrin-Beitel Station may required only small subsidies in order to get transit-supportive projects out of the ground. While it does have Inner City Reinvestment and Infill Policy (ICRIP) designation, the addition of a tool such as CCHIP would help some projects become viable. The biggest challenge for this station area will be improving the flow of people and draffic under Loop 410 which presents a mental and physical barrier to development.

Key implementation steps suggested for Perrin-Beitel Station include:

- Improve streetscape and implement TOD design standard along Perrin Beitel corridor,particularly pedestrian connection under the Loop 410.
- Encourage vicinity area mixed-use and office/employment redevelopment as privateinvestment interest is demonstrated.
- Station area could benefit from a more directed housing tool like CCHIP.

### REDVELOPMENT OPPORTUNITIES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Vacant Sites
Developed Sites
Potential Catalyst Site
Near Term Opportunities (5-10 years)

Due to proximity to freeway, best potential for transit-suportive development may be further away from the transit station.

STATION CONCEPT

# ROGERS RD

## HUEBNER - GRISSOM CORRIDOR

DRAFT



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**Strategies** 6
Targets, policy changes, and major investments that will help us achieve the vision.


DRAFT

Station Area Concept:

# ROGERS RD

## HUEBNER - GRISSOM CORRIDOR




## TYPOLOGY

Station Type

**COMMUNITY CORRIDOR**

Urban Form

TRANSIT ADJACENT
▶ **TRANSIT RELATED**
TRANSIT SUPPORTIVE

Market Strength

STRONG
▶ **TRANSITIONAL**
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 3% | 31% | $60,496 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 1,943 | 2,875 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
▶ **CATALYZE**
SUPPORT

With a Strategy Cluster designation of "catalyze," actions at this station can focus on highly visible public-private mixed-use development ato improve connectivity between the transit station and adjoining neighborhoods.

## ABOUT THE STATION

The proposed Rogers Rd. Station is located on the Huebner-Grissom Line on San Antonio's North Side. A significant portion of the station area is currently vacant. Other land uses in the station area are low density, transit-related, and include a large-format retail shopping center directly adacent to the proposed station area.

Major roadways in the station area are wide and fronted by surface parking lots. Pedestrian crossings are lacking and sidewalks do not exist in some residential neighborhoods.




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Station Area Concept:

# ROGERS RD

## HUEBNER - GRISSOM CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

Capacity for land use change in this station area exists primarily in close proximity to the proposed station and to a lesser extent along Culebra Rd. A large portion of the station area fronts Loop 1604 and is currently vacant. This area would be ideal for community-serving commercial or office uses complementary to the existing national retail outlets that occupy parcels closer to Culebra. Helotes Creek could also be improved with a linear park that would help connect outlying neighborhoods to the transit station.

### RECOMMENDED FUTURE LAND USE



Station Area Concept:

# ROGERS RD

## HUEBNER - GRISSOM CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# ROGERS RD

## HUEBNER - GRISSOM CORRIDOR







- Proposed Station
- Access Management
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Sidewalk Needed
- Priority Complete Streets
- New Park / Green Space
- New Development

Station Area Concept:

# ROGERS RD

## HUEBNER - GRISSOM CORRIDOR

### EMPLOYMENT INCREASE




90%

### HOUSEHOLD INCREASE




119%



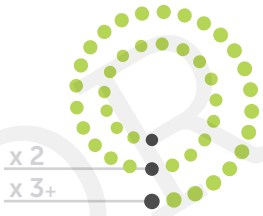
### MARKET STRENGTH

Development Increase in Sq. Ft.




51%

Property Tax Increase Per Acre




208%

### TRANSPORTATION

Decrease in Auto Trips per Household

↓ 1%

Increase in Total Transit Trips

↑ 4%

Increase in Total Walk Trips

↑ 36%

Increase in Total Bike Trips

↑ 33%

## STATION AREA IMPACTS

The Rogers Rd. Station Area is still developing. As vacant land is built out, development will promote walking with relatively small blocks. New development will provide retail and service amenities to new and existing residents.

Several higher density projects will emerge along the station area's major arterials, particularly in close proximity to the high capacity transit station. Where those projects are built, sidewalks will be wider and enhanced pedestrian crossings will provide safe and convenient access to the Huebner/ Grissom transit line.

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Station Area Concept:

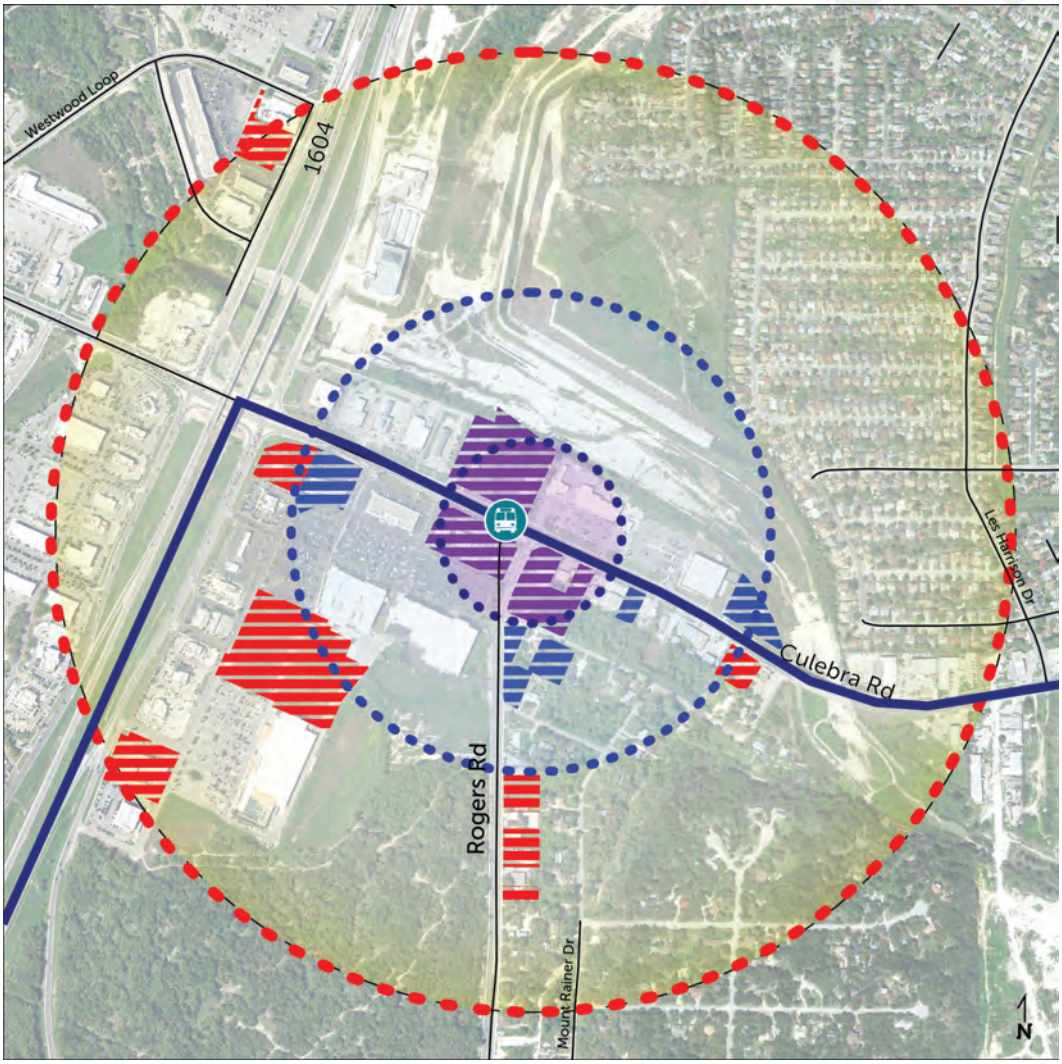
# ROGERS RD

## HUEBNER - GRISSOM CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Community Corridor (CC) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 115 UPA (6 FAR) | 55 UPA (4 FAR) | 45 UPA (3 FAR) |
| Parking Ratios *(% of standard requirement)* | 0% | 50% | 75% |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-CC-C1
- TOD-CC-C2
- TOD-CC-P

### TOD ZONE STRING:

**TOD-CC-C2**

- TOD DISTRICT
- STATION TYPE
- DISTANCE BAND

Station Area Concept:

# ROGERS RD

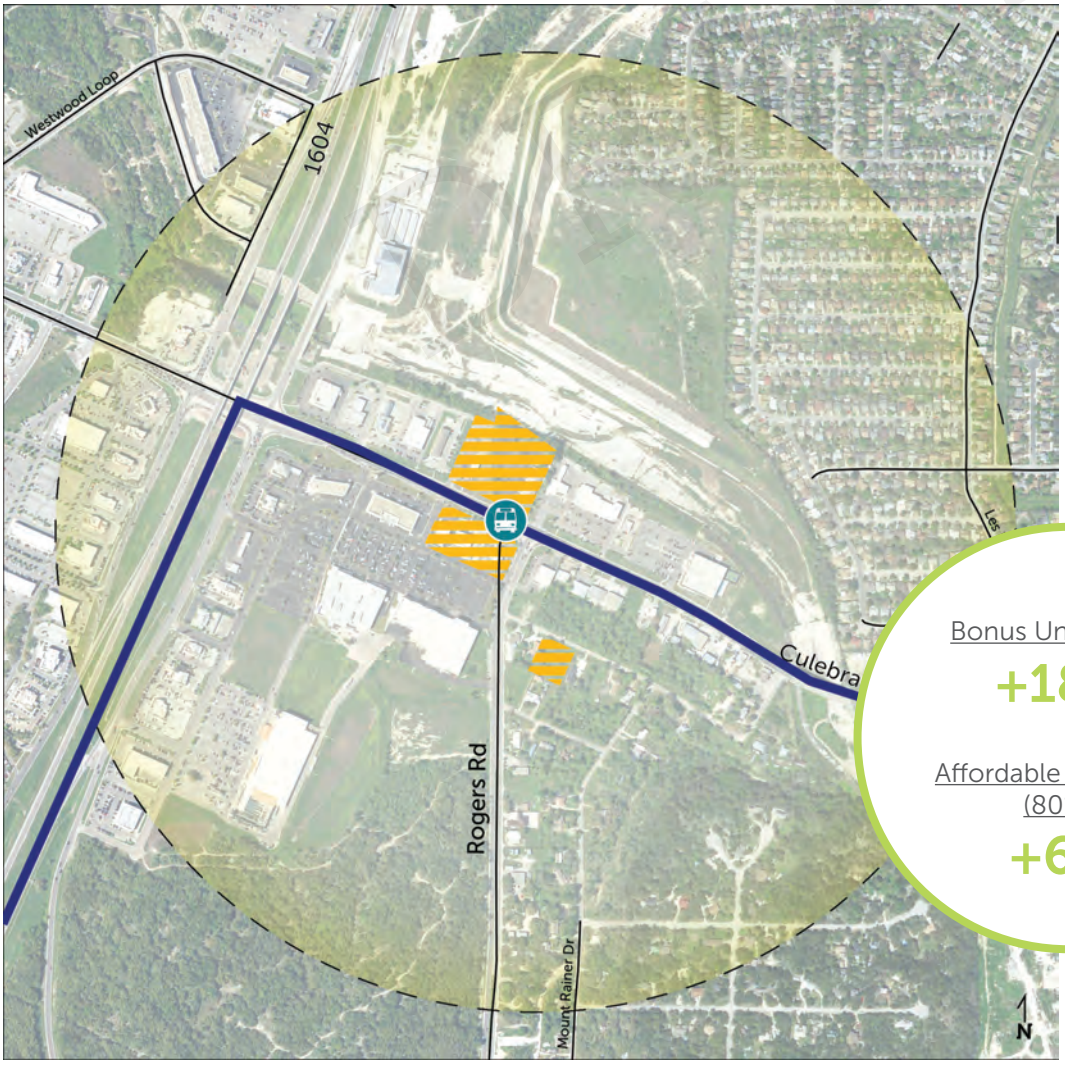
## HUEBNER - GRISSOM CORRIDOR

In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

There are currently very few mutlifamily rental properties in the Rogers Rd. Station Area. As such, affordable housing preservation is unlikely to be an effective strategy. However, the map below shows some potential for below-market unit production in mixed income developments. One of the best tools the City of San Antonio has to achieve this goal is the affordable housing density bonus. The City should consider adjusting the ***density bonus**** program so it provides a right-sized incentive for developers to include affordable housing in new construction.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+185**

Affordable Unit Potential (80% AMI)

**+62**

Station Area Concept:

# ROGERS RD

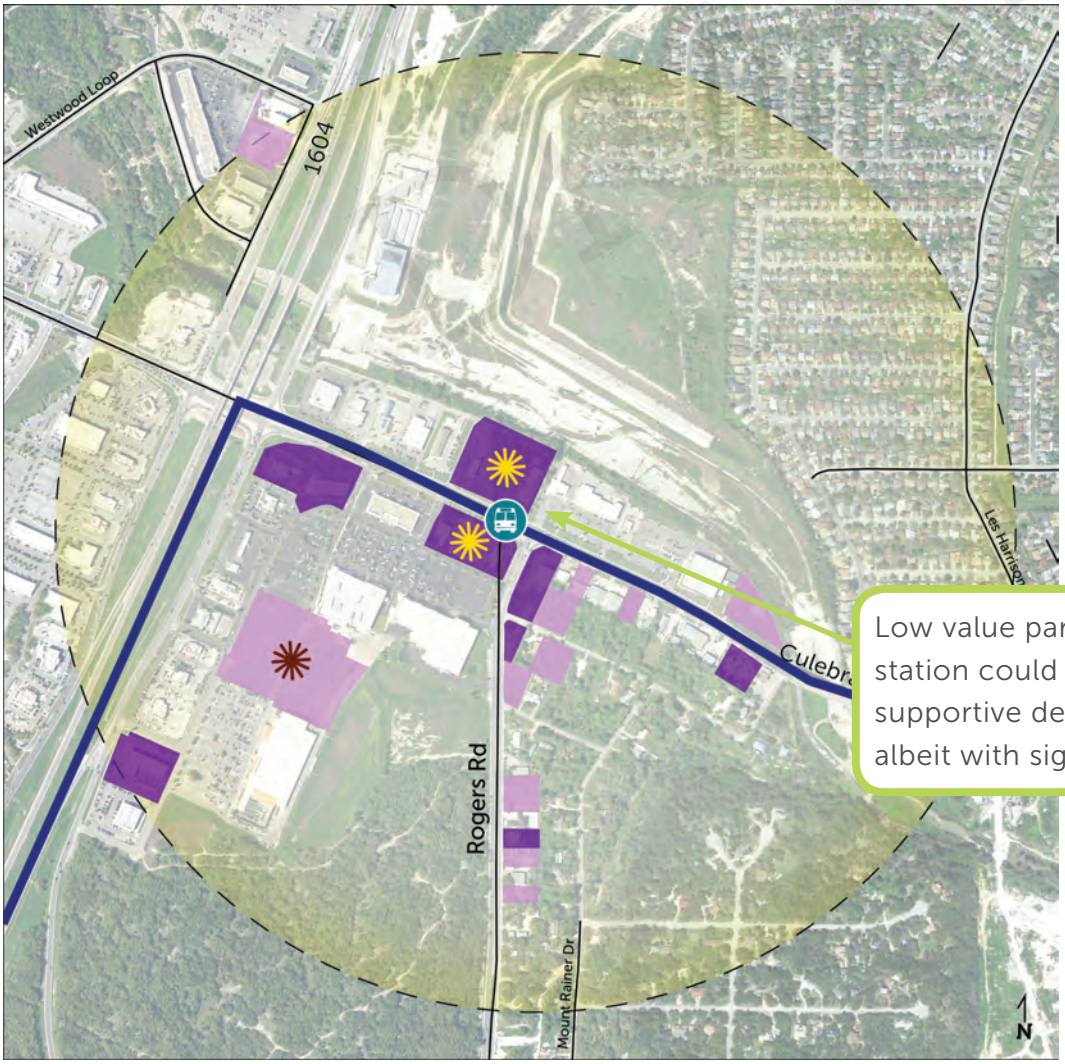
## HUEBNER - GRISSOM CORRIDOR

There are currently no major incentives offered by the City of San Antonio for development in this area. With a "transitional" market, it is unlikely that transit-supportive development will occur on its own without significant public assistance. Given this, the best course of action for this station area is to focus on transit-supportive infrastructure, encouraging TOD and IDZ zoning, and potentially enagging in land banking to better position the City for affordable housing production in the future.

Key implementation steps suggested for Rogers Rd. Station include:

- Detailed station area planning once station location and mode are identified by VIA.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Target streetscape improvements along Culebra 1/4 mile northwest and southeast of proposed station

### REDVELOPMENT OPPORTUNITIES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Vacant Sites
Developed Sites
Potential Catalyst Site
Near Term Opportunities (5-10 years)

Low value parcels near proposed station could support transit-supportive development in near term, albeit with significant public subsidy.

STATION CONCEPT

# SOUTH PARK

## ZARZAMORA CORRIDOR

DRAFT



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A preview of how the station area might look and function if transit and other investments are made. 4

**Strategies**
Targets, policy changes, and major investments that will help us achieve the vision. 6


DRAFT

Station Area Concept:

# SOUTH PARK

ZARZAMORA CORRIDOR




## TYPOLOGY

Station Type

**URBAN CENTER**

Urban Form

TRANSIT ADJACENT
▶ **TRANSIT RELATED**
TRANSIT SUPPORTIVE

Market Strength

▶ **STRONG**
TRANSITIONAL
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 14% | 34% | $39,752 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 1,690 | 3,809 | |

## TRANSIT READINESS

Zoning | Infrastructure | Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
CATALYZE
▶ **SUPPORT**

With a Strategy Cluster designation of "support," actions at this station should be aimed to catalyze highly visible public-private development and re-positioning with place-making for a more walkable urban environment.

## ABOUT THE STATION

The proposed South Park Station is located at the intersection of SW Military Ave. and S Zarzamora St. The station area is anchored by South Park Mall and is dominated by commercial uses on deep parcels. The retail market in this area has strengthened in recent years with numerous national chains locating in the area.

Urban form in the South Park Station Area is transit-related which means blocks are large, roads are relatively wide, and pedestrian crossings should be improved in the future.




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Station Area Concept:

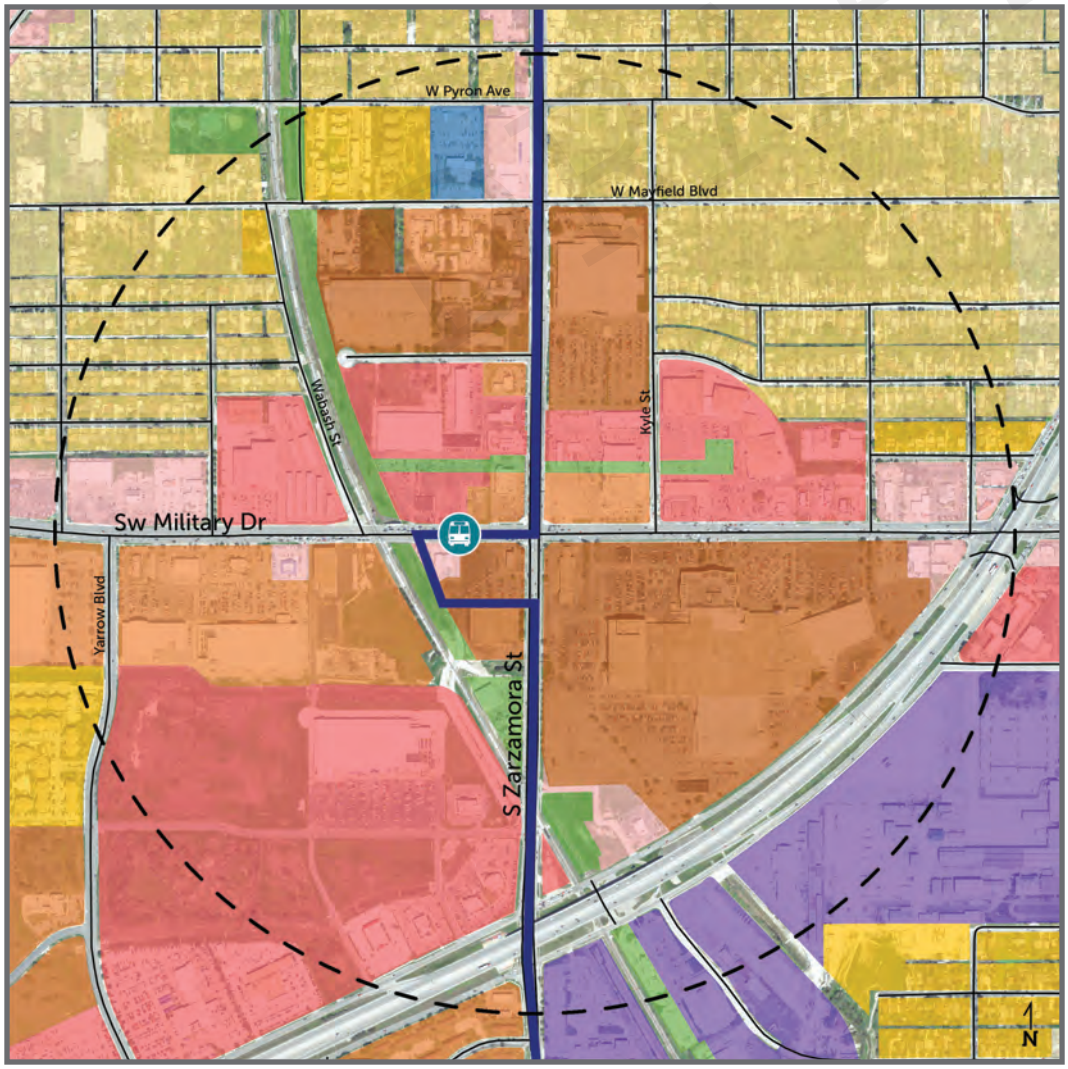
# SOUTH PARK

## ZARZAMORA CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

Over time, the South Park Station Area should transition from being predominantly retail-focused to a more mixed-use urban center. This is most likely to occur through redevelopment of large low-value retail parcels and through development of out-parcels on existing surface parking lots at South Park Mall. Wherever possible, residentially-focused mixed-use should be encouraged to balance the large number of jobs that already exist within the station area.

