SA CORRIDORS

FUTURE LAND USE

CORRIDOR PROFILES

DRAFT

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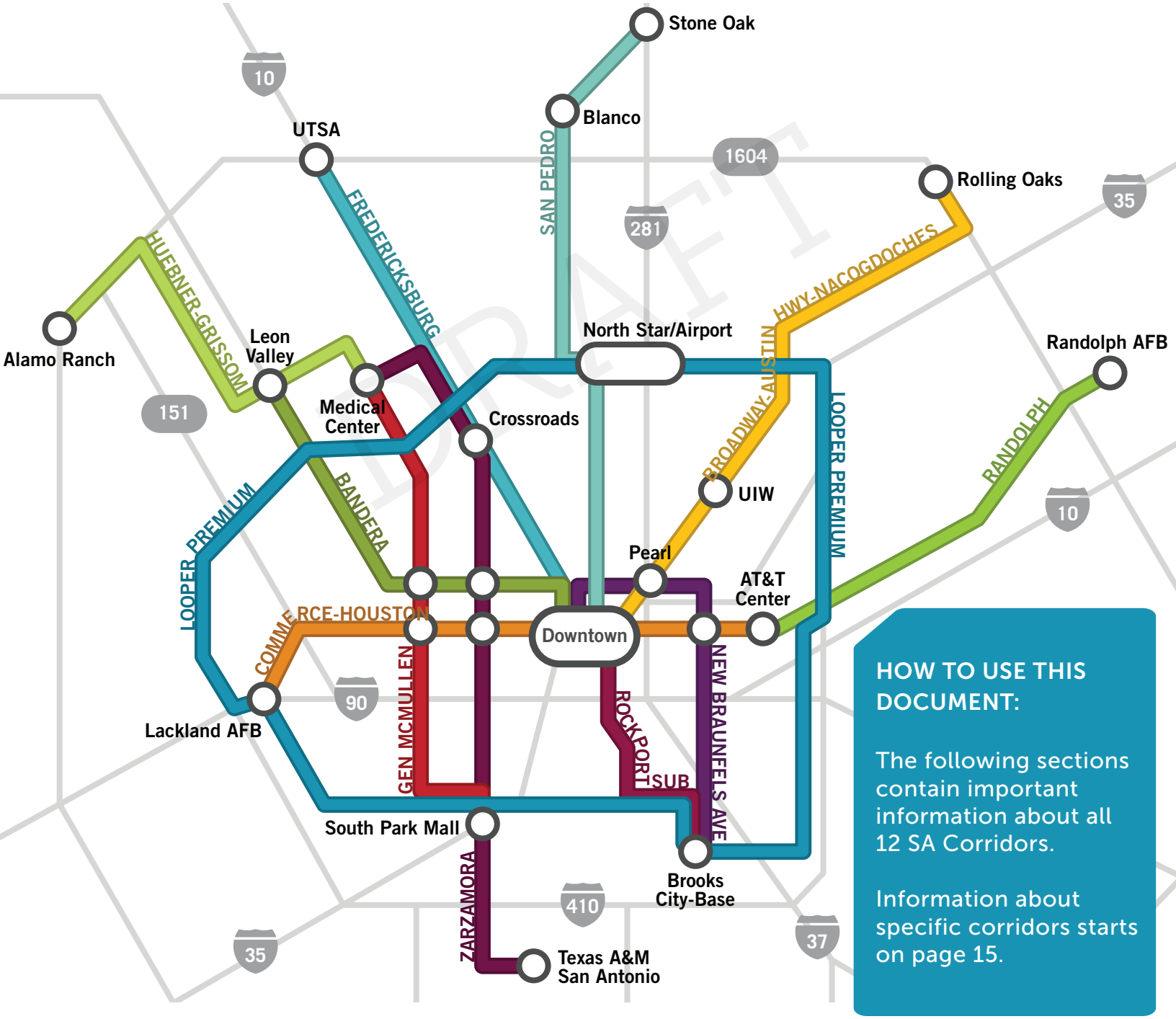
FUTURE LAND USE

MEET SAN ANTONIO'S TRANSIT CORRIDORS

In the future, San Antonio will have a world-class transit system. Today, the twelve conceptual routes shown below are among SA's most important transportation connections. In what follows, we will explore each corridor in detail and present a future where they are the center of walkable, vital, and well-connected transit communities.



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HOW TO USE THIS DOCUMENT:

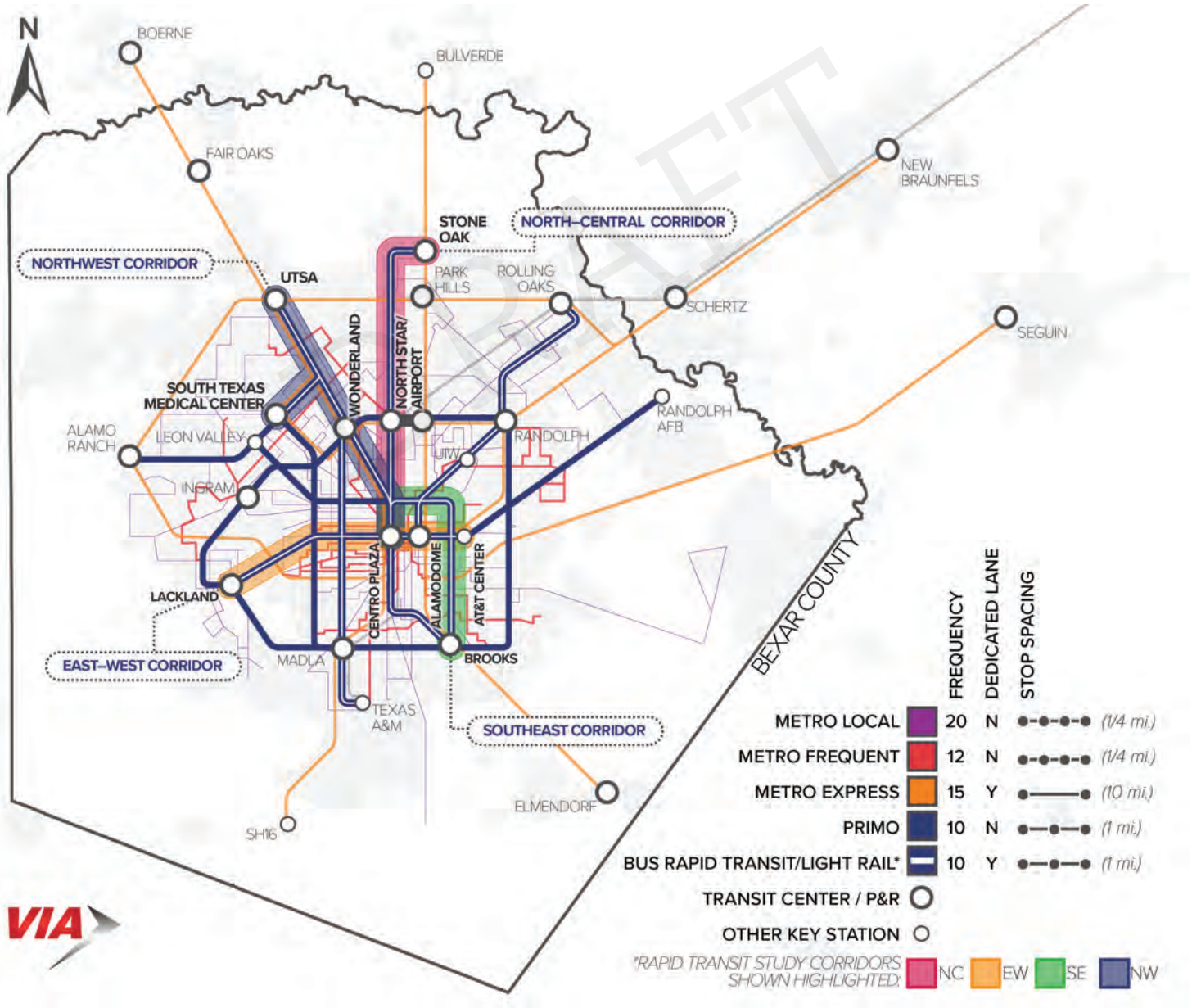
The following sections contain important information about all 12 SA Corridors.