### RECOMMENDED FUTURE LAND USE



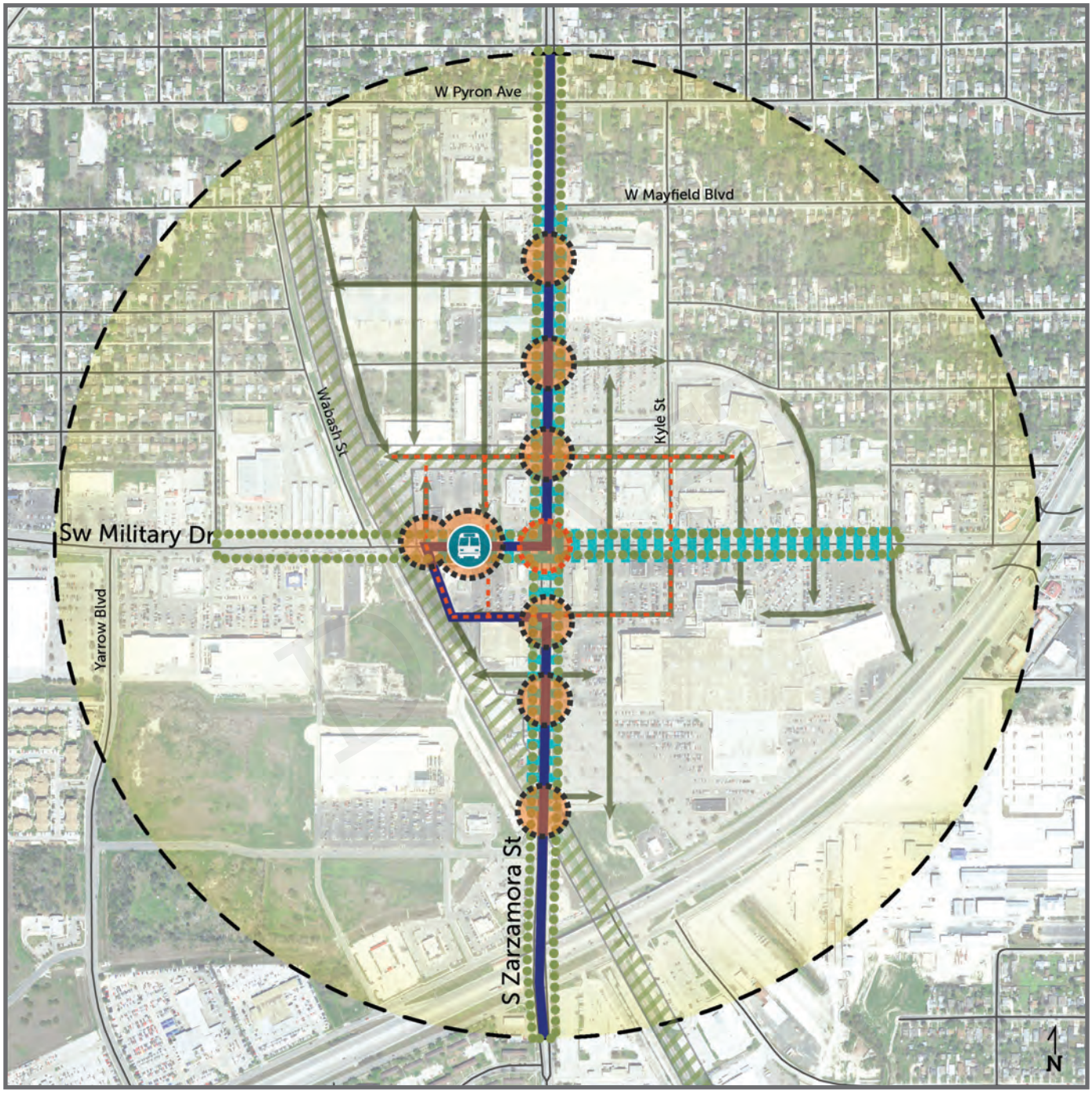

- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Parks/Open Space
- Agriculture
- Airport
- Military
- Public/Quasi-Public
- Industrial
- Community Commercial
- Regional Commercial
- Business Park
- Office
- Low Density Estate
- Low Density Residential
- Med Density Residential
- High Denstiy Residential
- Low Density Mixed-Use
- Med Density Mixed-Use
- High Density Mixed-Use

Station Area Concept:

# SOUTH PARK

## ZARZAMORA CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

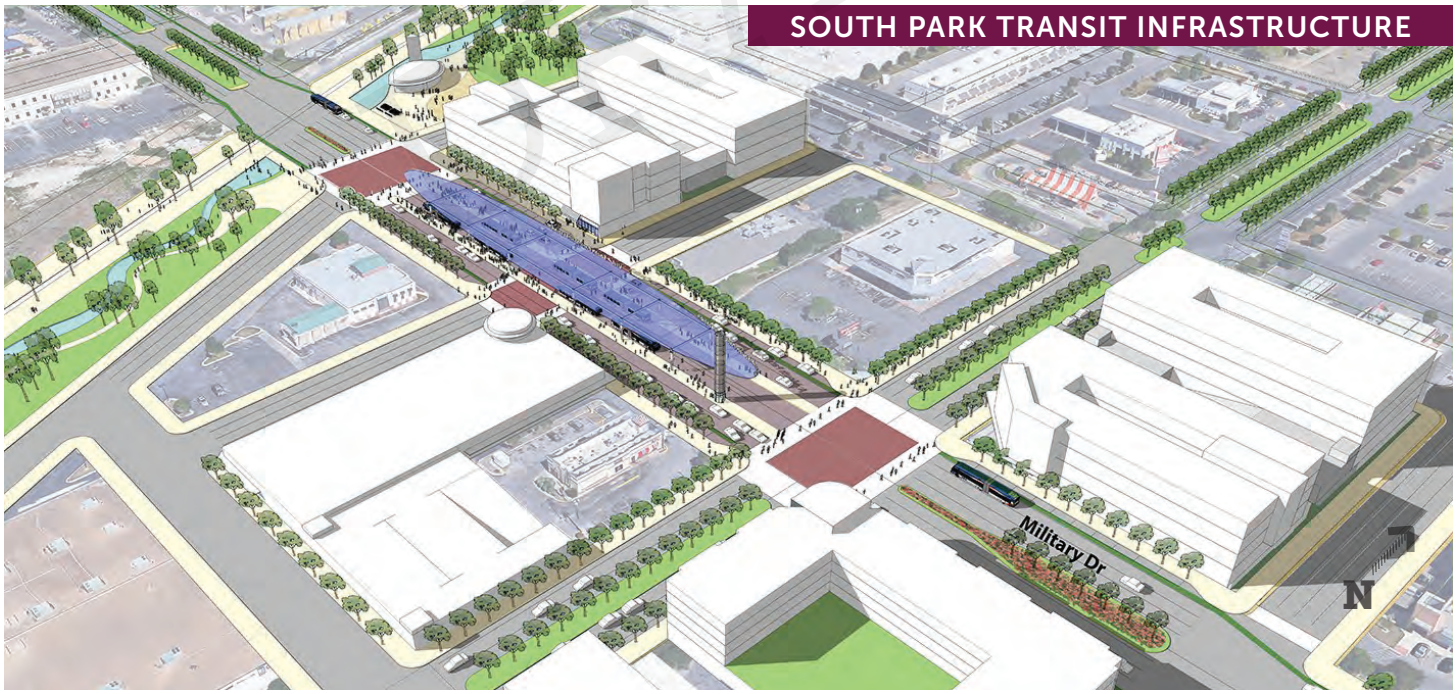
# SOUTH PARK

## ZARZAMORA CORRIDOR

### SOUTH PARK BIRD'S EYE




### SOUTH PARK TRANSIT INFRASTRUCTURE




*Above images courtesy of VIA Metropolitan Transit. Originally published in VIA Vision 2040 TSLU Concept Plans, February 2017.*

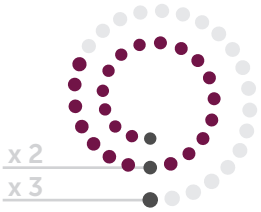
Note: The above images are meant to represent concept-level design and are not based on adopted engineering documents.

Station Area Concept:

# SOUTH PARK

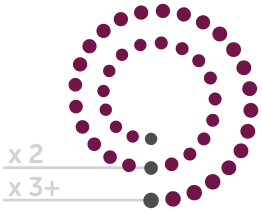
ZARZAMORA CORRIDOR

## EMPLOYMENT INCREASE

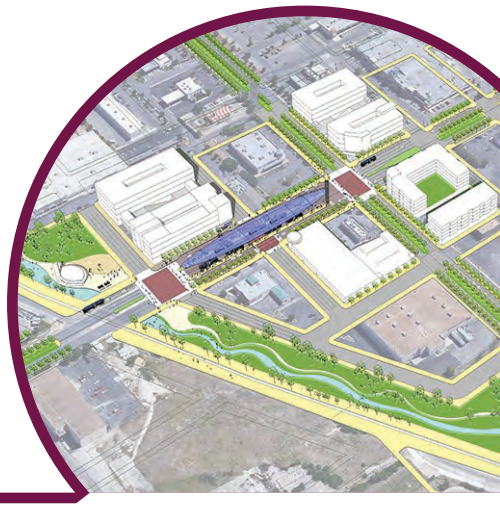



128%

## HOUSEHOLD INCREASE




607%



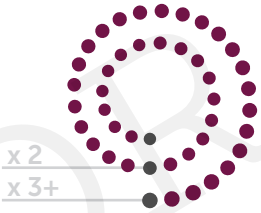
## MARKET STRENGTH

Development Increase in Sq. Ft.




31%

Property Tax Increase Per Acre




222%

## TRANSPORTATION

Decrease in Auto Trips per Household

↓ 12%

Increase in Total Transit Trips

↑ 332%

Increase in Total Walk Trips

↑ 408%

Increase in Total Bike Trips

↑ 333%

## STATION AREA IMPACTS

As investments are made to the South Park Station Area, it will transition from a predominantly employment-focused retail district to a mixed-use urban center. South Park Mall will see increased transit use from its patrons allowing it to eventually redevelop some of its surface parking lots.

New residents will enjoy a diverse retail landscape as well as a safer pedestran experience on SW Miliatary and S Zarzamora.

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Station Area Concept:

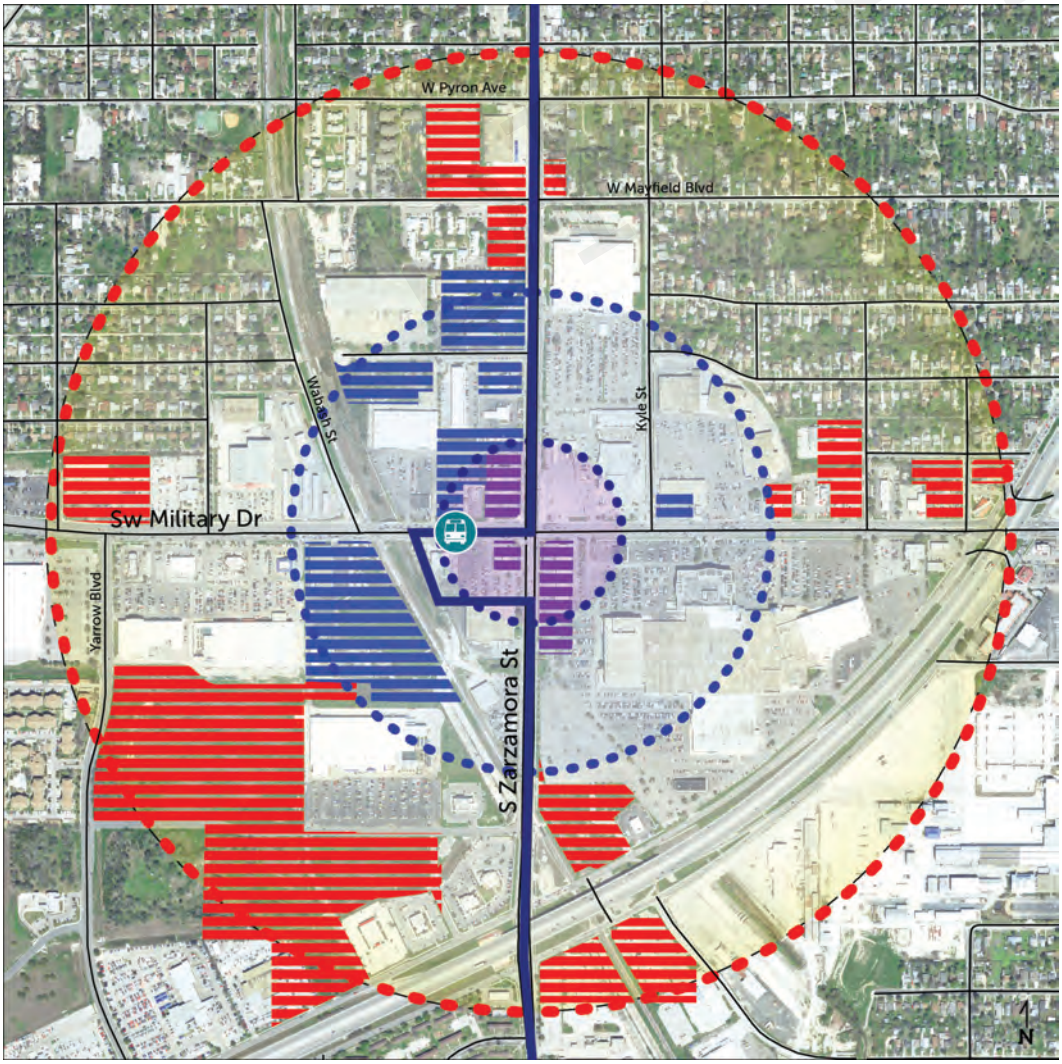
# SOUTH PARK

## ZARZAMORA CORRIDOR

As an Urban Center (UC) station area, TOD-UC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-UC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Urban Center (UC) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 115 UPA (12 FAR) | 115 UPA (12 FAR) | 115 UPA (6 FAR) |
| Parking Ratios *(% of standard requirement)* | *0%* | *0%* | *0%* |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-UC-C1
- TOD-UC-C2
- TOD-UC-P

### TOD ZONE STRING:

**TOD-UC-C2**

- TOD DISTRICT
- STATION TYPE
- DISTANCE BAND

Station Area Concept:

# SOUTH PARK

## ZARZAMORA CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

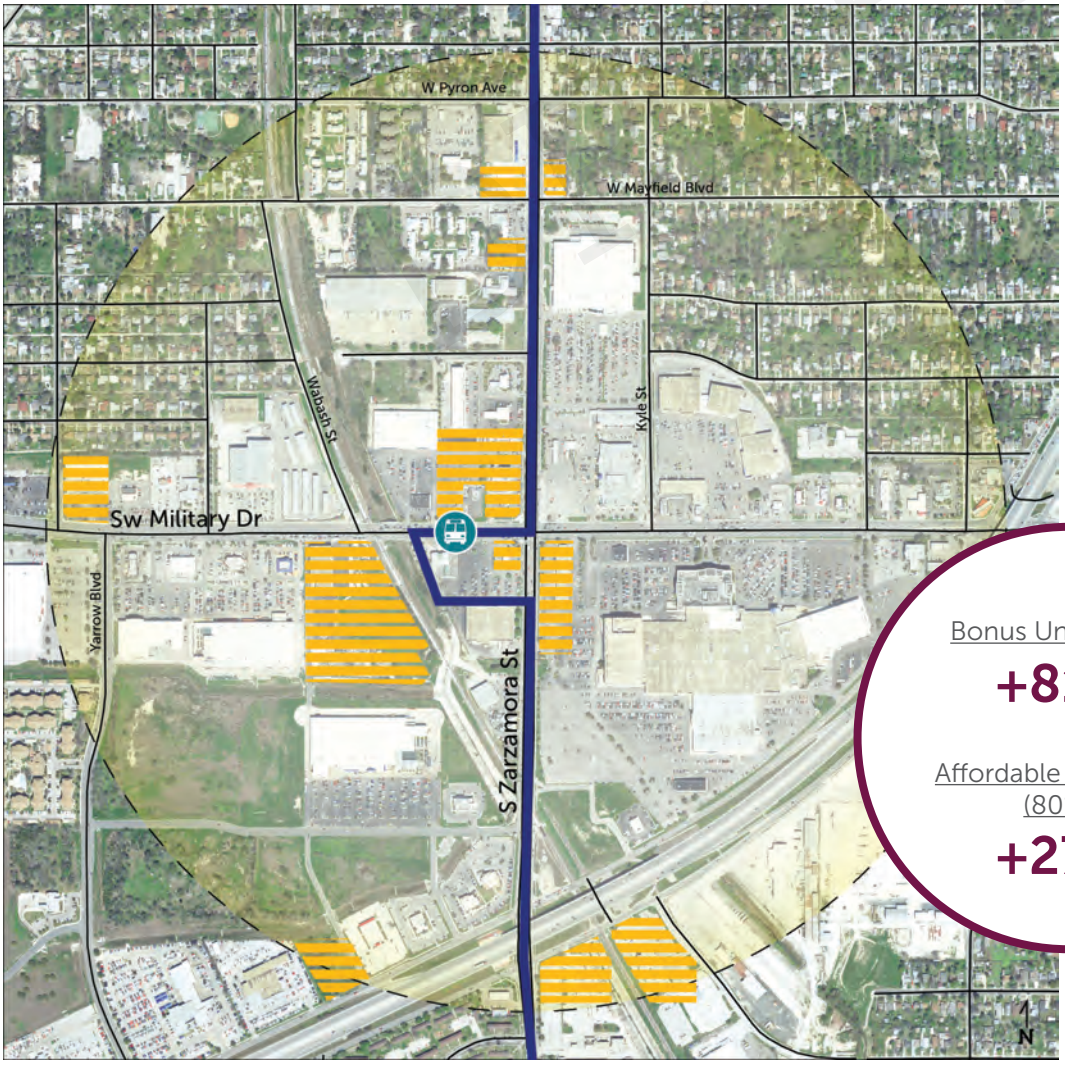
### PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 28% of "affordable" units in the station have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create a reserve fund to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the density bonus* it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the South Park Station Area with potential for mixed income multifamily development.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+817**

Affordable Unit Potential (80% AMI)

**+272**

Station Area Concept:

# SOUTH PARK

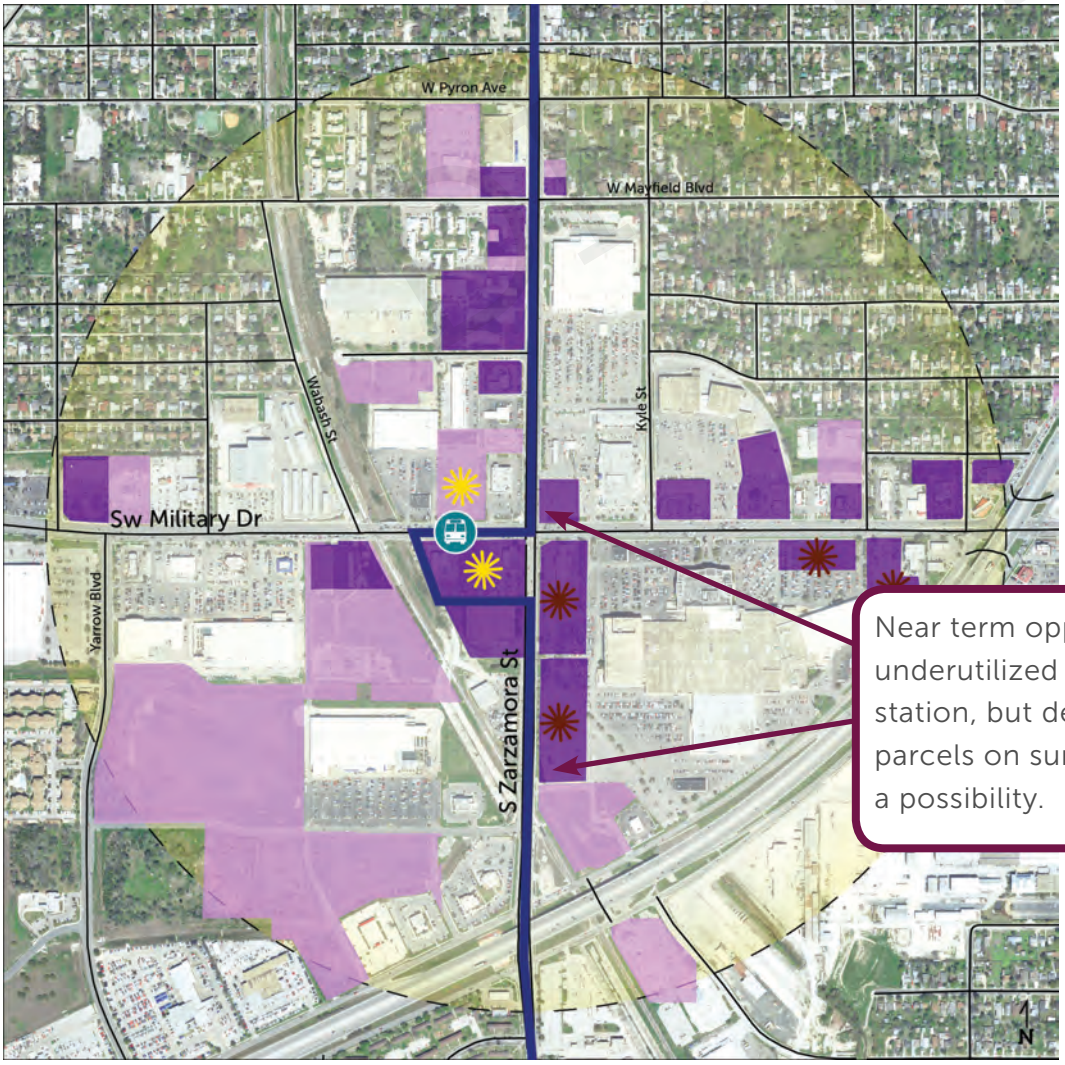
## ZARZAMORA CORRIDOR

Large site opportunities are available, especially southwest of the planned station but mall redevelopment is also possible depending on future re-tenanting needs. Incentives should be tailored to each site opportunity as owner interest is indicated. While South Park is eligible for Inner City Reinvestment and Infill Policy (ICRIP), extending Center City Housing Incentive Policy (CCHIP) or TIRZ would help jump-start development in the short term.