Information about specific corridors starts on page 15.

FUTURE LAND USE

HOW WERE THE CORRIDORS SELECTED?

VIA Metropolitan Transit recently completed their Vision 2040 long-range plan. As part of that effort, VIA identified 12 corridors as candidates for "premium" transit. That means these corridors may be candidates for enhanced express bus (Primo), Bus Rapid Transit (BRT), or Light Rail Transit (LRT) in the future. VIA is now engaged in further study of four of these corridors as part of their Rapid Transit Corridors Study. Over the next two years, VIA will identify one corridor as the first to receive rapid transit service and will begin seeking federal and local funds to get it built.



FUTURE LAND USE

WHAT IS A FUTURE LAND USE MAP?

A Future Land Use Map is a city-wide policy document that serves as a visual guide to future planning. San Antonio is growing and we need a roadmap to help guide growth, especially around planned transit investments. While some parts of the city have thought a lot about what they want their neighborhoods to become, many have not yet done so, or have not updated their plans in many years.

DOES SA ALREADY HAVE A FUTURE LAND USE MAP?

San Antonio has a Future Land Use Map, but it is a patchwork of Neighborhood Plans, Sector Plans, and Master Development Agreements. Moreover, many parts of the City have no future land use in the current map. The SA Corridors Future Land Use Map (FLUM) seeks to unify existing Neighborhood Plans with other existing sub-area plans, VIA's Vision 2040, and detailed scenario modeling to determine the best way to grow in and around transit stations.

HOW WILL THE FUTURE LAND USE MAP BE USED?

The FLUM provides a reference by which the City of San Antonio and its residents can evaluate and track growth. As development is proposed in SA's transit corridors and station areas, the FLUM can be used to make sure that development is in-line with local and citywide priorities. As new planning efforts are undertaken, they too will reference the FLUM, using it to develop strategies and recommendations.

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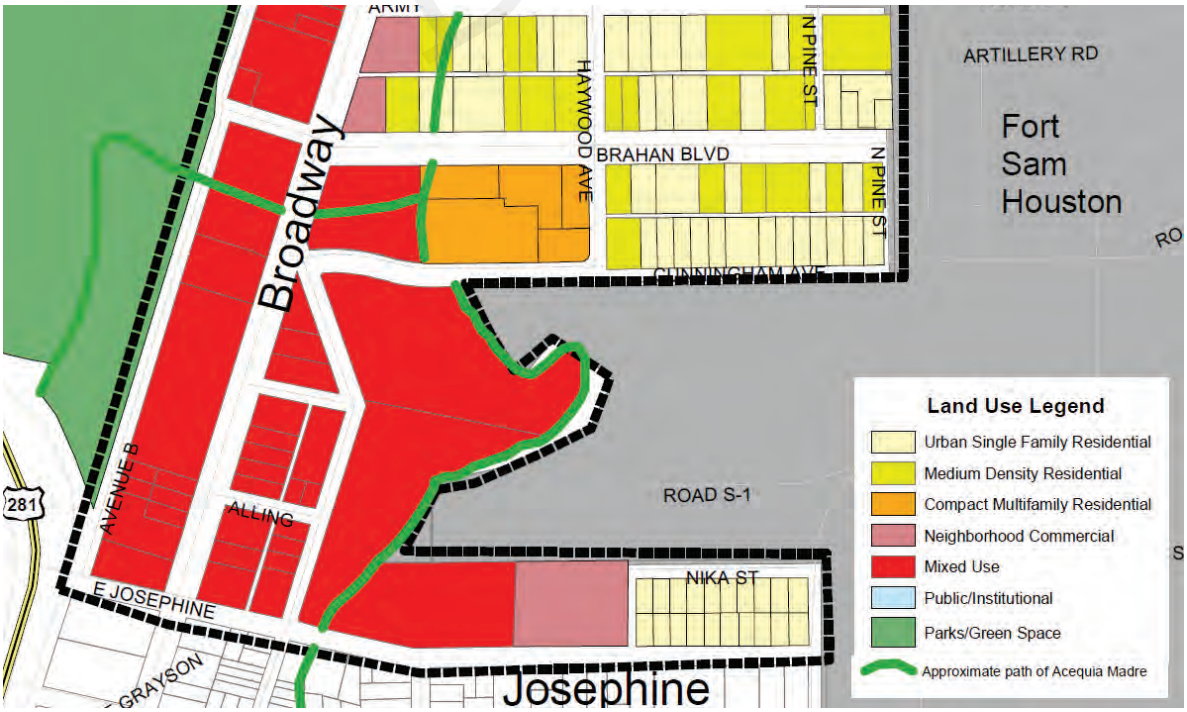

Example Future Land Use Map.

Westfort Neighborhood Plan (2003)

FUTURE LAND USE

HOW WAS THE FUTURE LAND USE MAP CREATED?

The SA Corridors Future Land Use Map (FLUM) is a road map for how we grow around our transit system. The FLUM was developed by looking at many layers of information. Neighborhood plans were the starting point, but additional information such as sector plans, VIA's most recent transit plans, and scenario modeling were added to create a detailed (and market feasible) goal for how SA's transit corridors should develop in the coming decades.

NEIGHBORHOOD PLANS

Neighborhood plans are the clearest expression of local desires and aspirations. Where these plans exist, they were used as the primary guide for the future land use map.

SECTOR PLANS

Sector plans support the City's Master Plan Policies and provide guidance for land use, transportation, and public facilities planning in each of the City's five sector areas.

VIA VISION 2040

Vision 2040 is the update to VIA's Long Range Plan which envisions a region with a multimodal network of options, improved frequency, and an expanded service area.

SCENARIO MODELING

Scenario modeling helps estimate the potential for growth and development over a long period of time to make more informed decisions about land use and transportation patterns that benefit the community.

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FUTURE LAND USE

PUBLIC OUTREACH

We reached out for input and feedback from the public at various points int he process of developing the Future Land Use Map. This was done by focusing on different geographic scales, from a high-level view of all the corridors to detailed feedback about individual station areas.

EVENT TABLING

The SA Corridors team attended public events such as Síclovía to get a quick snapshot of San Antonians' perceptions of transit and their ideas for how transit-supportive development should look and feel.

WALKSHOPS

We hit the streets in proposed station areas to get a feel for major infrastructure issues that might limit transit-supportive development. Local community leaders guided SA Corridors staff through areas they know well and pointed out major opportunities and constraints.

STATION AREA WORKSHOPS

SA Corridors hosted three station area workshops to explore local issues related to land use and infrastructure. Attendees at these workshops were primarily neighborhood association members who shared valuable information about their home turf.

OPEN HOUSE

With draft strategies and a draft Future Land Use Map in hand, SA Corridors staff asked San Antonio residents, business owners, and elected officials to weigh in during an open house in May 2017.

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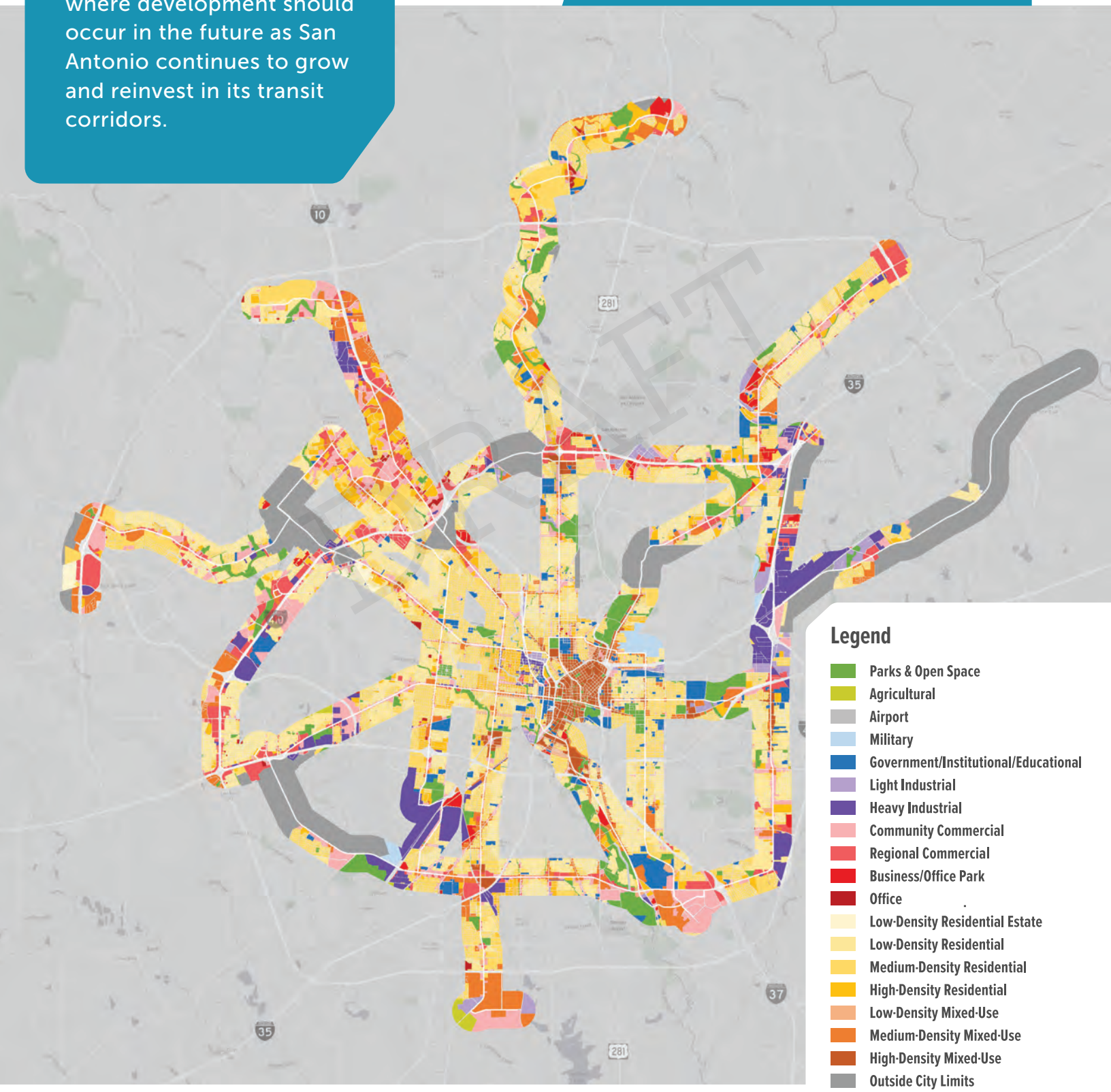
FUTURE LAND USE

The future land use map is a guide for how and where development should occur in the future as San Antonio continues to grow and reinvest in its transit corridors.

FUTURE LAND USE



FUTURE LAND USE

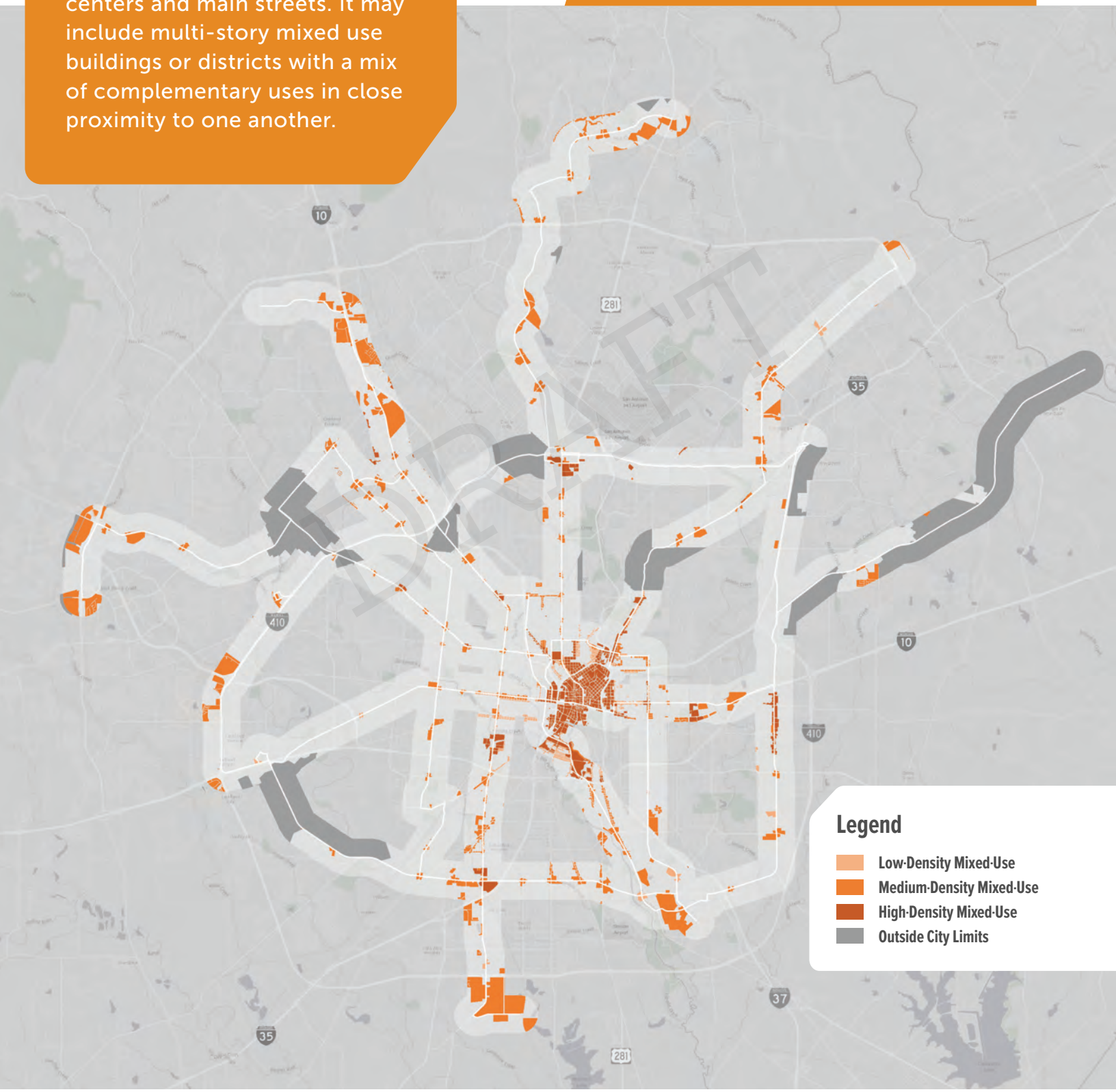
Bexar County's population is expected to grow by 1.1 million people by 2040. Encouraging a mix of housing types for a range of incomes in areas with great transit access will help us meet San Antonio's housing need while implementing key goals from the SA Tomorrow Comprehensiv Plan.