Key implementation steps suggested for South Park Station include:

- Extending a CCHIP-like program tand pursue catalytic projects.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Offer assistance in repositioning/rennovating South Park Mall

### REDVELOPMENT OPPORTUNITIES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Vacant Sites
Developed Sites
Potential Catalyst Site
Near Term Opportunities (5-10 years)

Near term opportunities are in large underutilized sites near the proposed station, but development of new out-parcels on surface parking lots is also a possibility.

STATION CONCEPT

# STONE OAK PARK & RIDE

## SAN PEDRO CORRIDOR

DRAFT



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DRAFT

Station Area Concept:

# STONE OAK PARK & RIDE

**SAN PEDRO CORRIDOR**




## TYPOLOGY

Station Type

**COMMUNITY CORRIDOR**

Urban Form

- ▶ **TRANSIT ADJACENT**
- TRANSIT RELATED
- TRANSIT SUPPORTIVE

Market Strength

- STRONG
- ▶ **TRANSITIONAL**
- STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 2% | 33% | $97,889 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 1,460 | 1,914 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

- ▶ **NURTURE**
- CATALYZE
- SUPPORT

With a Strategy Cluster designation of "nurture," actions at this station in the near term should be aimed toward early stage planning and partnering, including potential land-banking to set the stage for future transit-supportive development.

## ABOUT THE STATION

The Stone Oak Park & Ride Station is located at the intersectin of Stone Oak Pkwy and U.S. 281 on San Antonio's far north side. The station in question is a proposed park & ride facility that would connect bus service on 281 with a parking garage and bus transfer facility.

While Stone Oak is one of the fastest-growing areas in San Antonio, the area surrounding the proposed park & ride is largely undeveloped with large vacant parcels on either side of 281. Pedestrian infrastructure is lacking and very few signalized crossings exist from one side of the divided highway to the other.




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Station Area Concept:

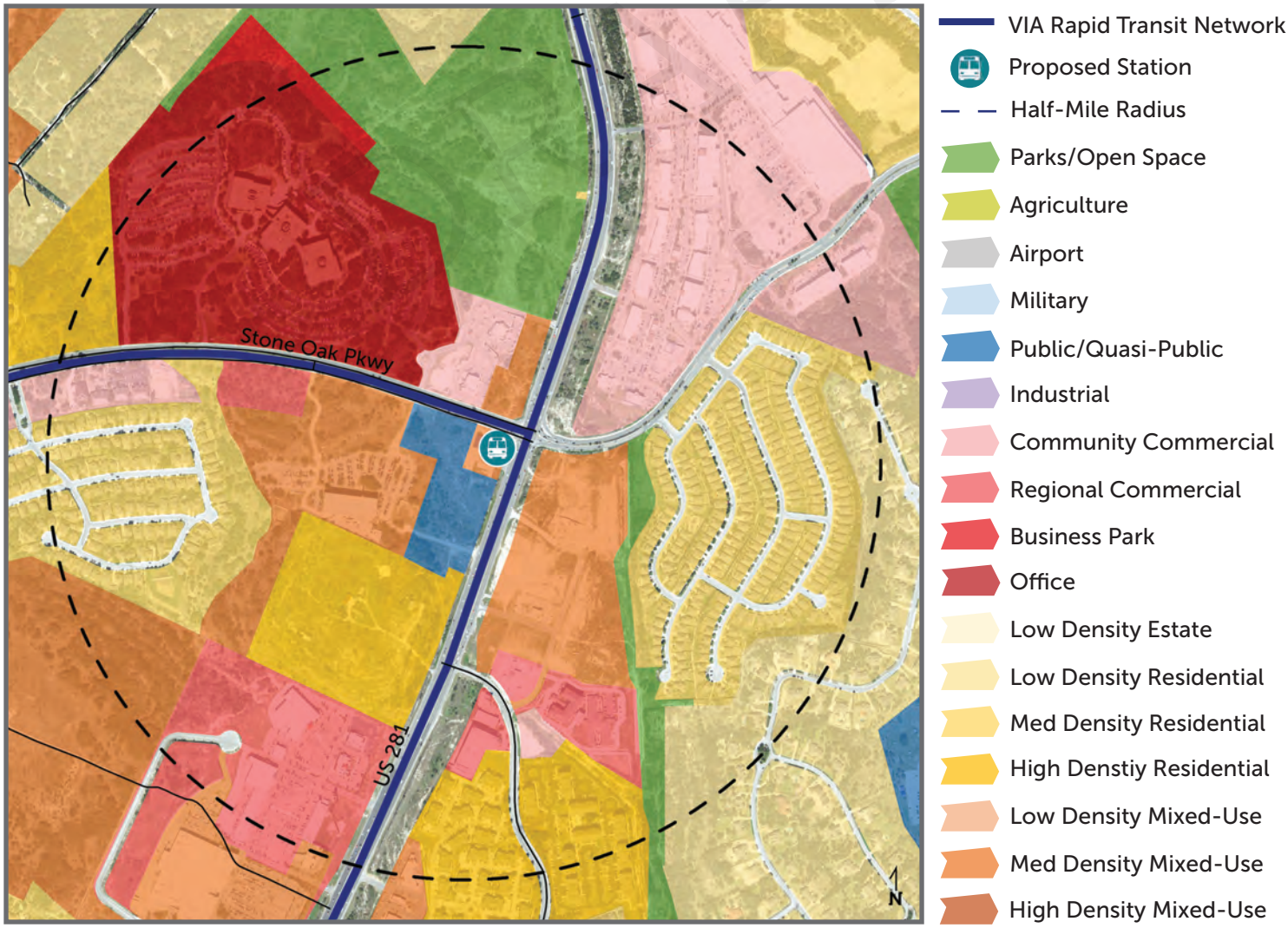
# STONE OAK PARK & RIDE

## SAN PEDRO CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

As investments are made in this station area, land around the park & ride should be developed at relatively high density. Much of the development is likely to occur on existing vacant or under-developed land. Where appropriate, high density housing should locate in close proximity to the transit hub connected by safe and convenient pedestrian crossings. Given TxDOT's planned improvements to U.S. 281, adding signalized crossings where new uses are anticipated will help maintain access to the station on both sides of the divided highway.

### RECOMMENDED FUTURE LAND USE

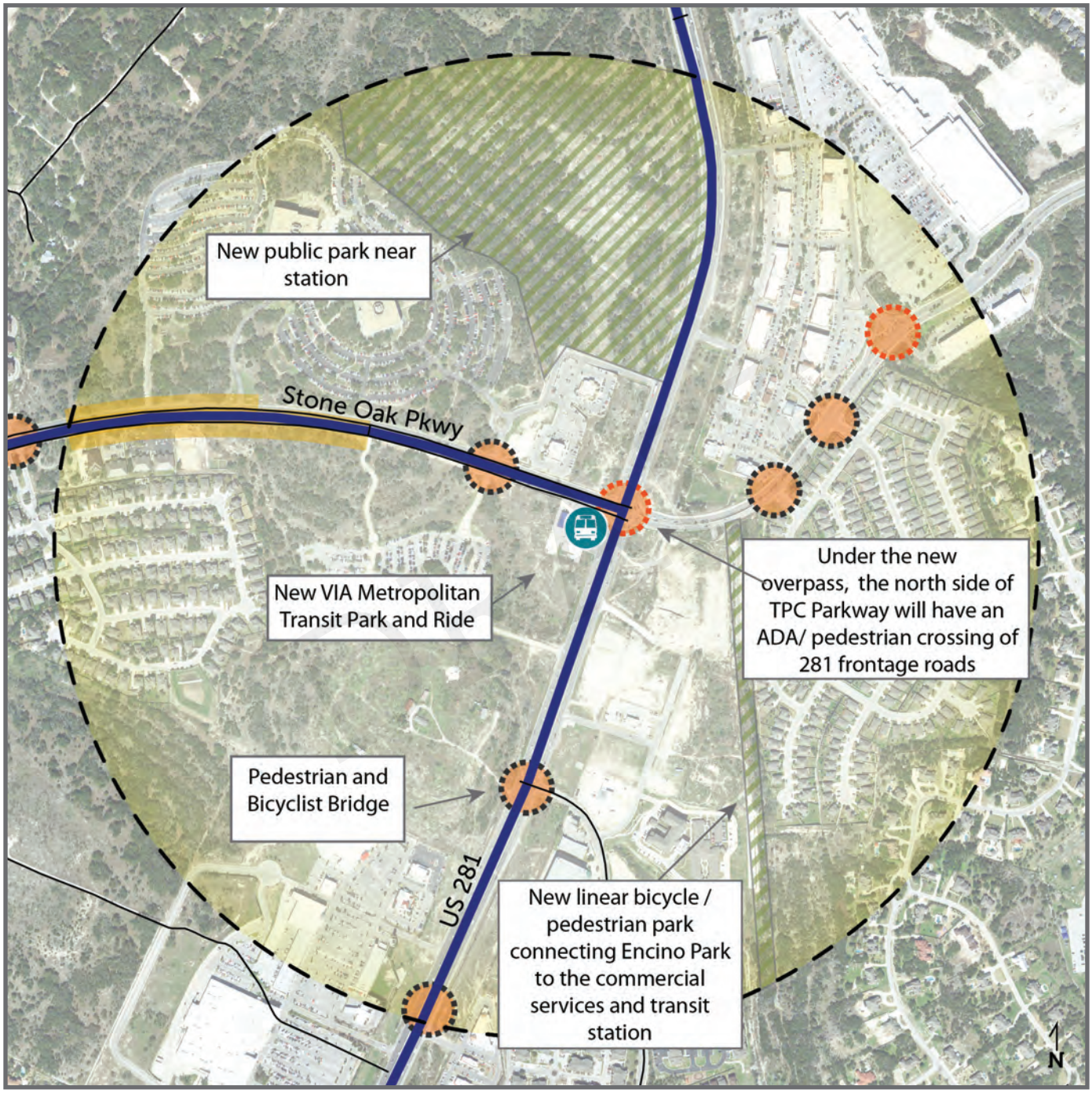


Station Area Concept:

# STONE OAK PARK & RIDE

## SAN PEDRO CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# STONE OAK PARK & RIDE

**SAN PEDRO CORRIDOR**







Proposed Station  Priority Pedestrian Crossing  New Development

*Above images courtesy of the Texas Dept. of Transportation. Originally published as part of TxDOT's US 281 North Expansion Project.*

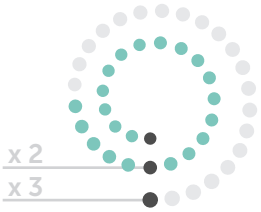
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Station Area Concept:

# STONE OAK PARK & RIDE

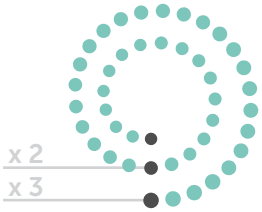
**SAN PEDRO CORRIDOR**

## EMPLOYMENT INCREASE




122%

## HOUSEHOLD INCREASE




200%



## MARKET STRENGTH

Development Increase in Sq. Ft.




10%

Property Tax Increase Per Acre




68%

## TRANSPORTATION

Decrease in Auto Trips per Household

↓ 4%

Increase in Total Transit Trips

↑ 57%

Increase in Total Walk Trips

↑ 74%

Increase in Total Bike Trips

↑ 113%

## STATION AREA IMPACTS

Public improvements slated for Stone Oak will transform this station area. Improvements to U.S. 281 will facilitate faster travel to downtown via transit. VIA's planned park & ride facility will turn the area into a gateway for suburban commuters attracting both new employers and housing.

Development around the station will offer convenient access to goods and services that can be accessed on foot, by bike, or as park & ride users transfer from personal vehicles to transit.

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Station Area Concept:

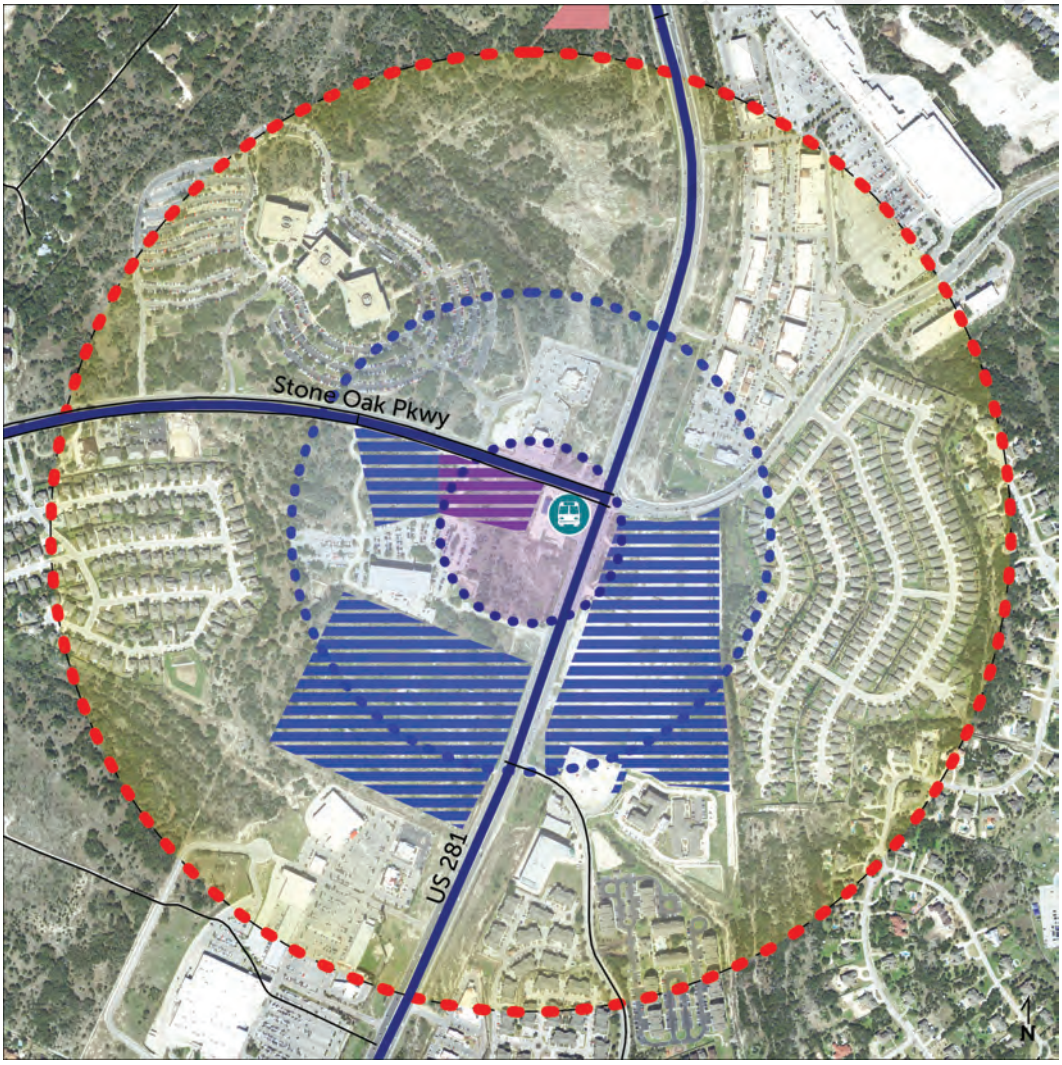
# STONE OAK PARK & RIDE

## SAN PEDRO CORRIDOR

As a Commercial Corridor station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Community Corridor (CC) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 115 UPA (6 FAR) | 55 UPA (4 FAR) | 45 UPA (3 FAR) |
| Parking Ratios *(% of standard requirement)* | 0% | 50% | 75% |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-CC-C1
- TOD-CC-C2
- TOD-CC-P

### TOD ZONE STRING:

**TOD-CC-C2**

TOD DISTRICT | STATION TYPE | DISTANCE BAND

Station Area Concept:

# STONE OAK PARK & RIDE

## SAN PEDRO CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

Housing in the proposed Stone Oak station area is predominantly single-family and contains very little affordable rental housing. The strategy for this station area should focus on incentivizing affordable housing production in mixed income projects. One of the best tools the City of San Antonio has to achieve this goal is the affordable housing density bonus. The City should consider adjusting the ***density bonus**** program so it provides a right-sized incentive for developers to include affordable housing in new construction. Given the numerous vacant properties in the station area, there may also be opportunities for land banking and land assembly for future publicly funded affordable housing projects near the proposed park & ride station.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+338**

Affordable Unit Potential (80% AMI)

**+113**

Station Area Concept:

# STONE OAK PARK & RIDE

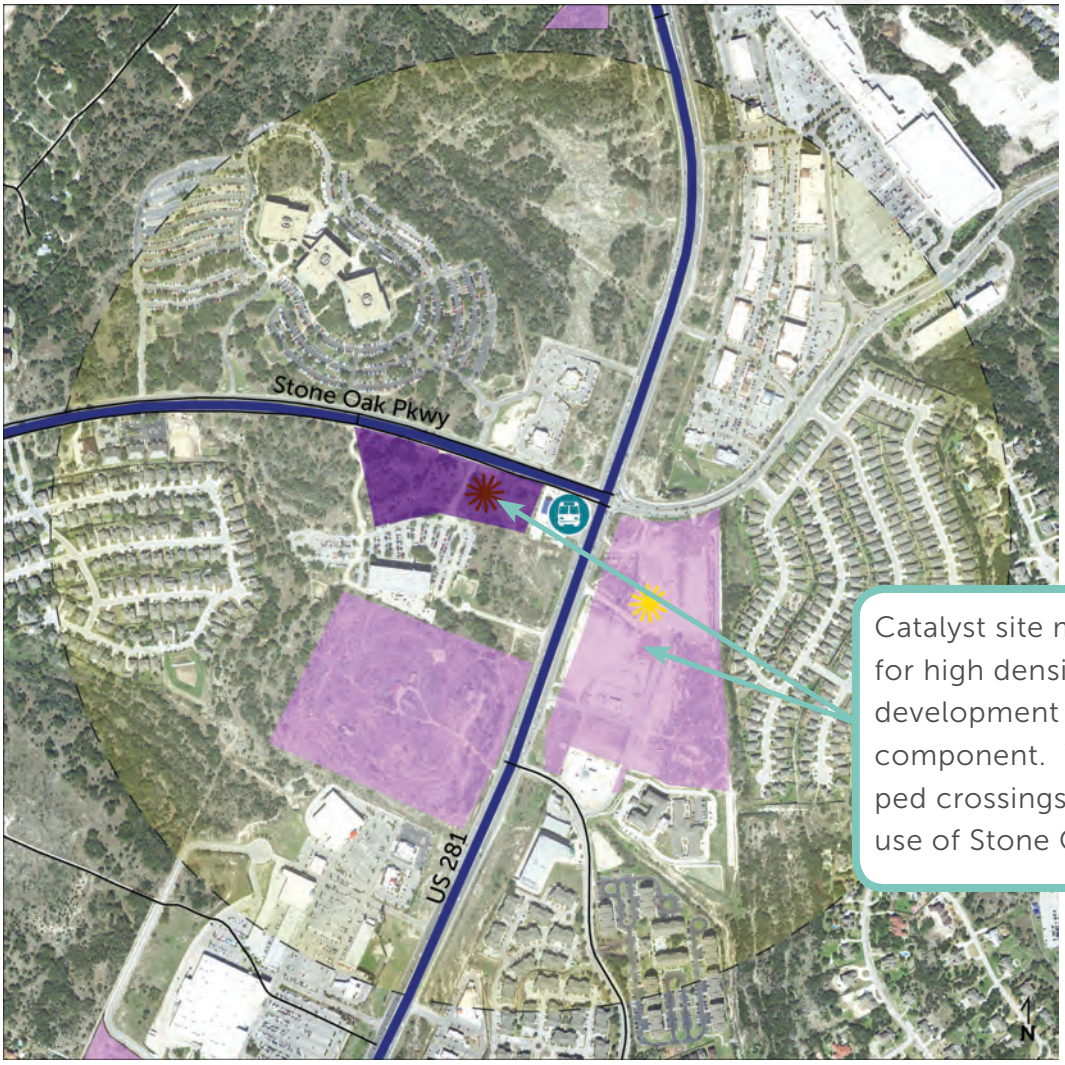
## SAN PEDRO CORRIDOR

The Stone Oak Park & Ride Station has tremendous potential for transit-supportive development. Unconstrained vacant sites offer the opportunity for higher density and mixed-use development if they are supported by improved infrastructure. The greatest short-term challenge will be making safe and convenient connections between the station area's potential catalyst site and the Stone Oak Park & Ride. An additional challenge will be the lack of City of San Antonio financial incentives in this area. While Stone Oak as a whole is benefiting from development activity, the area around the proposed station has lagged relative to areas further to the west.