RESIDENTIAL USES

FUTURE LAND USE

Mixed use development will serve as the anchor for regional activity centers and main streets. It may include multi-story mixed use buildings or districts with a mix of complementary uses in close proximity to one another.

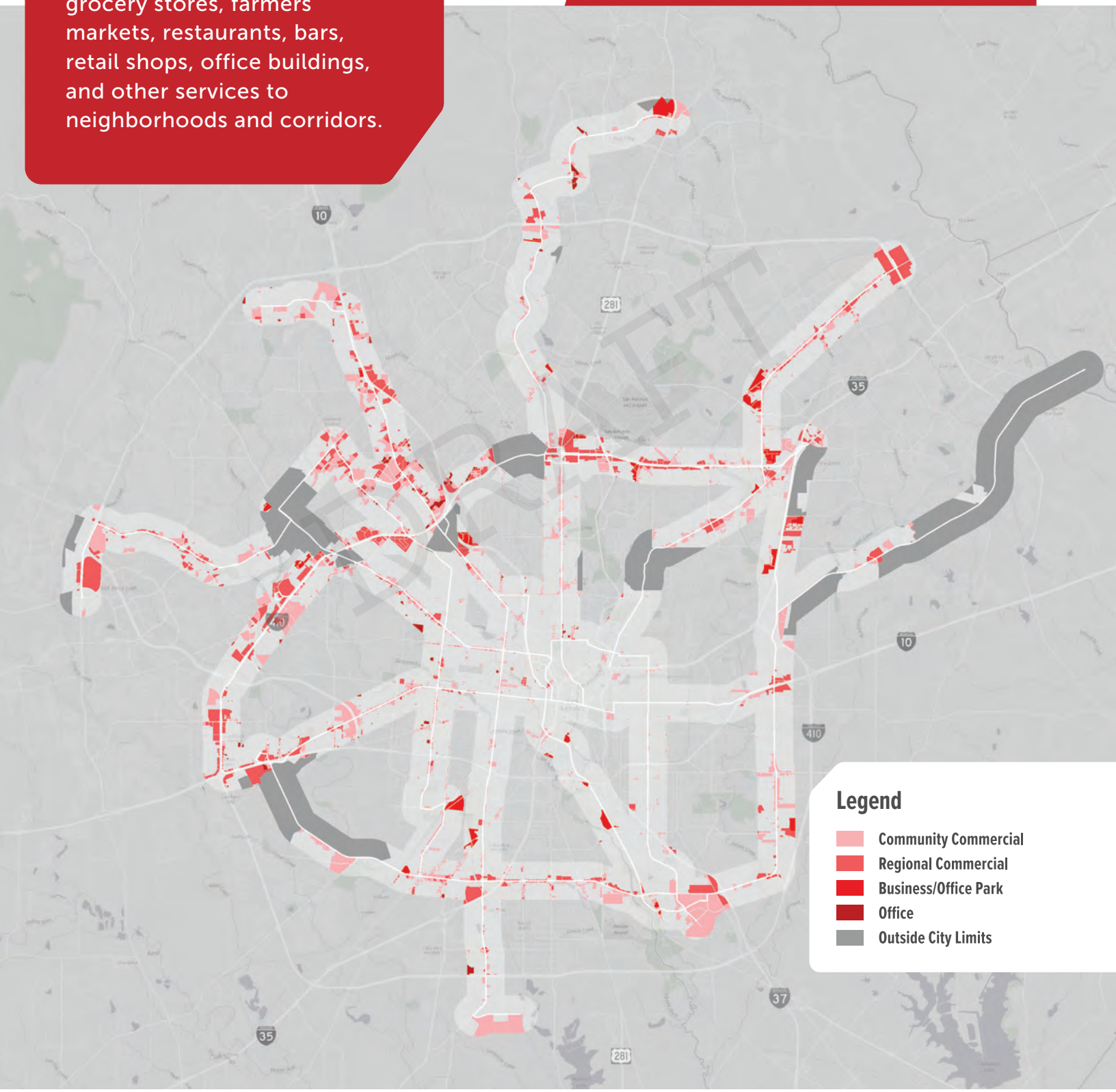
MIXED USES



FUTURE LAND USE

Commercial areas provide various amenities such as grocery stores, farmers markets, restaurants, bars, retail shops, office buildings, and other services to neighborhoods and corridors.

COMMERCIAL USES



INDUSTRIAL USES

Industrial businesses are an important part of San Antonio's economy and should be preserved in strategic areas. Industrial districts also contribute to the character of established residential neighborhoods, but should be allowed to transition if they are not being utilized or conflict with surrounding residential uses.

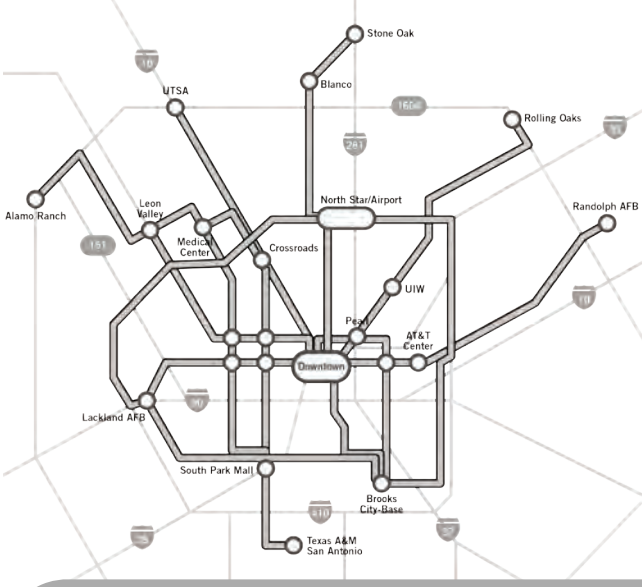
FUTURE LAND USE

Well-connected parks and open spaces can help anchor residential and mixed-use areas, as well as provide social, recreation, and cultural opportunities for residents.

OPEN SPACE

SA Corridors:

CORRIDOR PROFILES



DEMOGRAPHICS

Population

64,614

Households

25,746

Housing Units

29,291

Average Household Size

2.5

How many people live and work in the corridor? These numbers are derived from data within 1/2 mile of each corridor using the 2011 - 2015 American Community Survey.

ECONOMY

Total Jobs

87,292

Major Employers

» DPT Laboratories Ltd.
» AT&T
» University of the Incarnate Word

TRANSPORTATION

Average Daily Traffic

22,030

Average Daily Transit Ridership

5,062

How do people get around in the corridor today? Metrics include traffic volumes sampled from TxDOT 2016 traffic counts and ridership estimated using VIA 2016 ridership data along existing transit routes in the corridor.

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

» Rolling
» Midto
» Dowi
» Fort S
» NE I-

Major Roadways

» Loop 410
» Loop 1604

Each of the SA Corridors travel on multiple different roads and cross through many of SA Tomorrow's other key "building blocks": regional centers, urban centers, and complete neighborhoods.

ABOUT:

CORRIDOR PROFILES

The following profiles provide an overview of each of the 12 SA Corridors. Each includes a snapshot of the corridor today and how it could change in the future.

CORRIDOR COMPARISONS:

POPULATION DENSITY

These metrics provide a relative comparison between the corridor of interest and the average performance of all 12 corridors.

HOUSEHOLD INCOME

TRANSIT RIDERSHIP

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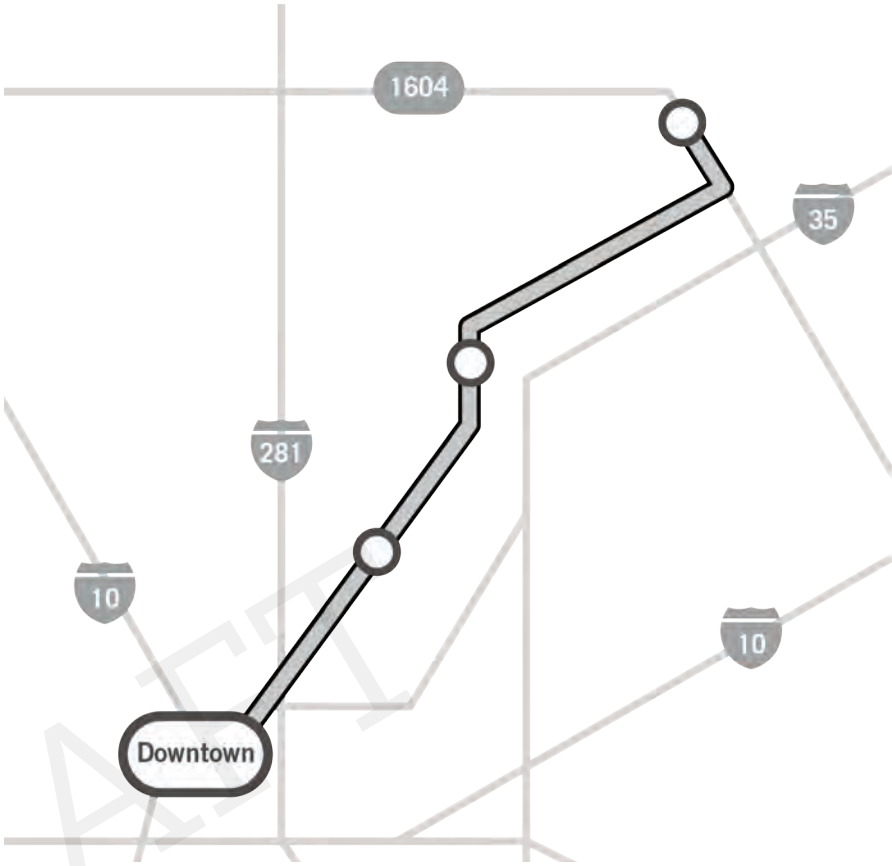
CORRIDOR PROFILES



WHY BREAK THE CORRIDORS INTO SEGMENTS?

Corridors are complex. They start at one end of the city and end at another, passing through many different neighborhoods, main streets, and regional centers along the way.

Because corridors have such varying character along their length, it is necessary to consider them in terms of "character zones," or areas with similar land use and right of way attributes.

Each of the SA Corridors is broken up into two or three logical character zones with a descriptive narrative and three metrics - zoning, urban form, and market readiness - that are specific to that corridor segment.

CHARACTER ZONE METRICS

Zoning measures allowable density, allowed uses, and parking requirements.

Urban Form considers street connectivity, mix of uses, and density of people and jobs.

Market Readiness looks at vacancy rates, asking rents, and change in those attributes over time.

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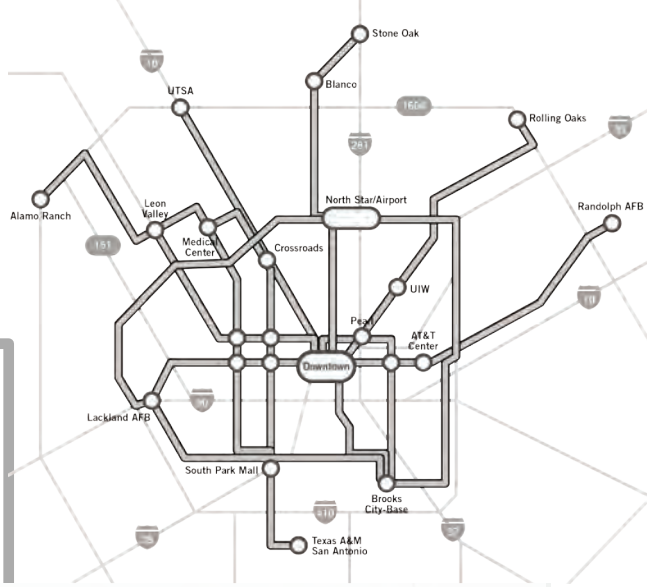
SA Corridors:

CORRIDOR PROFILES



OPTIMIZED LAND USE

Legend

- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Low-Density Mixed-Use
- Medium-Density Mixed-Use
- High-Density Mixed-Use
- Outside City Limits

CORRIDOR FUTURE LAND USE MAPS

Each corridor has its own parcel-specific future land use map which covers the area within San Antonio city limits, up to 1/2 mile around each conceptual alignment.