Key implementation steps suggested for Stone Oak Park & Ride Station include:

- Extend TSLU incentives to help fill gaps in transit-supportive projects.
- Infrastructure upgrades, particularly pedestrian crossings, to connect sites on either side of 281.
- Land banking or assembly for future public-private partnerships.

### REDVELOPMENT OPPORTUNITIES




Catalyst site may be good candidate for high density mixed-use development with major residential component. Will require additional ped crossings under 281 to encourage use of Stone Oak Park & Ride.

STATION CONCEPT

# TEXAS A&M

## ZARZAMORA CORRIDOR

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**Strategies**
Targets, policy changes, and major investments that will help us achieve the vision. 5


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Station Area Concept:

# TEXAS A&M

## ZARZAMORA CORRIDOR




## TYPOLOGY

Station Type

**URBAN CENTER**

Urban Form

- ▶ **TRANSIT ADJACENT**
- TRANSIT RELATED
- TRANSIT SUPPORTIVE

Market Strength

- STRONG
- TRANSITIONAL
- ▶ **STATIC**

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 5% | 38% | $40,179 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| N/A | 200 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

- ▶ **NURTURE**
- CATALYZE
- SUPPORT

With a Strategy Cluster designation of "nurture," actions at this station should be conducted in partnership with Texas A&M to facilitate an full-service urban university center with student-focused and spin-off commercialization and mixed-use development.

## ABOUT THE STATION

The proposed Texas A&M Station is located adjacent to the Texas A&M - San Antonio campus on San Antonio's South Side. The station area is largely undeveloped, but preliminary plans for the area are for relatively high density mixed-use, student housing, and medium density single-family neighborhoods.

Texas A&M is likely to be the catalyst for this station area. Given the amount of vacant land available for development, full build out of this station area is likely to take 20+ years.




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Station Area Concept:

# TEXAS A&M

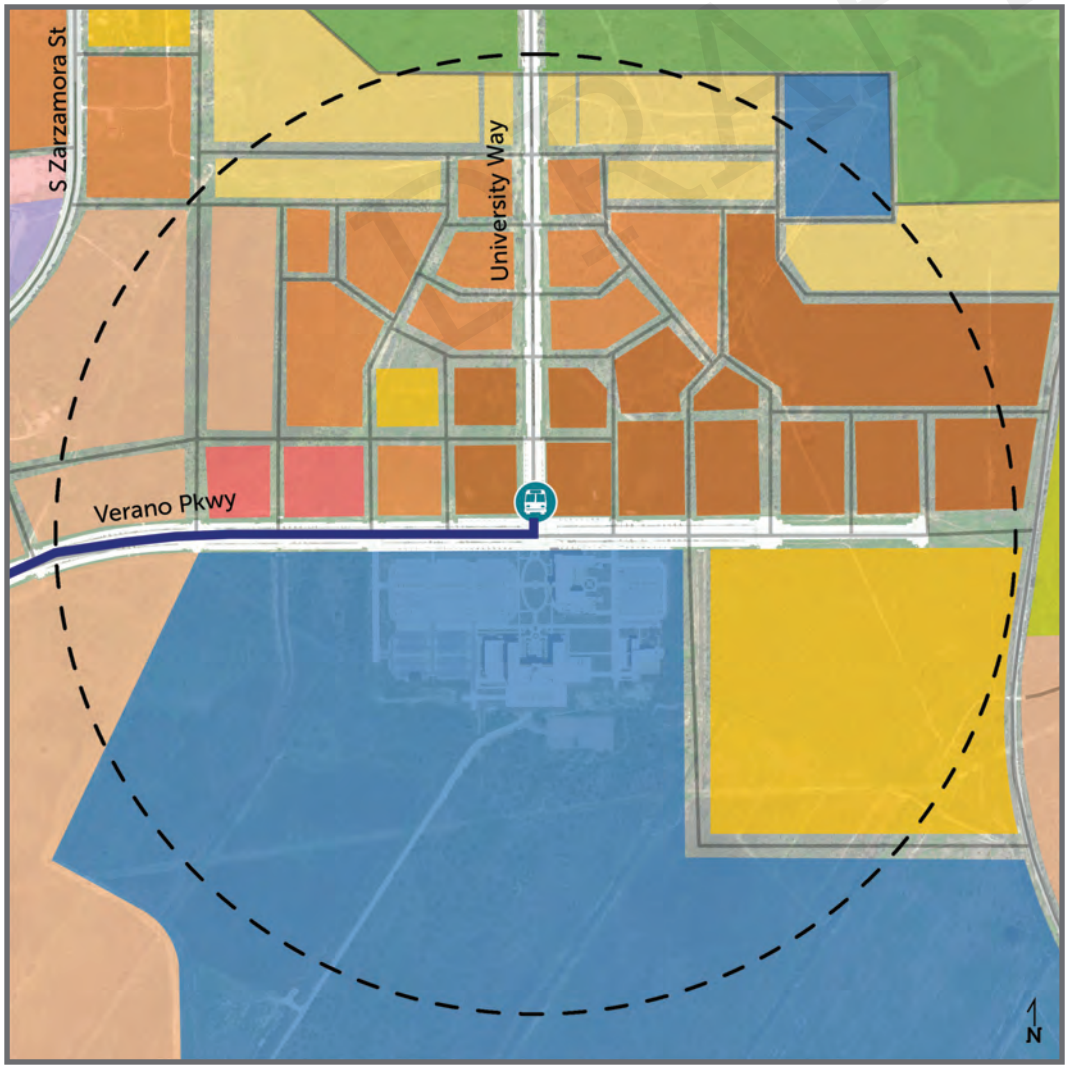
## ZARZAMORA CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

As an "Urban Center" station type, the Texas A&M Station Area will host thousands of students, faculty and associated commercial and residential uses. The recommended future land use presented below is based on the University's district master plan which provides its own guidance on densities and zoning designations that are likely to be applied to newly platted development. As this plan is implemented, medium and high density mixed-use should be the predominant development type.

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### RECOMMENDED FUTURE LAND USE



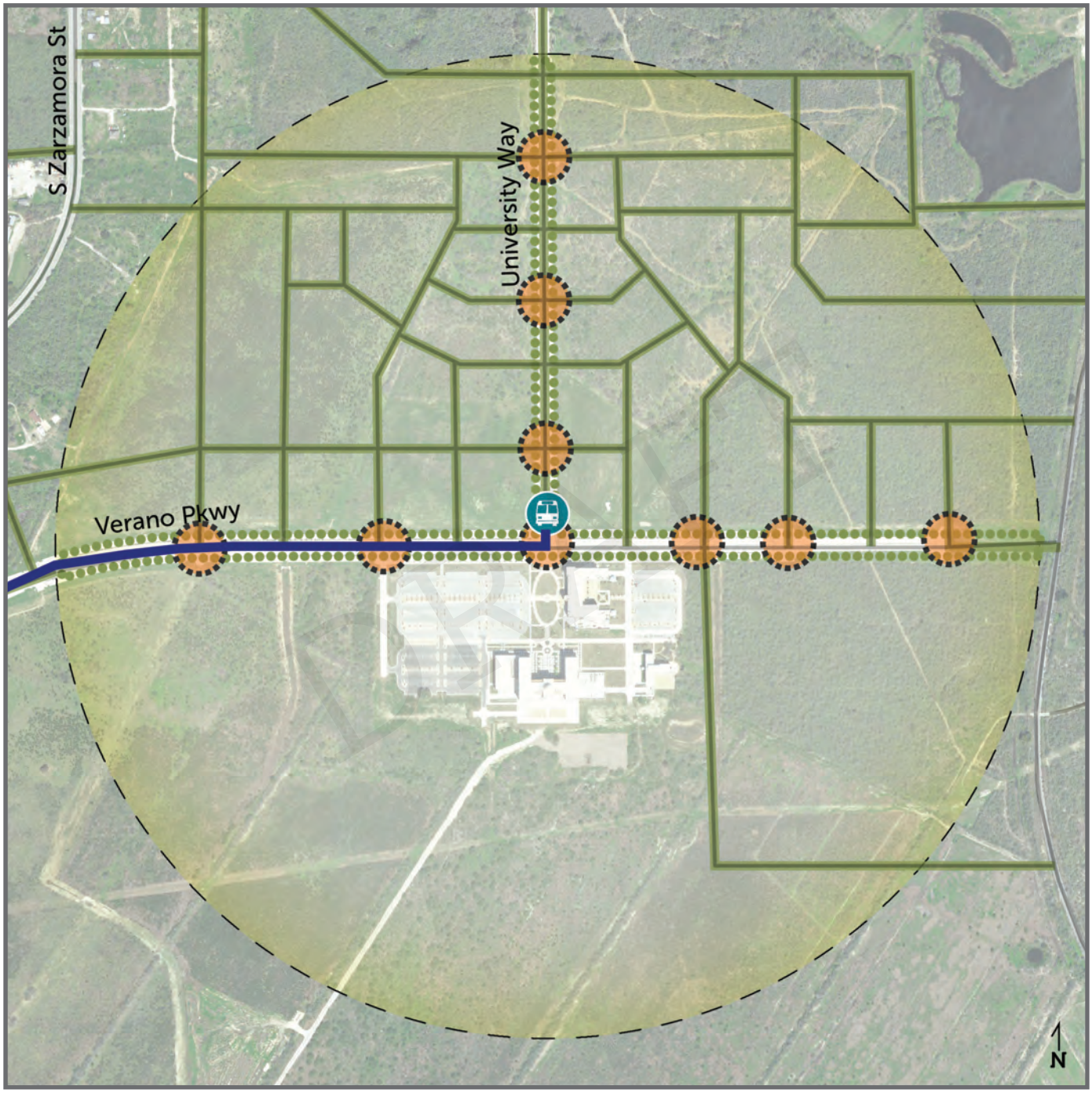

- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Parks/Open Space
- Agriculture
- Airport
- Military
- Public/Quasi-Public
- Industrial
- Community Commercial
- Regional Commercial
- Business Park
- Office
- Low Density Estate
- Low Density Residential
- Med Density Residential
- High Denstiy Residential
- Low Density Mixed-Use
- Med Density Mixed-Use
- High Density Mixed-Use

Station Area Concept:

# TEXAS A&M

## ZARZAMORA CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# TEXAS A&M

## ZARZAMORA CORRIDOR

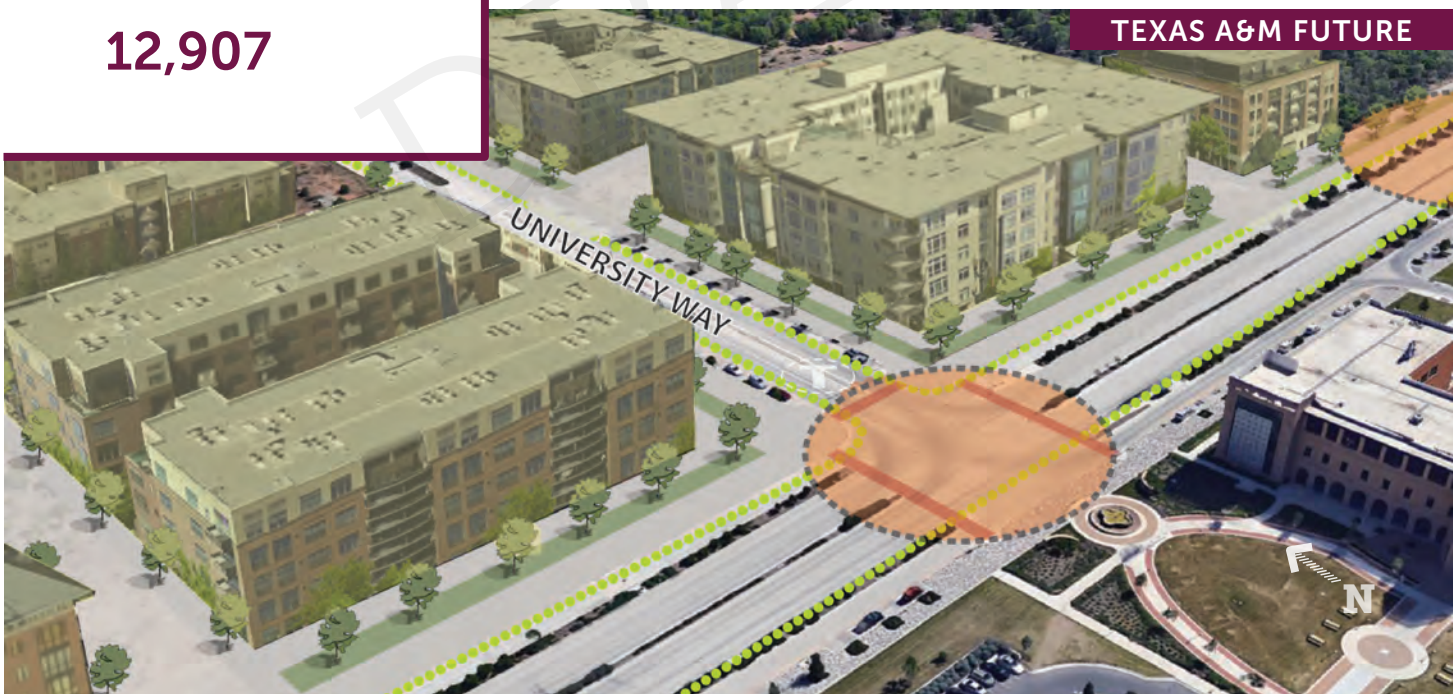



**PROJECTED EMPLOYENT**

**7,145**

**PROJECTED HOUSEHOLDS**

**12,907**




Proposed Station

New Pedestrian Crossing

Priority Complete Streets

New Development

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Station Area Concept:

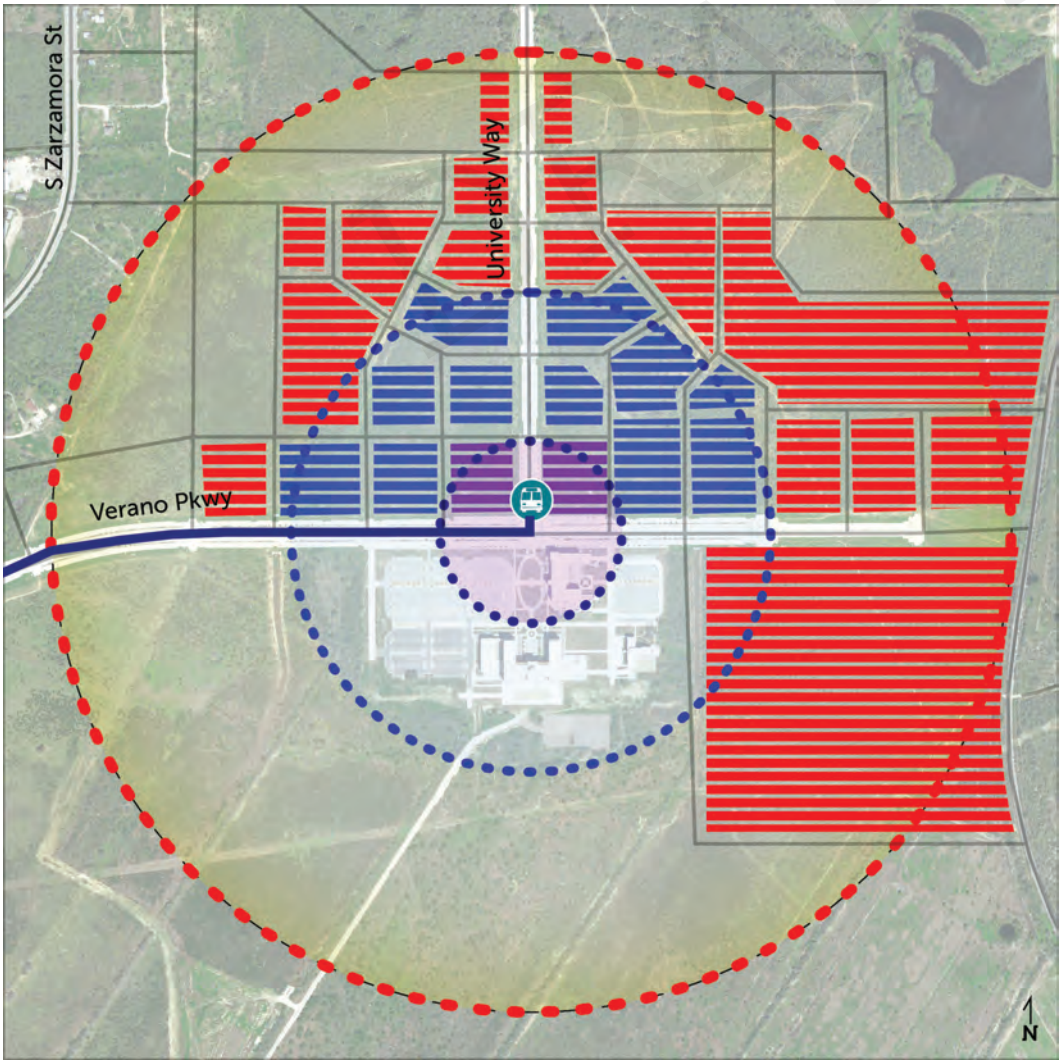
# TEXAS A&M

## ZARZAMORA CORRIDOR

As an Urban Center (UC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-UC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Urban Center (UC) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 115 UPA (12 FAR) | 115 UPA (12 FAR) | 115 UPA (6 FAR) |
| Parking Ratios *(% of standard requirement)* | *0%* | *0%* | *0%* |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

Half-Mile Radius

Quarter-Mile Radius

500-Foot Radius

TOD District Zones

TOD-UC-C1

TOD-UC-C2

TOD-UC-P

### TOD ZONE STRING:

**TOD-UC-C2**

TOD DISTRICT

STATION TYPE

DISTANCE BAND

Station Area Concept:

# TEXAS A&M

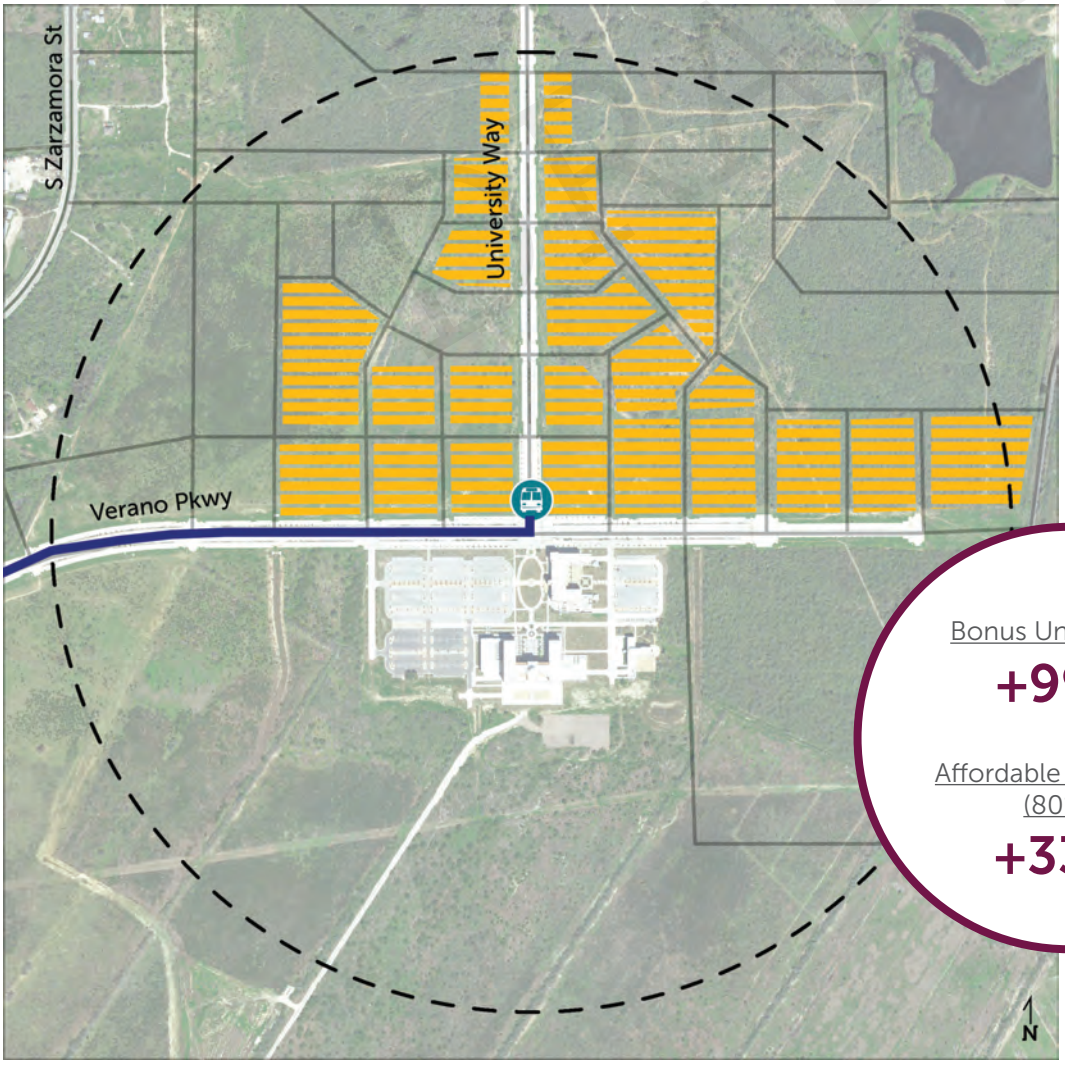
## ZARZAMORA CORRIDOR

In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

There are currently no residential units of any kind in the station area, so affordable housing preservation will not be an effective strategy. However, the map below shows the tremendous potential for below-market unit production in mixed income developments. The projected affordable unit capacity for this station is 330 units. One of the best tools the City of San Antonio has to achieve this goal is the affordable housing density bonus. The City should consider adjusting the ***density bonus**** program so it provides a right-sized incentive for developers to include affordable housing in new construction.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+990**

Affordable Unit Potential (80% AMI)

**+330**

Station Area Concept:

# TEXAS A&M

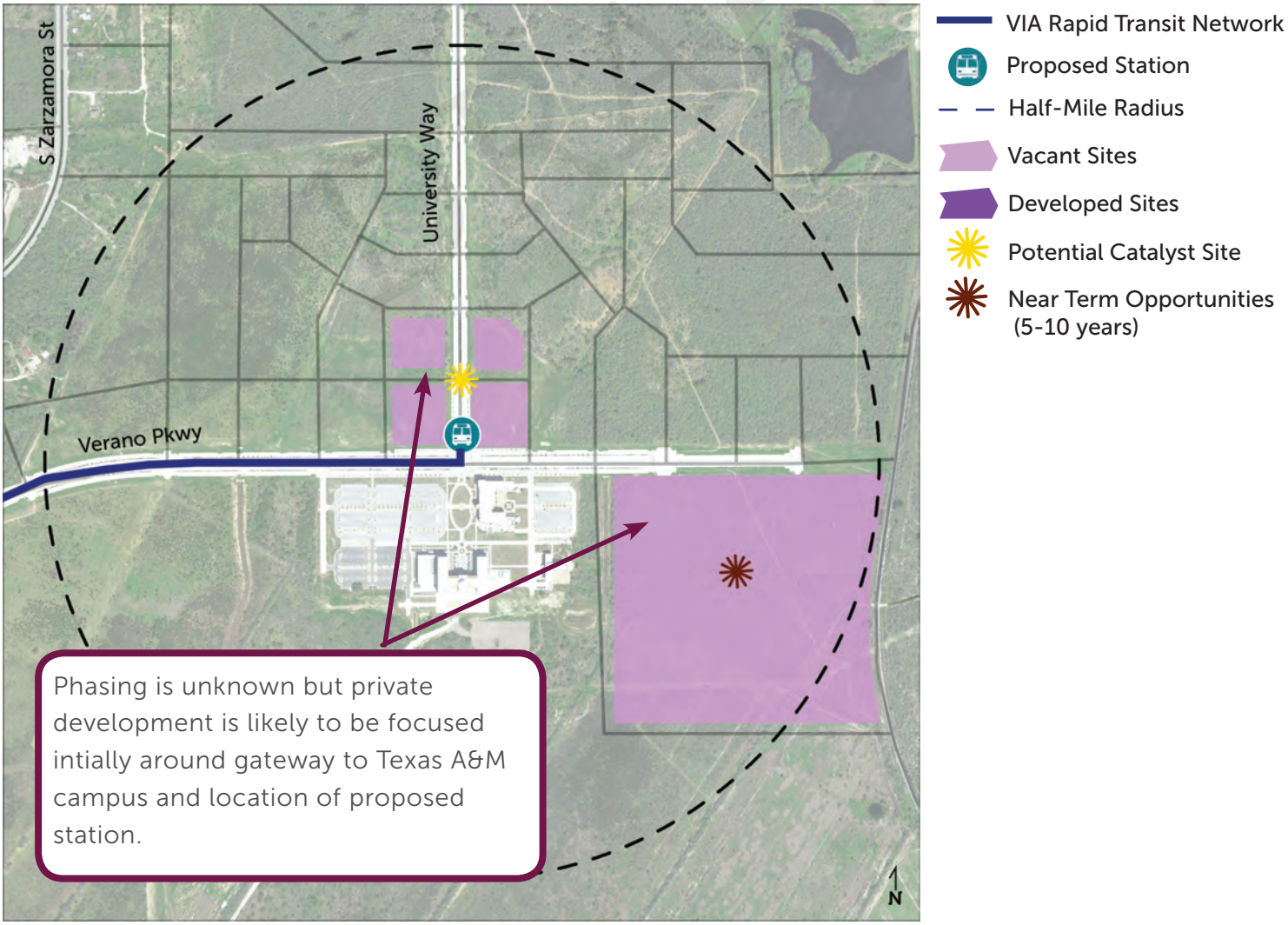
## ZARZAMORA CORRIDOR

As Texas A&M develops its campus. additional amenities will be added through VIA's investments. Phasing of private development north of campus will be difficult to predict and highly dependent on Texas A&M's expansion plans. In terms of incentives, the station area is in the Verano TIRZ, a significant financial resource but most useful if public uses are ccompanied by private development.

Key implementation steps suggested for Texas A&M Station include:

- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Target streetscape improvements, particularly connecting Texas A&M's campus to the proposed transit station

### REDVELOPMENT OPPORTUNITIES



STATION CONCEPT

# UTSA BLVD

## FREDERICKSBURG CORRIDOR

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# TABLE OF CONTENTS


**Station Area Profile**
A quick overview of station area demographics, land use, and market strength. 1

**Recommendations**
A roadmap for future development and improvements to station area infrastructure. 2

**Vision**
A preview of how the station area might look and function if transit and other investments are made. 4

**Strategies**
Targets, policy changes, and major investments that will help us achieve the vision. 6


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Station Area Concept:

# UTSA BLVD

**FREDERICKSBURG CORRIDOR**




## TYPOLOGY

Station Type

**COMMUTER STATION**

Urban Form

TRANSIT ADJACENT
▶ **TRANSIT RELATED**
TRANSIT SUPPORTIVE

Market Strength

▶ **STRONG**
TRANSITIONAL
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 3% | 15% | $57,438 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 2,535 | 1,441 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
CATALYZE
▶ **SUPPORT**

With a Strategy Cluster designation of "support," actions at this station can be directed to facilitate strategic site development opportunities including urban-scale student-oriented and supportive commercial development

## ABOUT THE STATION

The proposed UTSA Blvd Station is located at the intersectin of UTSA Blvd and I-10 in north-west San Antonio. This station area is situated in one of the fastest-growing parts of the region. Development in the area is recent and includes a Costco Wholesale outlet as well as numerous residential subdivisions at a range of densities.

Urban form in this station area is transit-related which means that improved crossings are needed and block sizes may make walking difficult.




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Station Area Concept:

# UTSA BLVD

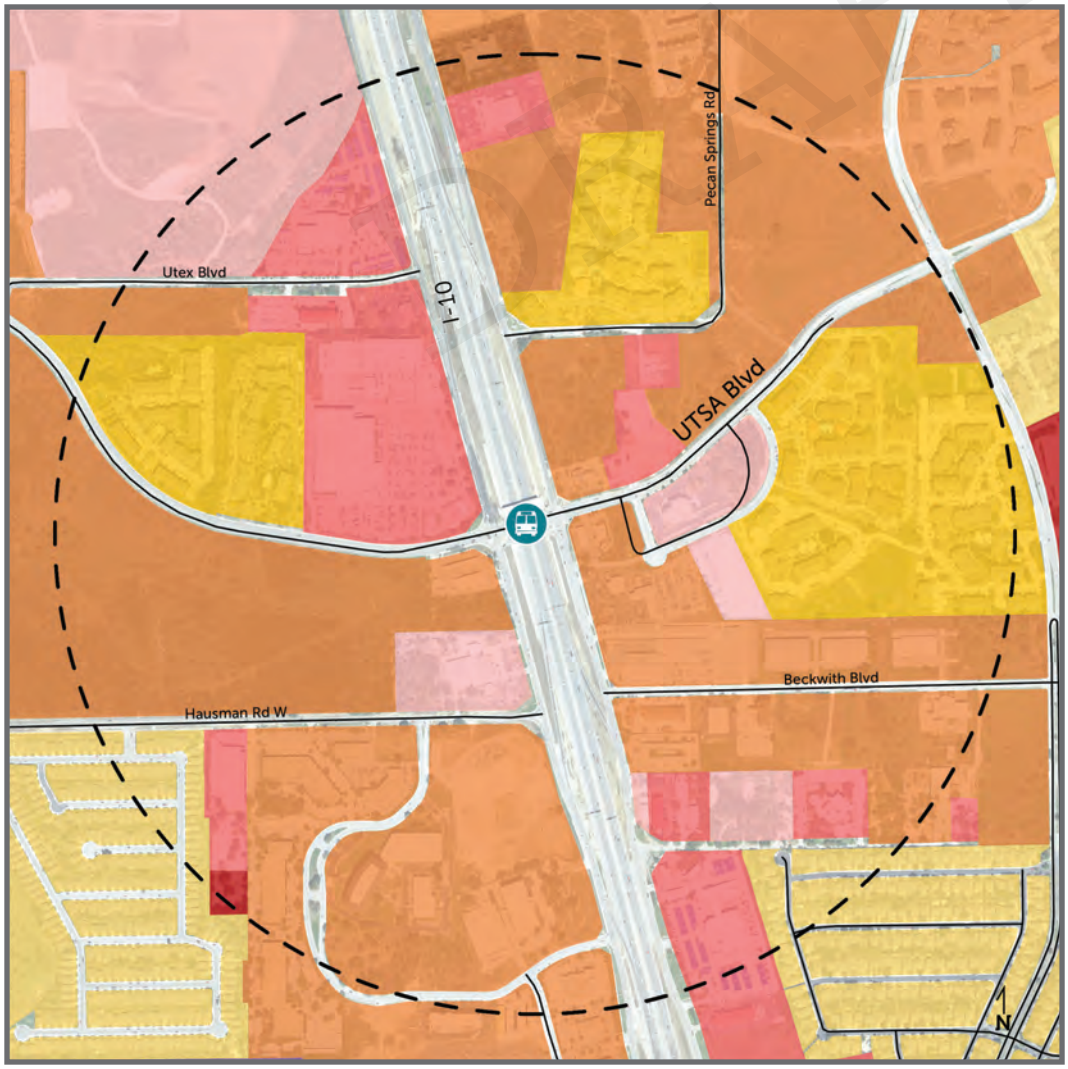
## FREDERICKSBURG CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

Both existing zoning and local plans indicate a desire for high density residential or mixed-use in this station area. Given the strong real estate market and numerous comparable projects, it is likely that this station area has the momentum necessary to become a dense suburban residential district. Activity density is, however, only one component of transit-supportive urban form. As new developments are platted on large vacant sites, block sizes should remain small to encourage a walkable street network.

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### RECOMMENDED FUTURE LAND USE



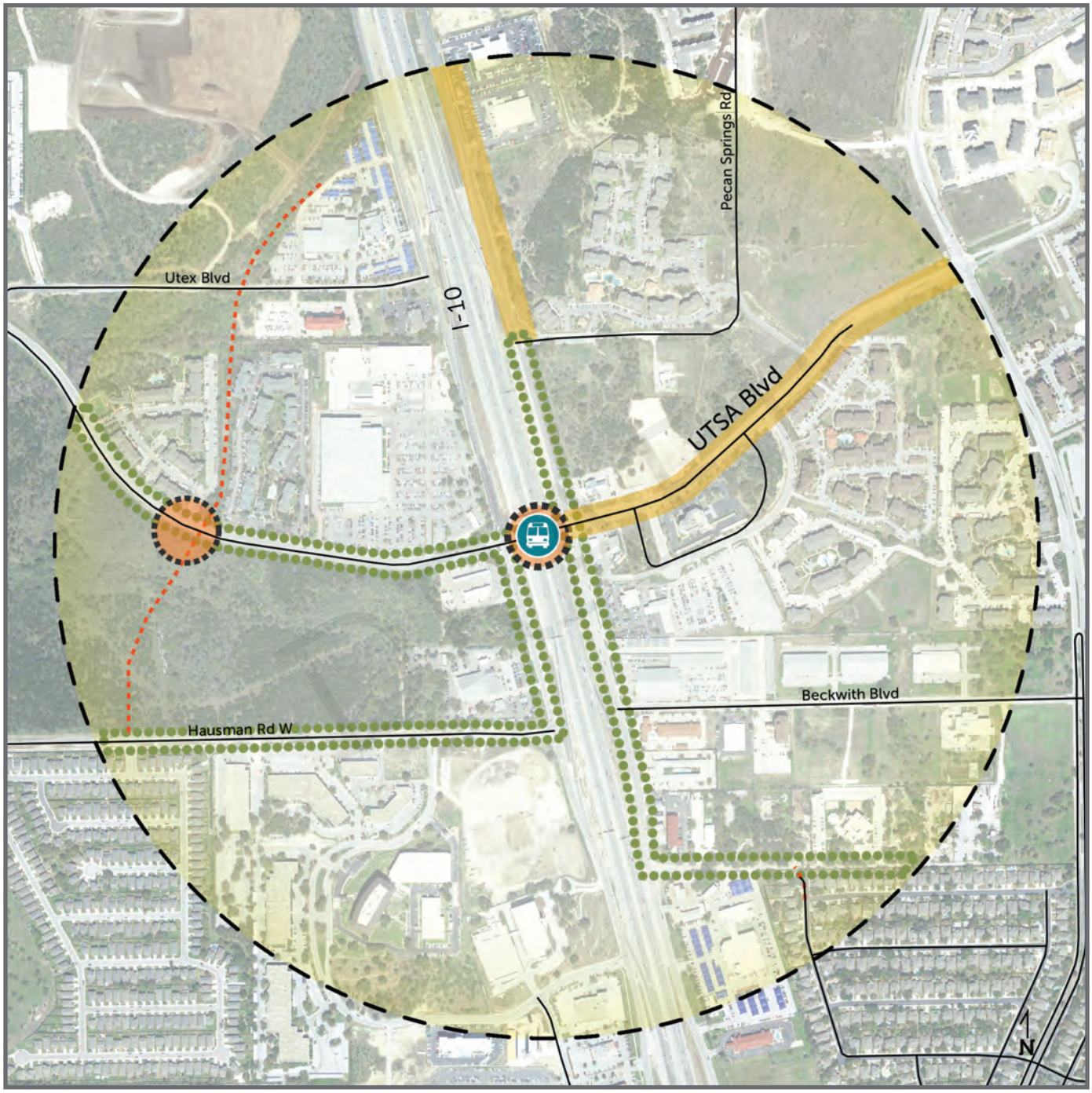

- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Parks/Open Space
- Agriculture
- Airport
- Military
- Public/Quasi-Public
- Industrial
- Community Commercial
- Regional Commercial
- Business Park
- Office
- Low Density Estate
- Low Density Residential
- Med Density Residential
- High Denstiy Residential
- Low Density Mixed-Use
- Med Density Mixed-Use
- High Density Mixed-Use

Station Area Concept:

# UTSA BLVD

## FREDERICKSBURG CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# UTSA BLVD

## FREDERICKSBURG CORRIDOR







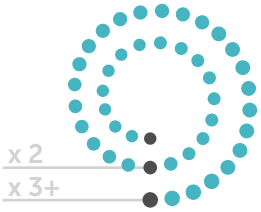
Proposed Station
Access Management
New Pedestrian Crossing
Priority Pedestrian Crossing
Sidewalk Needed
Priority Complete Streets
New Park / Green Space
New Development

Station Area Concept:

# UTSA BLVD

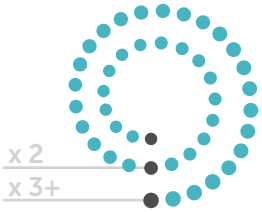
**FREDERICKSBURG CORRIDOR**

## EMPLOYMENT INCREASE




435%

## HOUSEHOLD INCREASE




499%



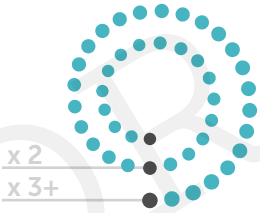
## MARKET STRENGTH

Development Increase in Sq. Ft.




37%

Property Tax Increase Per Acre




213%

## TRANSPORTATION

Decrease in Auto Trips per Household

↓ 18%

Increase in Total Transit Trips

↑ 409%

Increase in Total Walk Trips

↑ 476%

Increase in Total Bike Trips

↑ 395%

## STATION AREA IMPACTS

In the future, UTSA Blvd Station will build out as a high density mixed-use district. With its convenient transit and freeway access, it is possible this area will become attractive for UTSA-related industries and service sectors such as medical office and R&D flex space.

The added activity will be accompanied by numerous retail and service amenities, potentially geared toward UTSA students. Improved connections across I-10 will allow for safe and convenient access to the proposed transit station.