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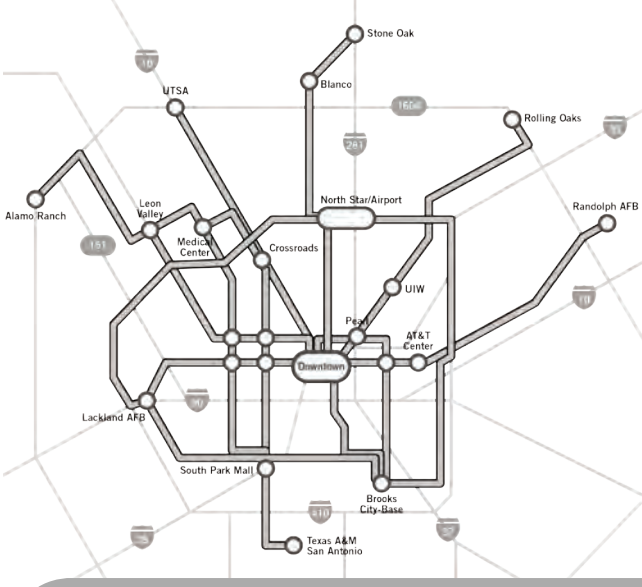
SA Corridors:

CORRIDOR PROFILES



EMPLOYMENT INCREASE

HOUSEHOLD INCREASE

Employment and household increase metrics track the capacity for new housing and jobs within each corridor.

MARKET STRENGTH

Potential increase in market strength is measured in terms of capacity for new development and the increase in value (property tax) that development might bring.

EQUITY

Projected change in percent of income spent on housing. This metric includes both existing and new housing stock.

ENVIRONMENT

This metric tracks the overall reduction in greenhouse gas emission and water use across all housing units.

TRANSPORTATION

These metrics project vehicle miles traveled (VMT) reduction and potential increases in walking.

POLICY NEEDS

What are potential policy changes that need to happen in order to implement the future land use plan?

COMMUNITY ACCEPTANCE

What efforts may be required to ensure that affected stakeholders, the neighboring community, and the region as a whole, perceive the benefits of implementing the proposed land use profile?

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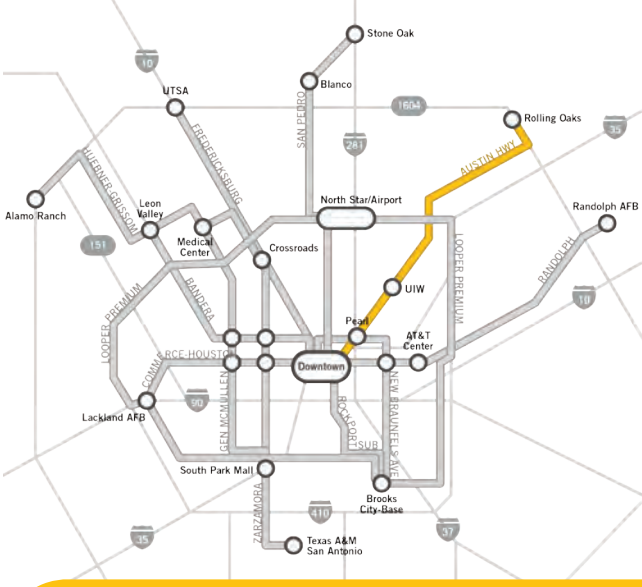
SA Corridors:

AUSTIN HIGHWAY

16 MILES



DEMOGRAPHICS

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Average Household Size	Median Household Income
2.5	$55,267

ECONOMY

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Major Employers

» DPT Laboratories Ltd.
» AT&T
» University of the Incarnate Word

TRANSPORTATION

Average Daily Traffic

22,030

Average Daily Transit Ridership

5,062

Transit Service

» 14 - Perrin Beitel Skip
» 11 - VIVA Culture
» 10 - Naco/Broadway
» 9 - Broadway

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

» Rolling Oaks
» Midtown
» Downtown
» Fort Sam Houston
» NE I-35/Loop 410

Major Roadways

» Broadway St.
» Austin Hwy.
» Perrin Beitel Rd.
» Nacogdoches Rd.
» I-35
» Loop 410
» Loop 1604

ABOUT:
AUSTIN HIGHWAY

The Austin Highway corridor is the gateway to the northeast, connecting Downtown San Antonio with Brackenridge Park, the Museums of San Antonio and Alamo Heights, and Rolling Oaks Mall.

COMPARED TO OTHER CORRIDORS:
AUSTIN HIGHWAY

POPULATION DENSITY

EMPLOYMENT DENSITY

HOUSEHOLD INCOME

TRANSIT RIDERSHIP

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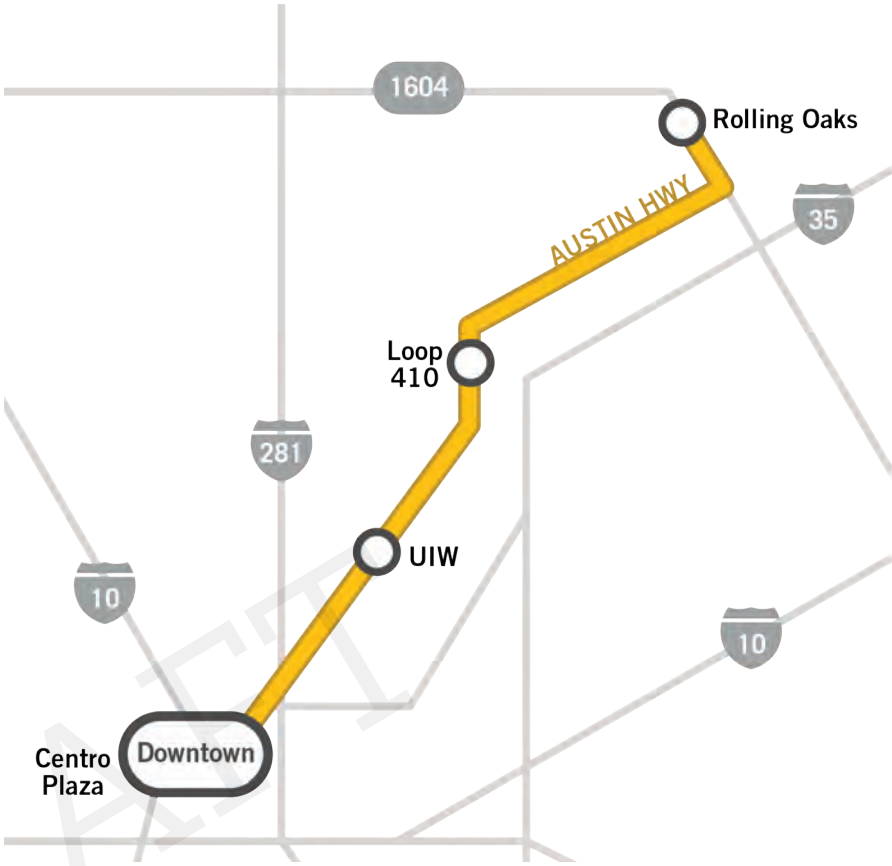
SA Corridors:

AUSTIN HIGHWAY

CENTRO PLAZA TO UIW

Between Downtown and University of the Incarnate Word (UIW), the Austin Highway Corridor traverses Broadway Street as it passes San Antonio's Pearl District. There has been significant private investment in this area in recent years, primarily in the form of vertical mixed use apartments.