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Station Area Concept:

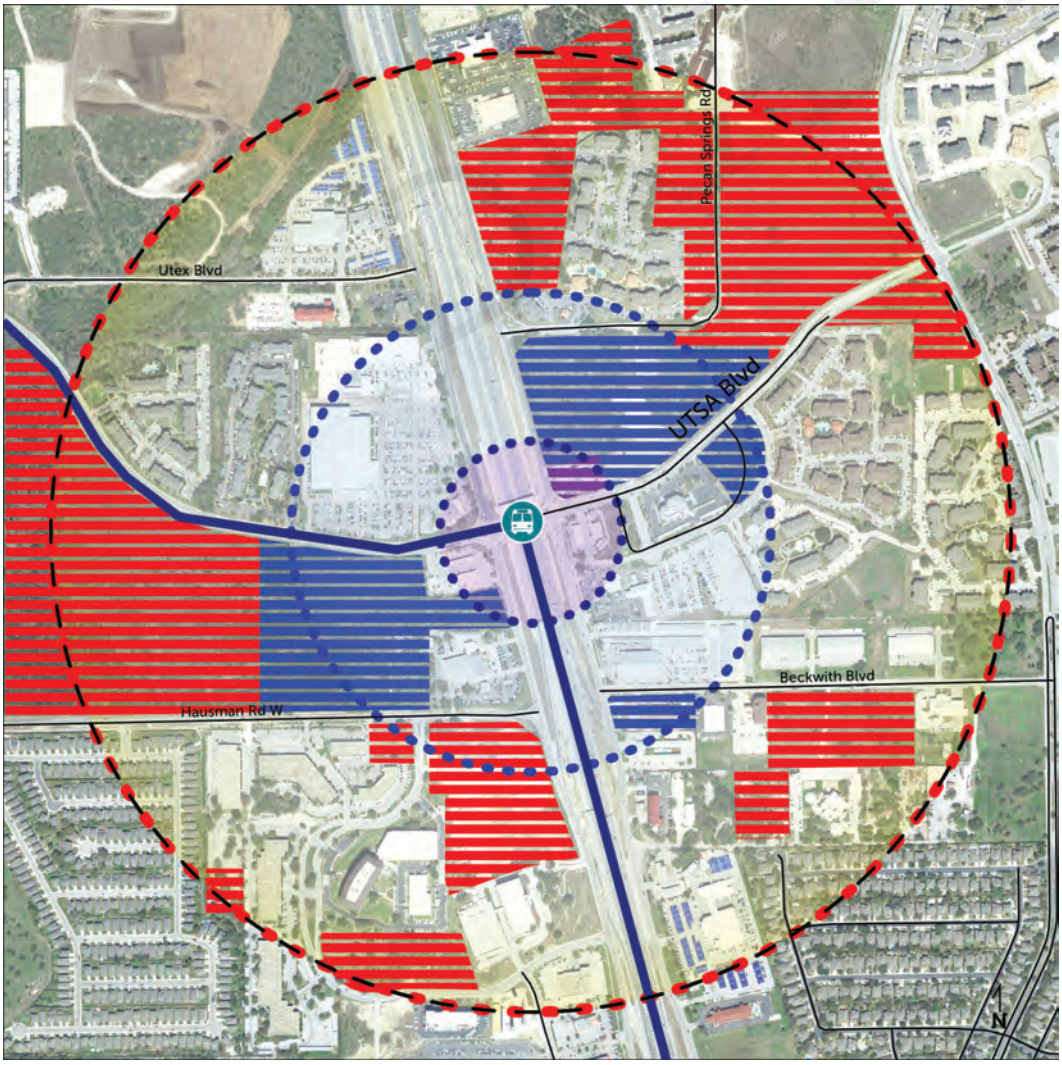
# UTSA BLVD

## FREDERICKSBURG CORRIDOR

As a Commuter Station (CS) station area, TOD-CS zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CS zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Commuter Station (CS) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 55 UPA (4 FAR) | 40 UPA (3 FAR) | 40 UPA (2 FAR) |
| Parking Ratios *(% of standard requirement)* | 0% | 75% | 75% |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-CS-C1
- TOD-CS-C2
- TOD-CS-P

### TOD ZONE STRING:

**TOD-CS-C2**

TOD DISTRICT | STATION TYPE | DISTANCE BAND

Station Area Concept:

# UTSA BLVD

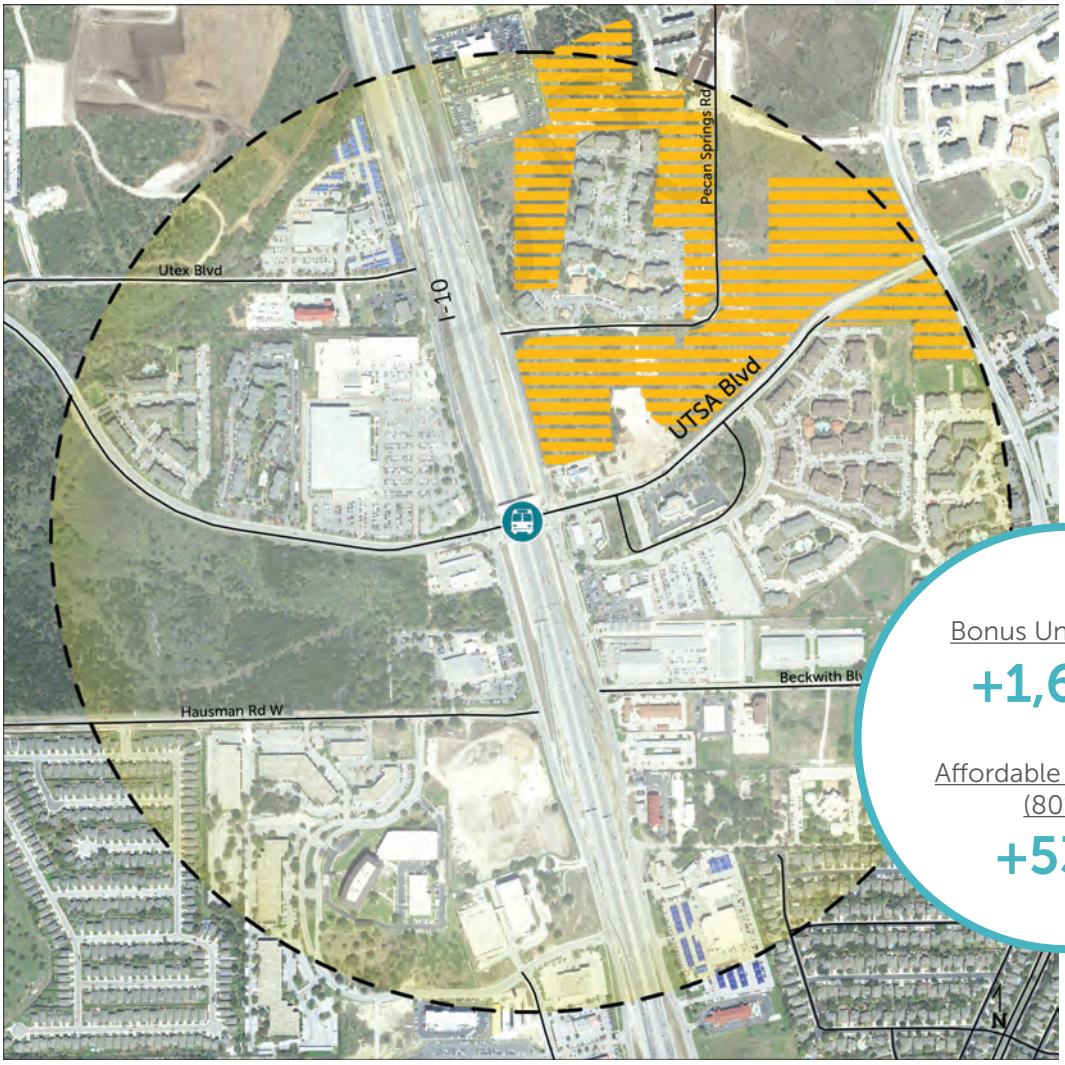
## FREDERICKSBURG CORRIDOR

In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

Land in the UTSA Blvd Station Area may already be too expensive to make affordable housing preservation a viable strategy. However, the map below shows the tremendous potential for below-market unit production in mixed income developments. The projected affordable unit capacity for this station is 535 units. One of the best tools the City of San Antonio has to achieve this goal is the affordable housing density bonus. The City should consider adjusting the ***density bonus**** program so it provides a right-sized incentive for developers to include affordable housing in new construction.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+1,606**

Affordable Unit Potential (80% AMI)

**+535**

Station Area Concept:

# UTSA BLVD

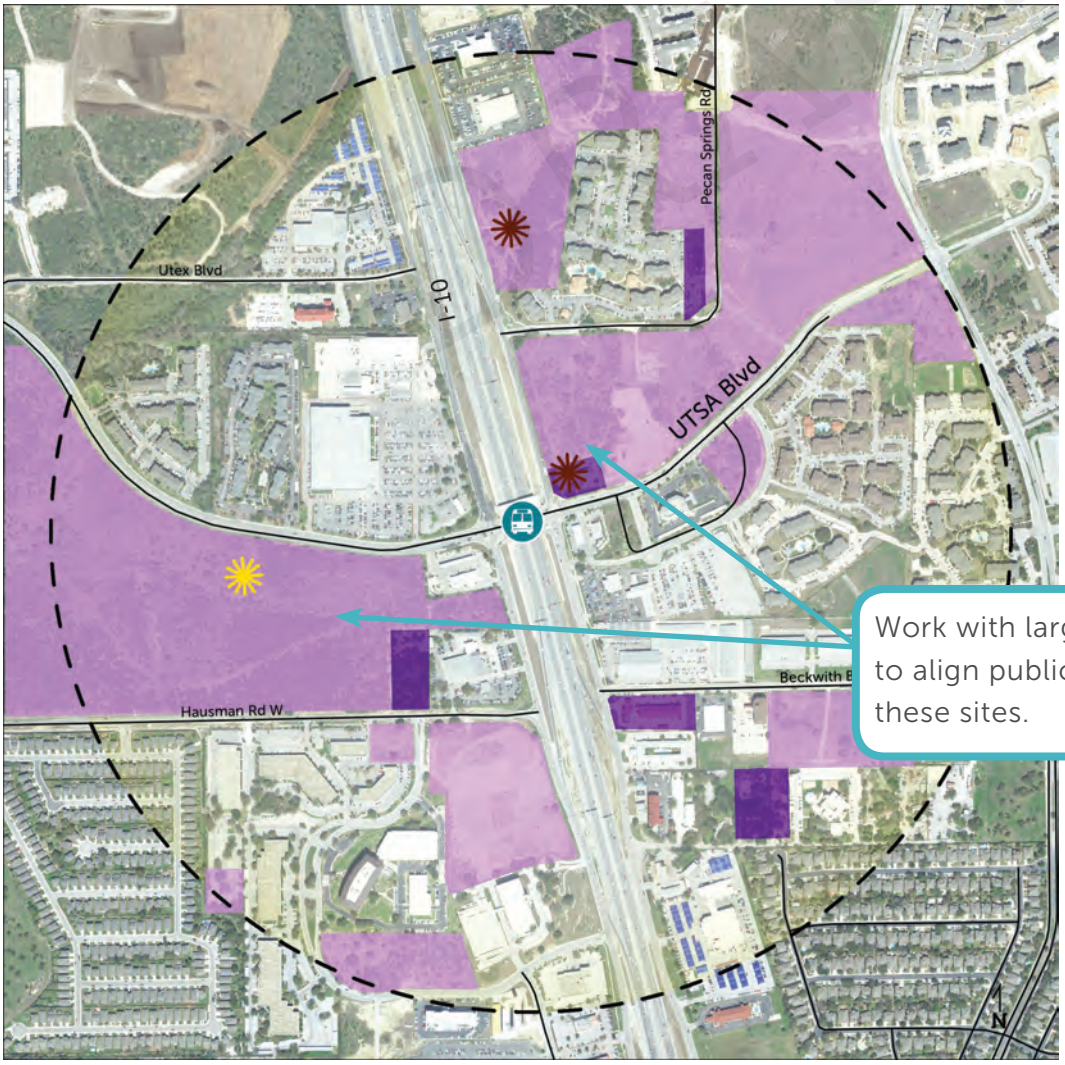
## FREDERICKSBURG CORRIDOR

UTSA Blvd Station is in an area with significant development momentum. As such, it may only need small, targeted incentives to successfully encourage transit-supportive development. Currently, no City of San Antonio incentives are available in this area. Several large sites are in advanced planning stages, including the site south of UTSA Blvd across from the Costco. The City of San Antonio should consider engaging developers and land owners in station area planning exercises to better align public and private priorities.

Key implementation steps suggested for UTSA Blvd. station include:

- Station area planning recommended in partnership with UTSA and private owners
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Extend CCHIP-like program to incentivize multifamily development

### REDVELOPMENT OPPORTUNITIES



STATION CONCEPT

# WILLOW SPRINGS

## RANDOLPH CORRIDOR

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**Strategies** 6
Targets, policy changes, and major investments that will help us achieve the vision.


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Station Area Concept:

# WILLOW SPRINGS

## RANDOLPH CORRIDOR




## TYPOLOGY

Station Type

**COMMUNITY CORRIDOR**

Urban Form

TRANSIT ADJACENT
▶ **TRANSIT RELATED**
TRANSIT SUPPORTIVE

Market Strength

STRONG
▶ **TRANSITIONAL**
STATIC

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 18% | 37% | $24,480 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 546 | 359 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
▶ **CATALYZE**
SUPPORT

With a Strategy Cluster designation of"catalyze," actions at this station should focus near-term on catalyzing highly visible urban-scale public-private development at sites with immediate transit station proximity.

## ABOUT THE STATION

The proposed Willow Springs Station is located near the AT&T Center where E. Commerce St. and E Houston St. cross. Today, the station area is largely industrial and impacted by Salado Creek.

Urban form is transit related due to lack of connectivity and very low activity density. The addition of high capacity transit and its proximity to the AT&T center may give this area the opportunity to reposition itself as a medium density mixed-use node.




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Station Area Concept:

# WILLOW SPRINGS

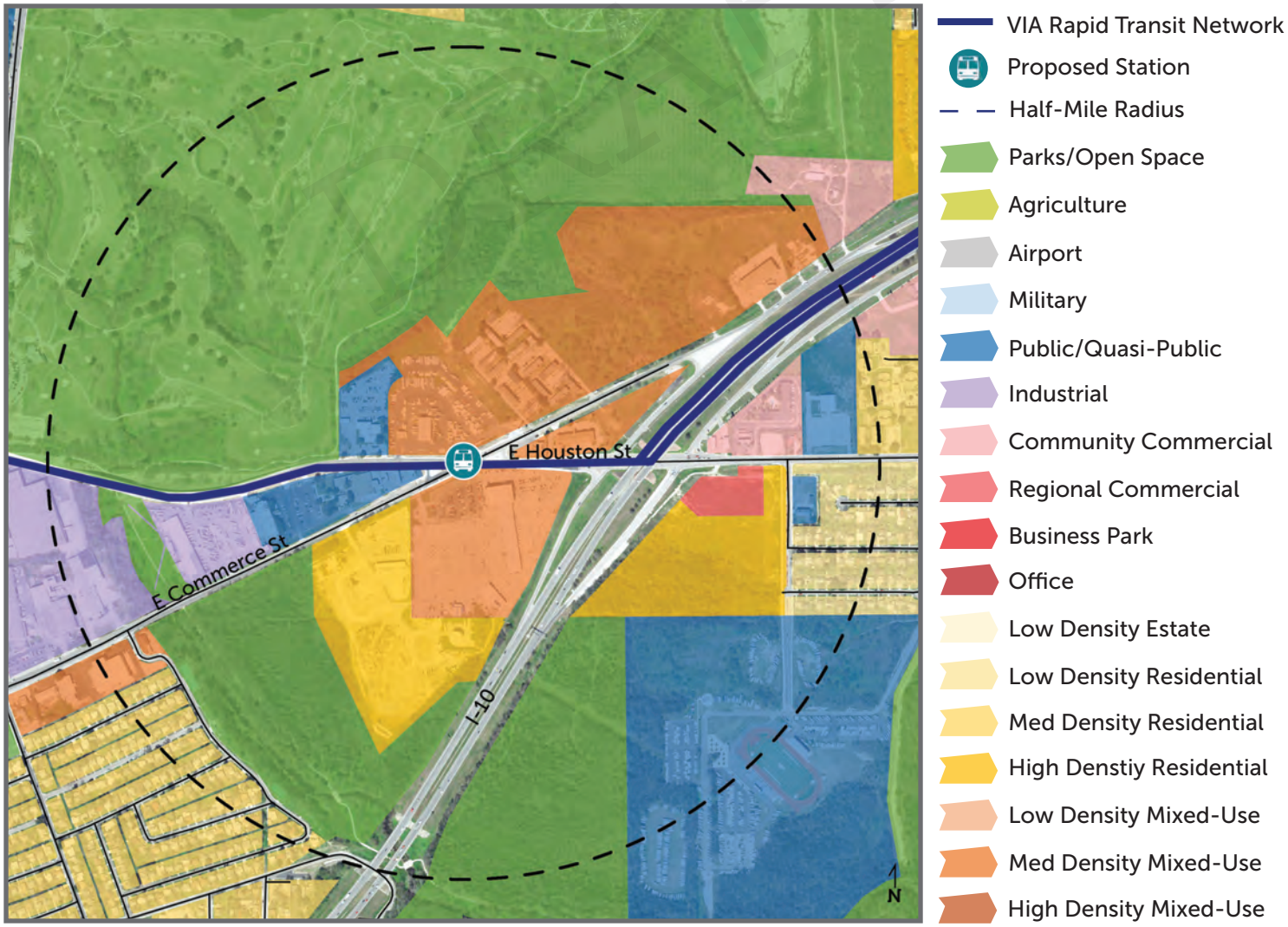
## RANDOLPH CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

The Willow Springs Station Area will need to become more dense in order to be efficiently served by high-capacity transit. As station area matures, zoning should allow for medium and high density mixed-use in close proximity to the station area. Though I-10 creates a significant barrier between the northern and southern portions of the station area, it may provide a convenient buffer between high intensity mixed-use at the station and lower density signle family neighborhoods on the station area's southern edge.

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### RECOMMENDED FUTURE LAND USE

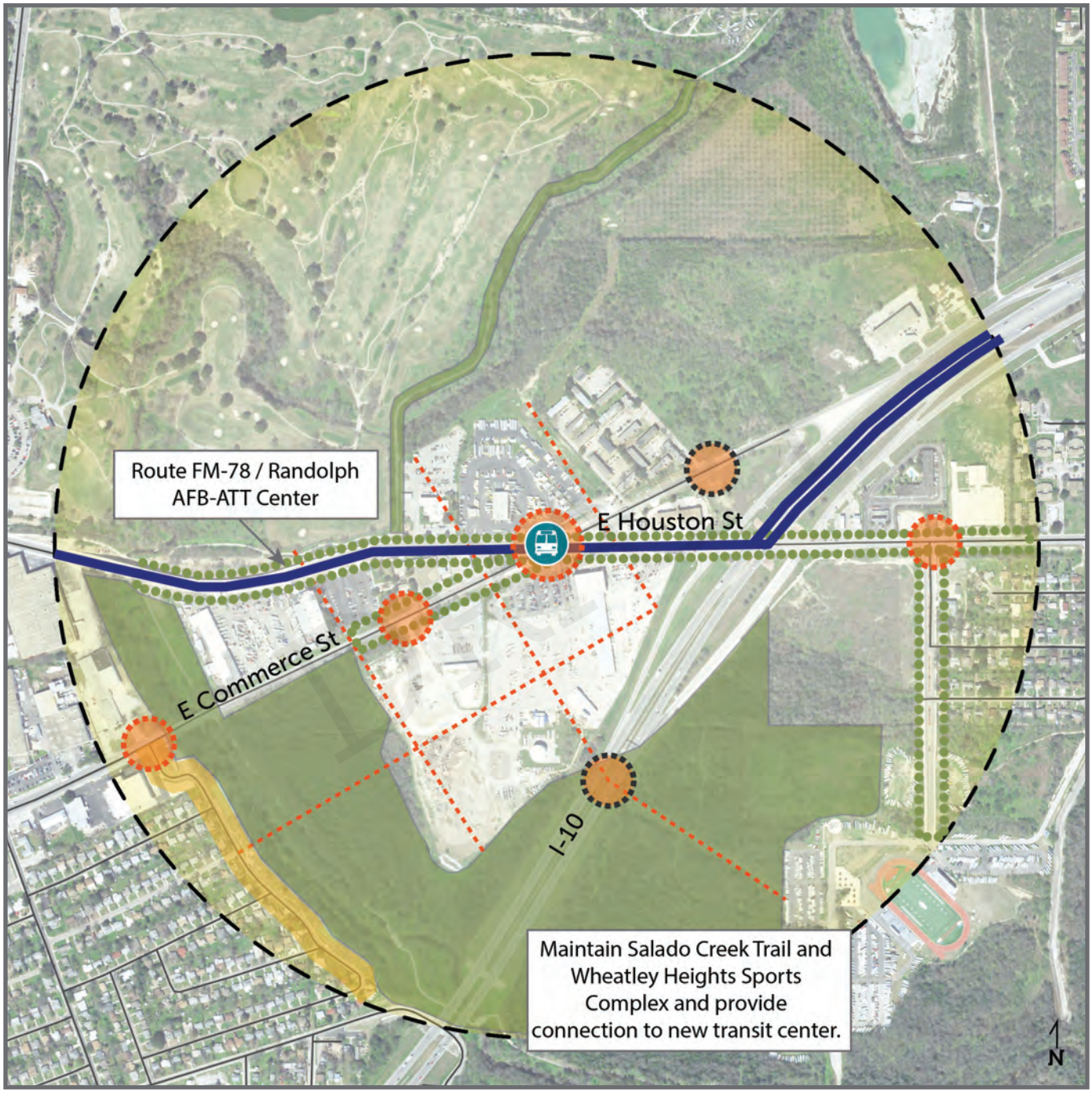


Station Area Concept:

# WILLOW SPRINGS

## RANDOLPH CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS




- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# WILLOW SPRINGS

## RANDOLPH CORRIDOR







- Proposed Station
- Access Management
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Sidewalk Needed
- Priority Complete Streets
- New Park / Green Space
- New Development

Station Area Concept:

# WILLOW SPRINGS

**RANDOLPH CORRIDOR**

## EMPLOYMENT INCREASE




29%

## HOUSEHOLD INCREASE




49%




## MARKET STRENGTH

Development Increase in Sq. Ft.




15%

Property Tax Increase Per Acre




75%

## TRANSPORTATION

Decrease in Auto Trips per Household

↓ 7%

Increase in Total Transit Trips

↑ 64%

Increase in Total Walk Trips

↑ 81%

Increase in Total Bike Trips

↑ 92%

## STATION AREA IMPACTS

As the station area matures, it will reposition itself from low density industrial to moderate density mixed-use node. Traffic calming and new streetscape treatments along Houston and Commerce will create a walkable pedestrian environment where before pedestrians were seldom seen.