Broadway is wide in this area with few signalized pedestrian crossings. While poor sidewalk connectivity still exists in some areas, many issues will be addressed through the recently approved General Obligation Bond for 2017-2022.



UIW TO LOOP 410

Between UIW and Loop 410, the corridor becomes a 5-lane divided arterial that features primarily commercial development with wide front setbacks.

The market for multifamily development is improving in this area, with several larger projects completed in recent years. Due to the auto-oriented nature of Austin Highway, developers tend to set new development away from the street frontage.

LOOP 410 TO ROLLING OAKS

Beyond Loop 410, the corridor transitions to a mix of 1970s abd 80s-era single family neighborhoods with scattered commercial nodes. While sidewalk connectivity is relatively good along this stretch of the corridor, numerous mid-block driveways and long distances between crossings create unsafe conditions for pedestrians.

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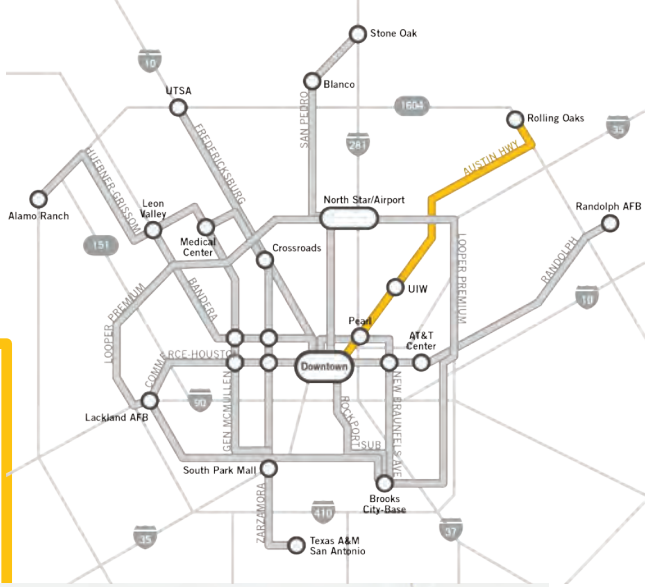
SA Corridors:

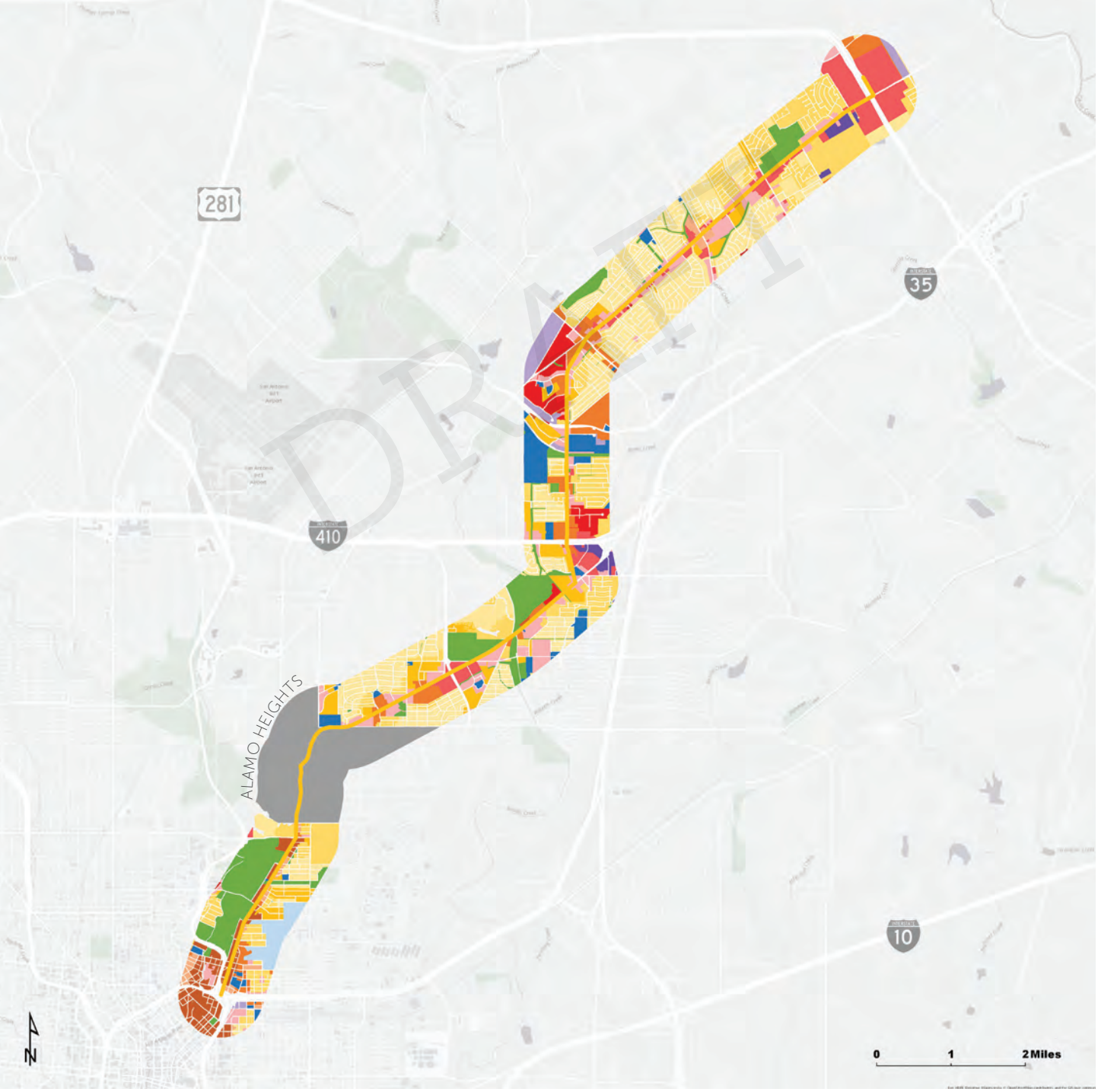
AUSTIN HIGHWAY

OPTIMIZED LAND USE



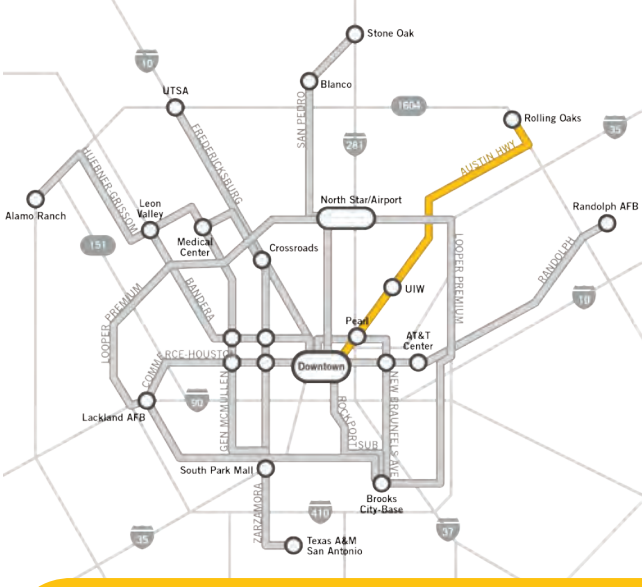
Legend

- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Low-Density Mixed-Use
- Medium-Density Mixed-Use
- High-Density Mixed-Use
- Outside City Limits