Connections between the station, the Salado Creek Greenway, and Wheatley Heights Sport Complex will be improved in order to broaden the impact of VIA's transit investment.

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Station Area Concept:

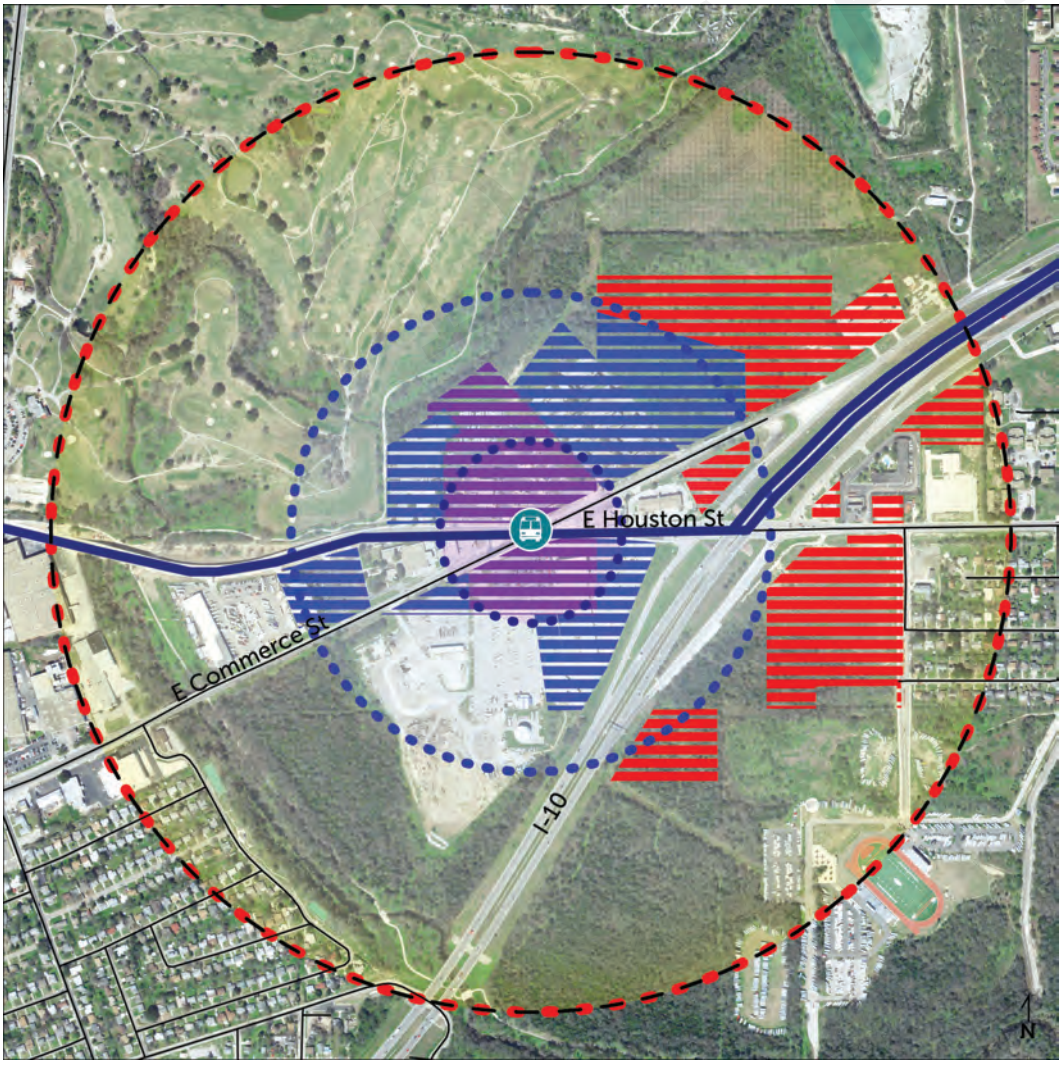
# WILLOW SPRINGS

## RANDOLPH CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Community Corridor (CC) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 115 UPA (6 FAR) | 55 UPA (4 FAR) | 45 UPA (3 FAR) |
| Parking Ratios *(% of standard requirement)* | 0% | 50% | 75% |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

Half-Mile Radius

Quarter-Mile Radius

500-Foot Radius

TOD District Zones

TOD-CC-C1

TOD-CC-C2

TOD-CC-P

### TOD ZONE STRING:

**TOD-CC-C2**

TOD DISTRICT

DISTANCE BAND

STATION TYPE

Station Area Concept:

# WILLOW SPRINGS

## RANDOLPH CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

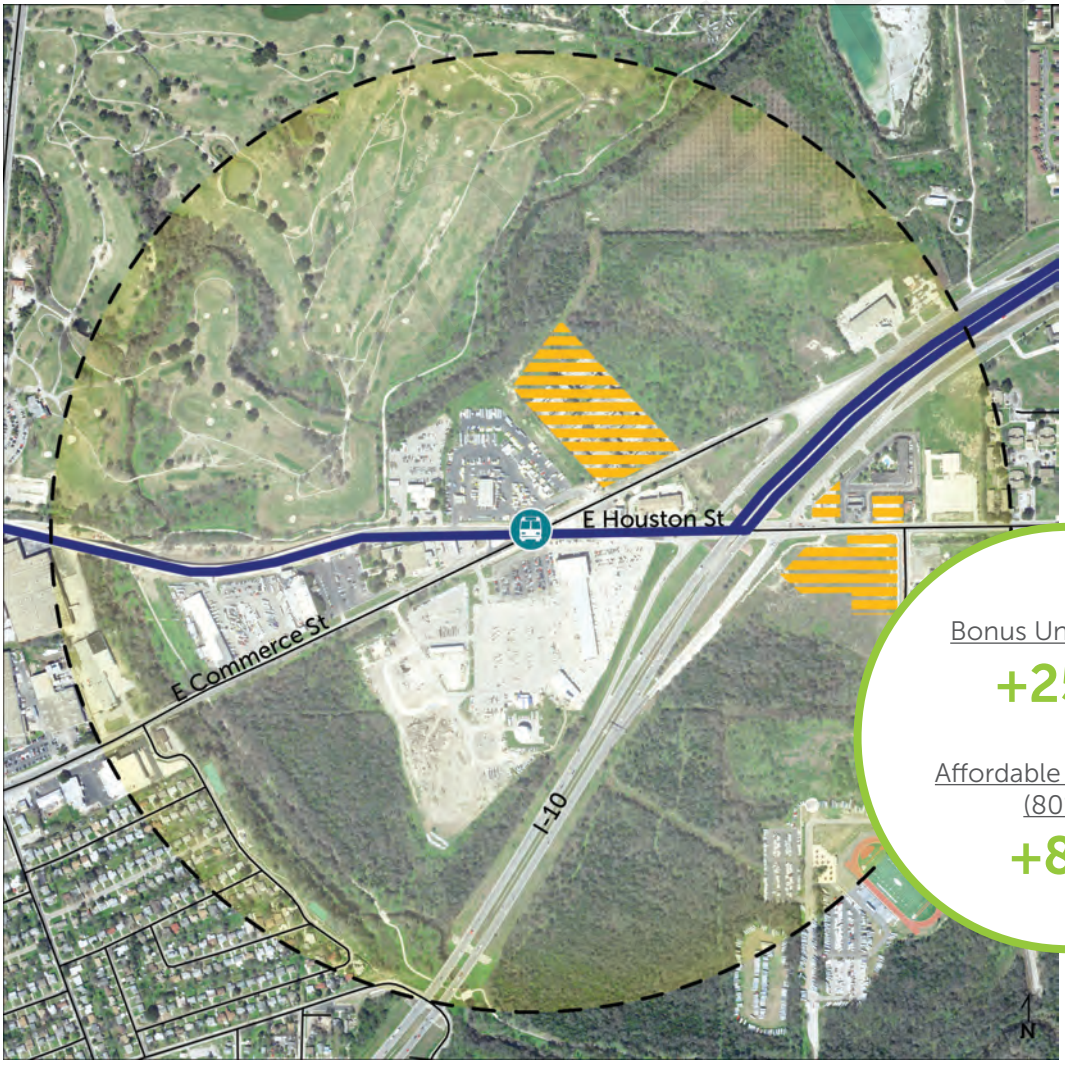
### PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 33% of "affordable" units in the station have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create a reserve fund to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the density bonus* it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Willow Springs Station Area with potential for mixed income multifamily development.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network

Proposed Station

Half-Mile Radius

Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential

**+255**

Affordable Unit Potential (80% AMI)

**+85**

Station Area Concept:

# WILLOW SPRINGS

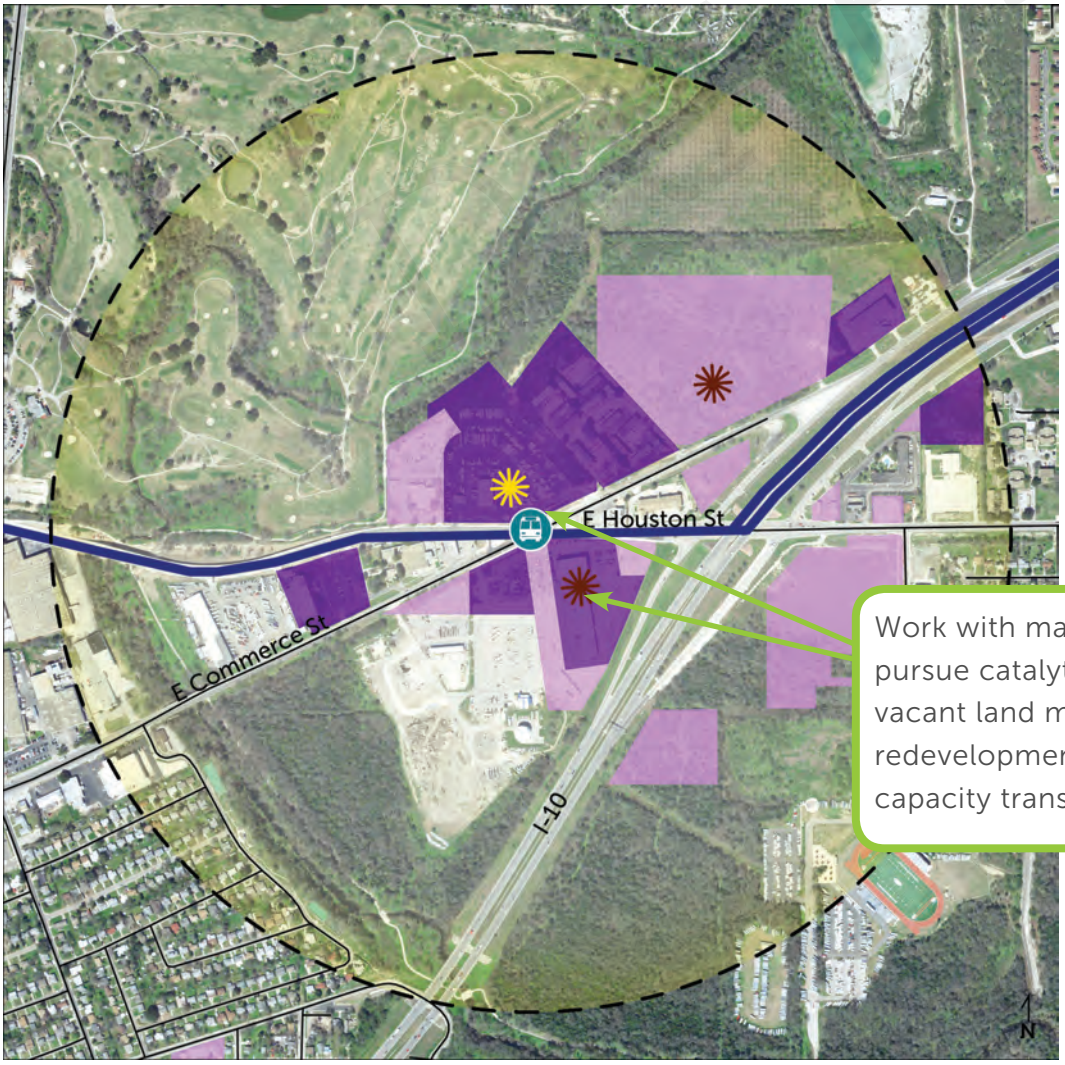
## RANDOLPH CORRIDOR

The proposed Willow Springs Station Area has access to numerous incentive programs including the Inner City Reinvestment and Infill Policy (ICRIP), Inner City TIRZ, and the EastPoint Promise Zone. With an unproven market for transit-supportive development, additional interventions are needed beyond what is already available. Parking reductions as part of the TOD special district as well as extending the reach of the Center City Housing Incentive Program (CCHIP) could help kick-off development in key locations and stabilize the market. In addition, the City should engage in station area planning conversations with the major land owners in the station area.

Key implementation steps suggested for Willow Springs Station include:

- Extending a CCHIP-like program and pursue catalytic projects.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Traffic calming and streetscapes - priority near station, where E. Houston and E. Commerce meet.

### REDVELOPMENT OPPORTUNITIES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Vacant Sites
Developed Sites
Potential Catalyst Site
Near Term Opportunities (5-10 years)

Work with major land owners and pursue catalytic projects. Low value vacant land may have potential for redevelopment in near term if high capacity transit is implemented.

STATION CONCEPT

# ZARZAMORA

## COMMERCE - HOUSTON CORRIDOR

DRAFT



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Targets, policy changes, and major investments that will help us achieve the vision. 6


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Station Area Concept:

# ZARZAMORA

## COMMERCE - HOUSTON CORRIDOR




## TYPOLOGY

Station Type

**NEIGHBORHOOD MAIN STREET**

Urban Form

TRANSIT ADJACENT
▶ **TRANSIT RELATED**
TRANSIT SUPPORTIVE

Market Strength

STRONG
TRANSITIONAL
▶ **STATIC**

## HOUSEHOLDS

| % Non Working Age | % Zero Car | Median Income |
|---|---|---|
| 19% | 27% | $30,357 |

## ACTIVITY

| Population | Employment | Activity Density |
|---|---|---|
| 6,075 | 1,930 | |

## TRANSIT READINESS

Zoning

Infrastructure

Market

## STRATEGIC GUIDANCE

Strategy Cluster:

▶ **NURTURE**
CATALYZE
SUPPORT

With a Strategy Cluster designation of "nurture," actions at this station may focus near-term on early stage station area planning and partnering to identify pivotal infill sites for future transit-supportive development opportunity.

## ABOUT THE STATION

The proposed Zarzamora station is located at the intersection of Zarzamorand West Commerce. A "Neighborhood Main Street" station type, this station area is centered around a commercial node with small-scale commercial uses along Commerce and Buena Vista.

Street connectivity is relatively good in this station areand walking is relatively safe, but sidewalks and crossings need improvement.




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Station Area Concept:

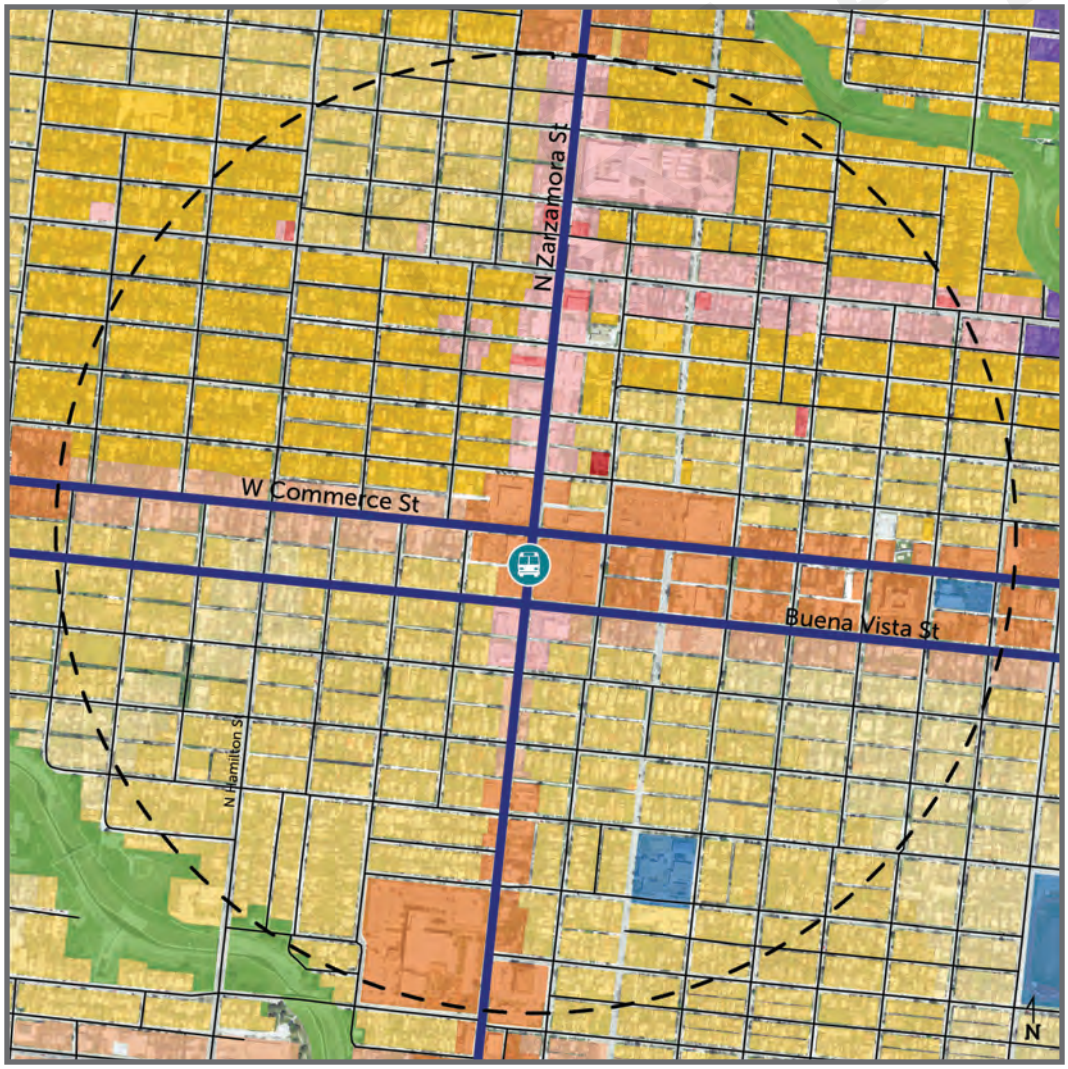
# ZARZAMORA

## COMMERCE - HOUSTON CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the ***SA Corridors Future Land Use Profiles*** document.

Future land use change in the Zarzamora Station Area should focus on its three major commercial corridors: Zarzamora, Buena Vista, and Commerce. The commercial node at Buena Vistand Zarzamora has the greatest capacity for redevelopment, but the shallow commercial parcels along Zarzamorand Commerce may also have potential for small scale mixed-use. On vacant and corner lots in surrounding residential neighborhoods, duplexes, multiplexes, and cottage courts should be allowed in order to add incremental densty to the station area.

### RECOMMENDED FUTURE LAND USE



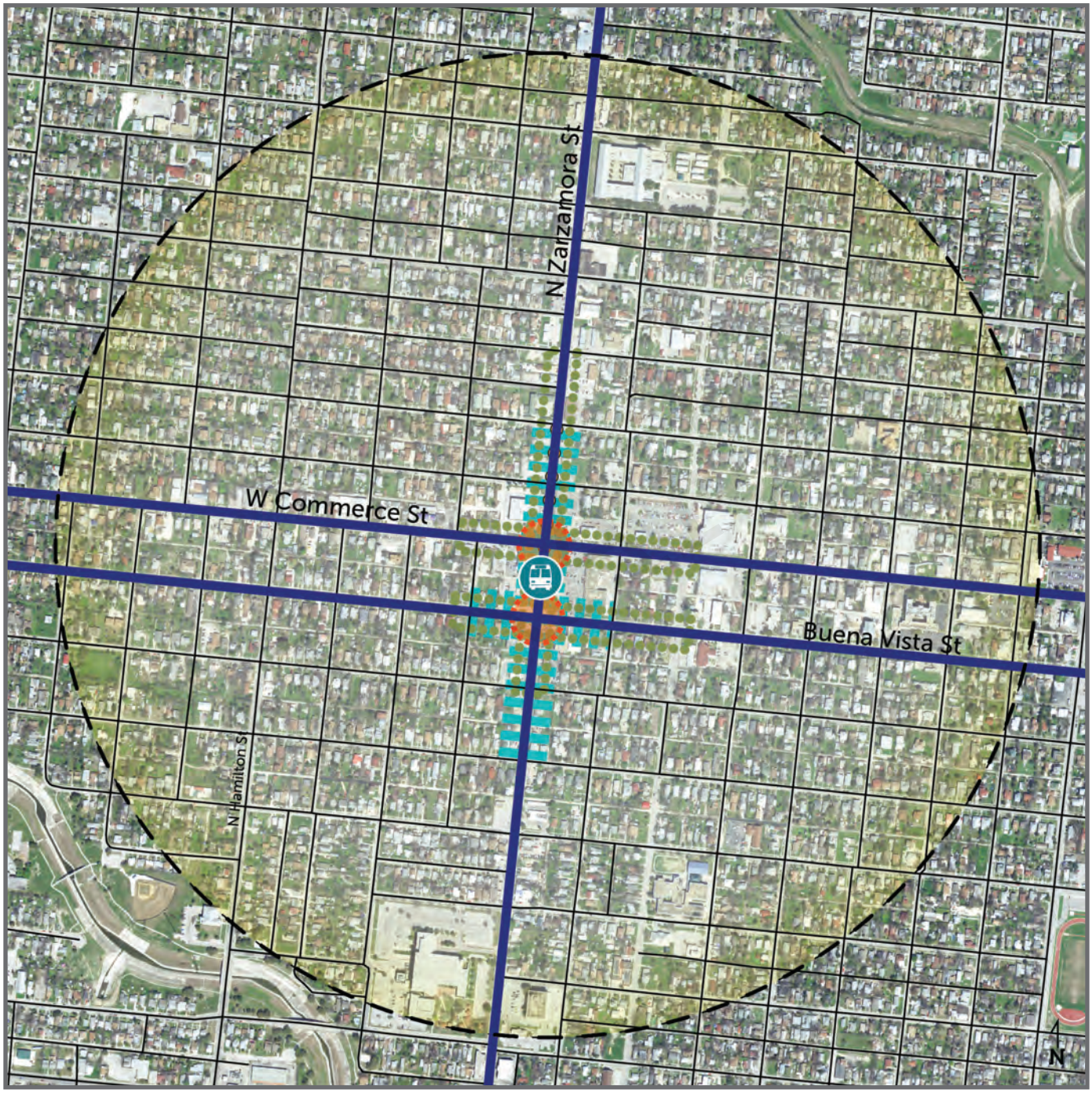

- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Parks/Open Space
- Agriculture
- Airport
- Military
- Public/Quasi-Public
- Industrial
- Community Commercial
- Regional Commercial
- Business Park
- Office
- Low Density Estate
- Low Density Residential
- Med Density Residential
- High Denstiy Residential
- Low Density Mixed-Use
- Med Density Mixed-Use
- High Density Mixed-Use

Station Area Concept:

# ZARZAMORA

## COMMERCE - HOUSTON CORRIDOR

### INFRASTRUCTURE IMPROVEMENTS



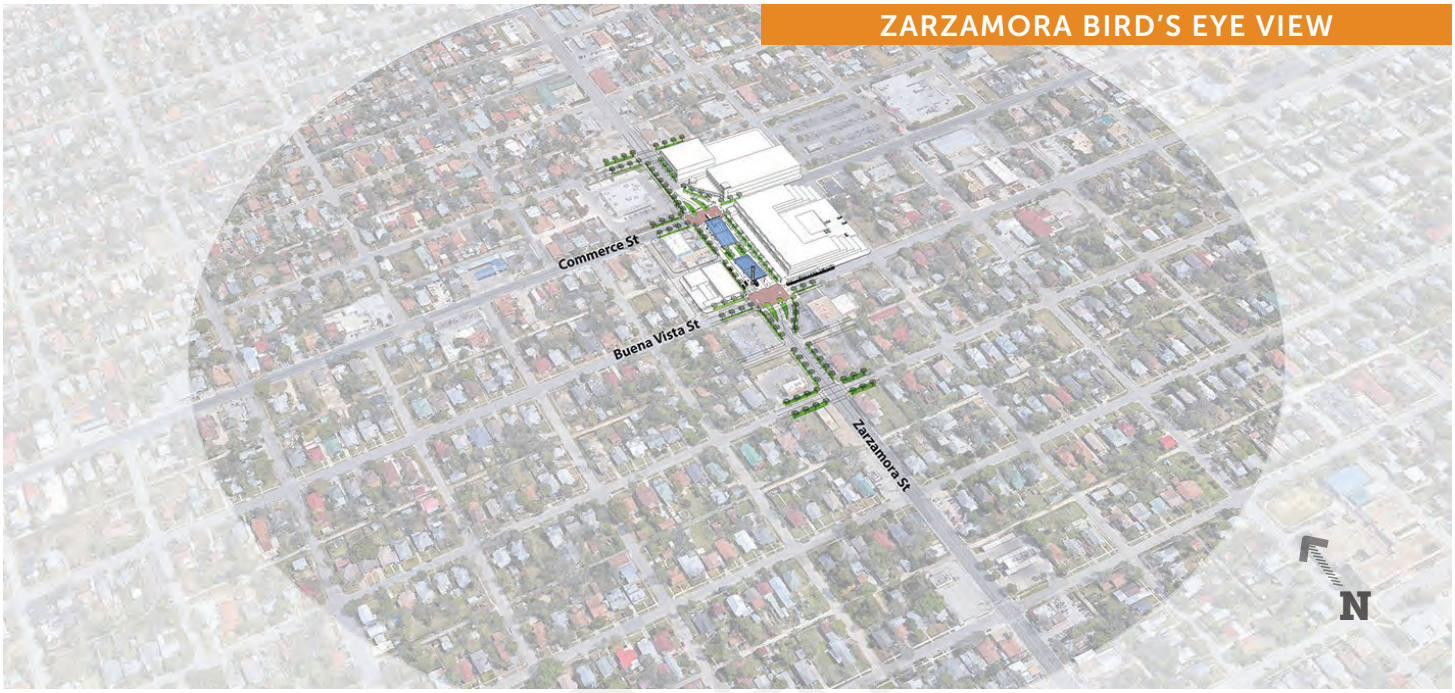

- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

# ZARZAMORA

## COMMERCE - HOUSTON CORRIDOR

### ZARZAMORA BIRD'S EYE VIEW




### ZARZAMORA TRANSIT INFRASTRUCTURE




*Above images courtesy of VIA Metropolitan Transit. Originally published in VIA Vision 2040 TSLU Concept Plans, February 2017.*

Note: The above images are meant to represent concept-level design and are not based on adopted engineering documents.

Station Area Concept:

# ZARZAMORA

## COMMERCE - HOUSTON CORRIDOR

### EMPLOYMENT DECREASE




37%

### HOUSEHOLD INCREASE




79%

### MARKET STRENGTH

Development Increase in Sq. Ft.




49%

Property Tax Increase Per Acre




107%

### TRANSPORTATION

Decrease in Auto Trips per Household

↓ 17%

Increase in Total Transit Trips

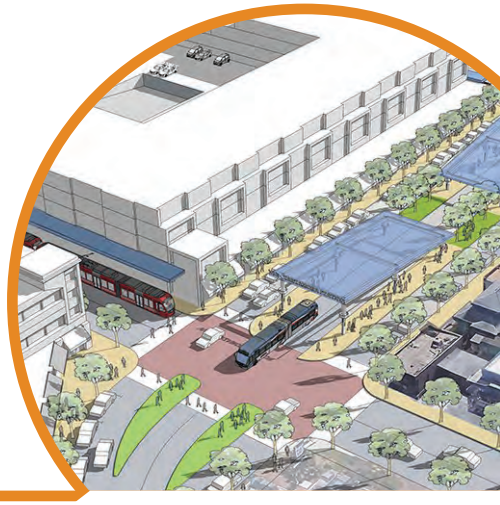
↑ 28%

Increase in Total Walk Trips

↑ 91%

Increase in Total Bike Trips

↑ 129%



## STATION AREA IMPACTS

If VIA makes its planned improvements to the Zarzamora Station, it will open up the shopping mall at Zarzamorand Buena Vista to the potential for redevelopment into mixed-use.

Residents and workers in the station area will have fast, convenient access to downtown, South Park Mall, and the medical center. They will also have access to a range of new retail and service amenities that will eliminate the need for some of their daily auto trips.

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Station Area Concept:

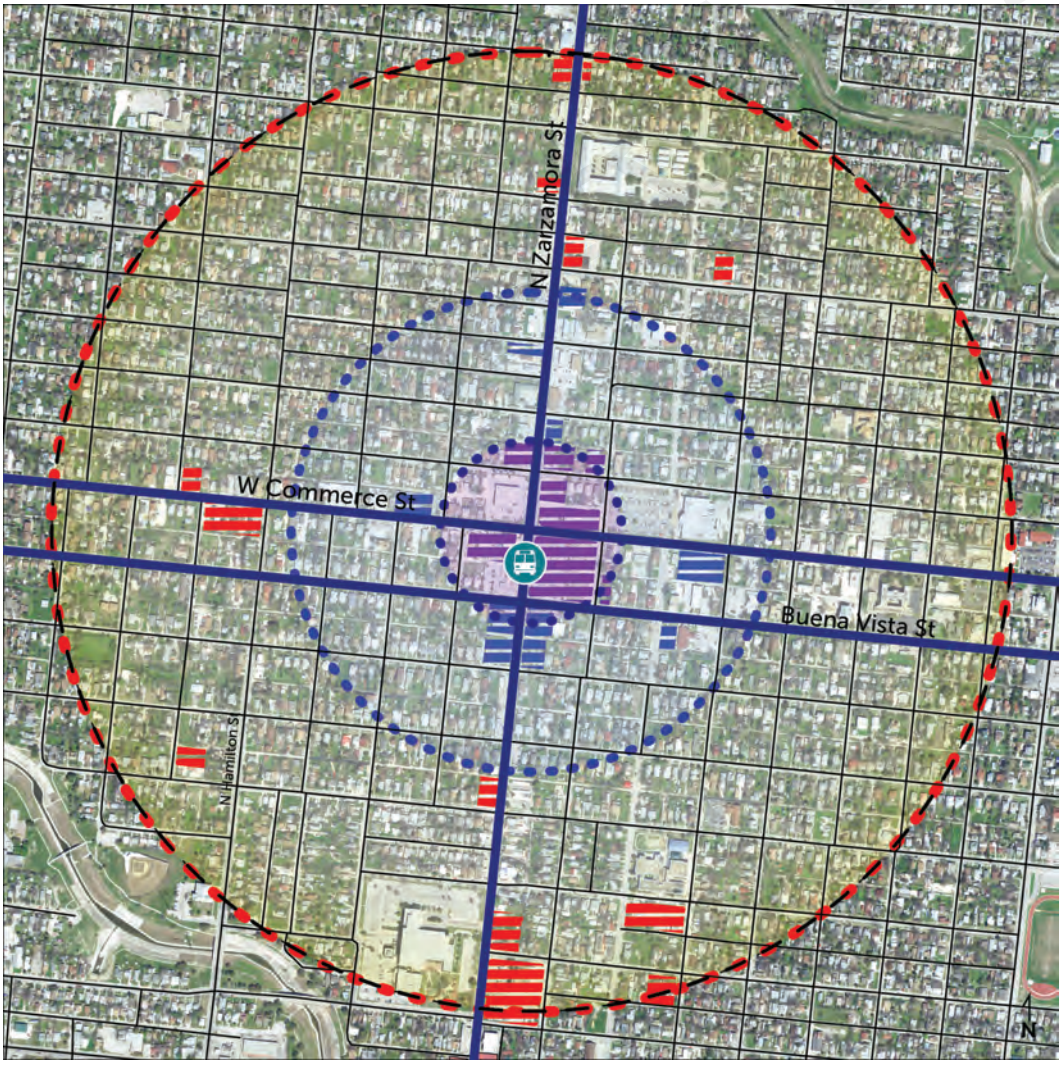
# ZARZAMORA

## COMMERCE - HOUSTON CORRIDOR

As a Neighborhood Main Street (NMS) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-NMS zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the ***SA Corridors TSLU Framework***.

| Optimal TOD District Standards - Neighborhood Main Street (NMS) | | | |
|---|---|---|---|
| Standard | C1 | C2 | P |
| Maximum Housing Unit Density *(Floor-Area Ratio)* | 60 UPA (4 FAR) | 55 UPA (4 FAR) | 45 UPA (3 FAR) |
| Parking Ratios *(% of standard requirement)* | 0% | 50% | 75% |

### RECOMMENDED ZONE CHANGES




VIA Rapid Transit Network

Proposed Station

TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-NMS-C1
- TOD-NMS-C2
- TOD-NMS-P

### TOD ZONE STRING:

**TOD-NMS-C2**

- TOD DISTRICT
- STATION TYPE
- DISTANCE BAND

Station Area Concept:

# ZARZAMORA

## COMMERCE - HOUSTON CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

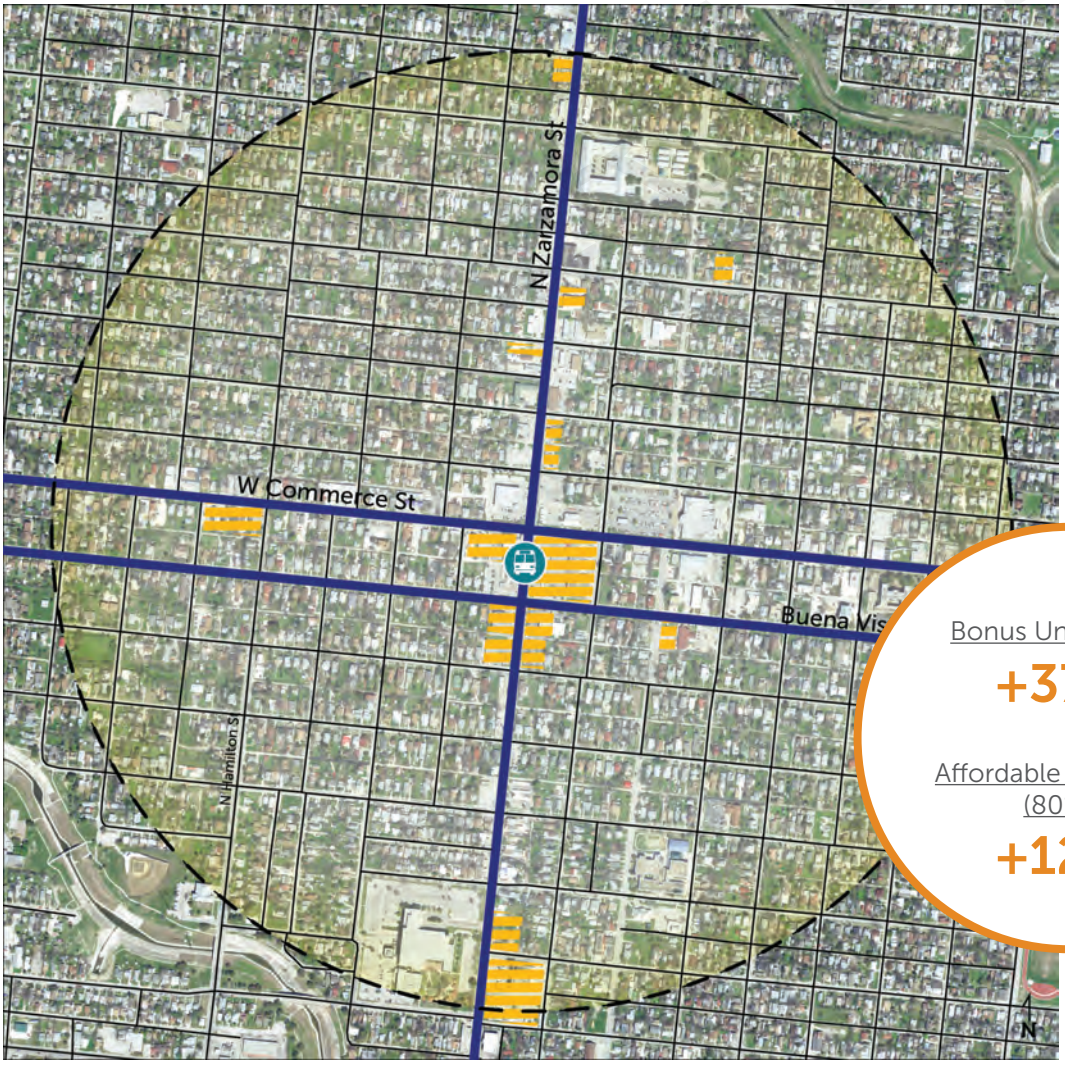
### PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

Little to no "affordable" units in the station have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create a reserve fund to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

### PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the density bonus* it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Zaramora station area with potential for mixed income multifamily development.

### POTENTIAL MIXED INCOME HOUSING SITES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the ***SA Corridors TSLU Framework.***

Bonus Unit Potential
**+373**

Affordable Unit Potential (80% AMI)
**+124**

Station Area Concept:

# ZARZAMORA

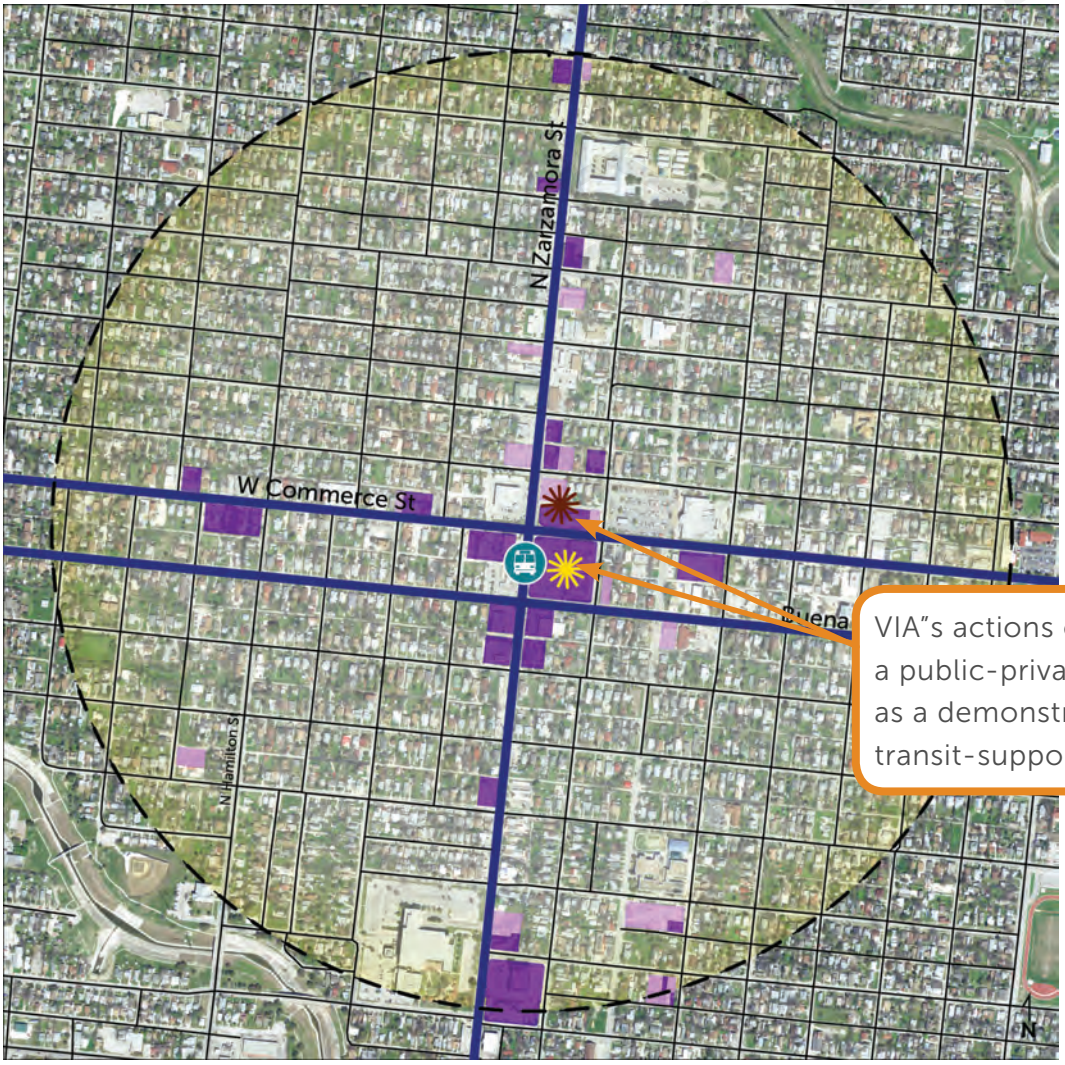
## COMMERCE - HOUSTON CORRIDOR

The proposed Zarzamora Station Area is located in the Inner City Reinvestment and Infill Policy (ICRIP) and the Community Revitalization Action Group (CRAG) target areas. This means that projects in are already eligible for Infill Development Zone (IDZ) entitlements and SAWS fee waivers. With an unproven market for transit-supportive development, additional interventions are needed beyond what is already available. Parking reductions as part of the TOD special district as well as extending the reach of the Center City Housing Incentive Program (CCHIP) could help kick-off development in key locations and stabilize the market.

Key implementation steps suggested for Zarzamora Station include:

- Extending a CCHIP-like program to CRAG boundaries, and pursue catalytic projects.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- If VIA pursue's its plans on the Buena Vista Plaza site, it should consider engaging in a public-private partnership with agressive TSLU criteria.

### REDVELOPMENT OPPORTUNITIES




VIA Rapid Transit Network
Proposed Station
Half-Mile Radius
Vacant Sites
Developed Sites
Potential Catalyst Site
Near Term Opportunities (5-10 years)

VIA"s actions could open these sites to a public-private partnership that serves as a demonstration of the viability of transit-supportive development.