SA Corridors:

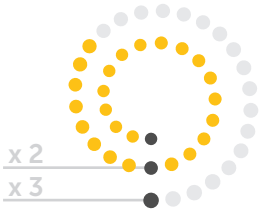
AUSTIN HIGHWAY



EMPLOYMENT INCREASE

52%

HOUSEHOLD INCREASE



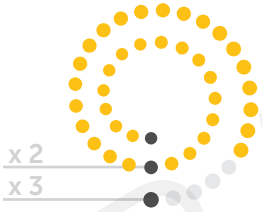
137%

MARKET STRENGTH

Development Increase in Sq. Ft.

39%

Property Tax Increase Per Acre



164%

EQUITY

Percent of Household Income Spent on Housing

YR 2014
34%

→

YR 2040
33%

↓ 1%

ENVIRONMENT

CO2 Emissions per Household

↓ 14%

Water Use per Household

↓ 37%

TRANSPORTATION

Decrease in Auto Trips per Household

↓ 7%

Increase in Walk Trips per Household

↑ 41%

POLICY NEEDS

As the corridor nears Rolling Oaks Mall, there are a significant number of large vacant parcels zoned General Commercial (C3). As the real estate market stabilizes in these areas, developer interest in these properties will likely increase. More transit-supportive zoning should be implemented, particularly in proposed station areas to preempt auto-oriented development in these areas.

COMMUNITY ACCEPTANCE

In areas with significant development pressure such as Lower Broadway, design guidelines should regulate transitions between commercial corridors and residential neighborhoods to address local concerns over the perceived impacts of new development.

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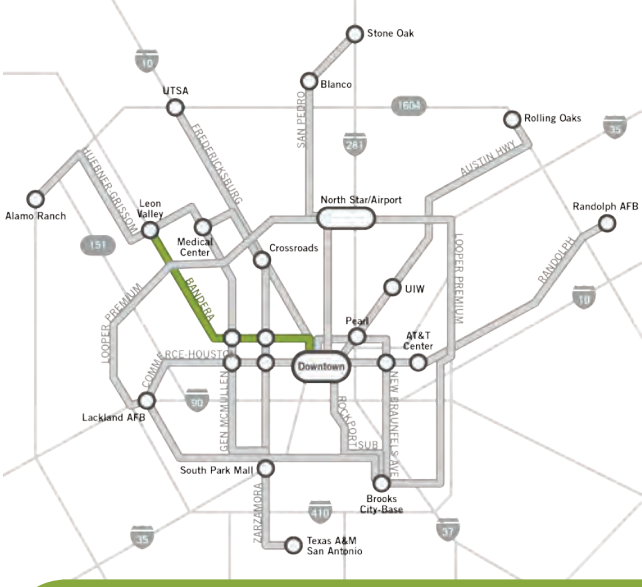
SA Corridors:

BANDERA

10 MILES



DEMOGRAPHICS

Population	Households	Housing Units
51,467	17,291	19,522

Average Household Size	Median Household Income
3.0	$35,612

ECONOMY

Total Jobs

39,868

Major Employers

- » Santa Rosa's Children Hospital
- » University of Texas San Antonio
- » Bexar County
- » South Texas Press
- » VIA Metropolitan Transit

TRANSPORTATION

Average Daily Traffic	Average Daily Transit Ridership	Transit Service
11,953	1,910	» 88 - Bandera

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

- » Downtown
- » Midtown

Major Roadways

- » Culebra Rd.
- » Bandera Rd.

ABOUT:
BANDERA

The Bandera corridor links northwest San Antonio and Leon Valley with Downtown San Antonio via Bandera and Culebra, connecting many crosstown routes with a direct path to the city center.

COMPARED TO OTHER CORRIDORS:
BANDERA

POPULATION DENSITY

EMPLOYMENT DENSITY

HOUSEHOLD INCOME

TRANSIT RIDERSHIP

DRAFT

SA Corridors:

BANDERA

CENTRO PLAZA TO FIVE POINTS

As the Bandera Corridor moves north from Centro Plaza, it travels along a section of Frio Street characterized by municipal and insitutional uses as well as several large, vacant parcels. While the real estate market in this area has been slow to grow, significant investments have been made by VIA and the City of San Antonio to prepare this area for redevelopment.

Roadway consists of a 4-5 lane divided arterial with good sidewalk coverage but infrequent signalized crossings.

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FIVE POINTS TO ST. MARY'S

At Five Points, the corridor moves onto Culebra Road, a seven-lane TxDOT-managed arterial with limited sidewalk coverage punctuated by numerous driveways. While Culebra is decidedly auto-oriented, there is good street connectivity in the surrounding neighborhoods which could provide potential for walkable station areas in the future.

Single family residential predominates along Culebra with some shallow commercial lots and converted residential structures intermixed.

ST. MARY'S TO LEON VALLEY

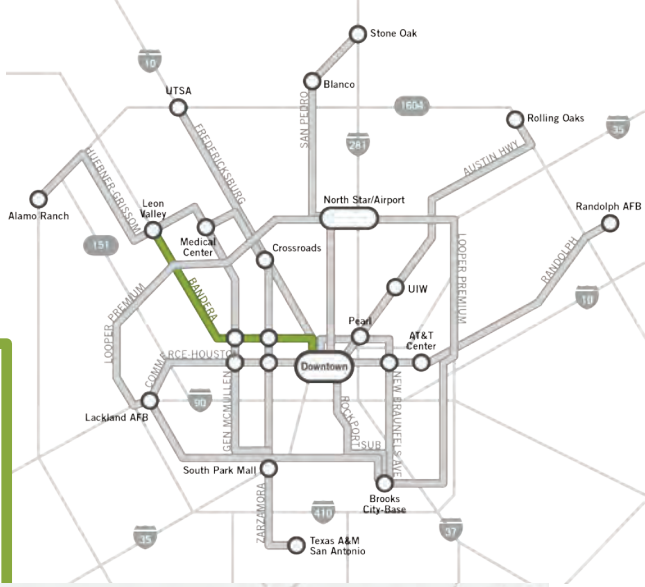
Near St. Mary's University, the corridor turns onto Bandera Road. Like Culebra, it is a seven-lane TxDOT arterial. Deeper commercial parcels predominate here, many of which have wide front setbacks with large surface parking lots.

Newer, more intense office and retail development exists where Bandera crosses Loop 410.

SA Corridors:

BANDERA

OPTIMIZED LAND USE



Legend

- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
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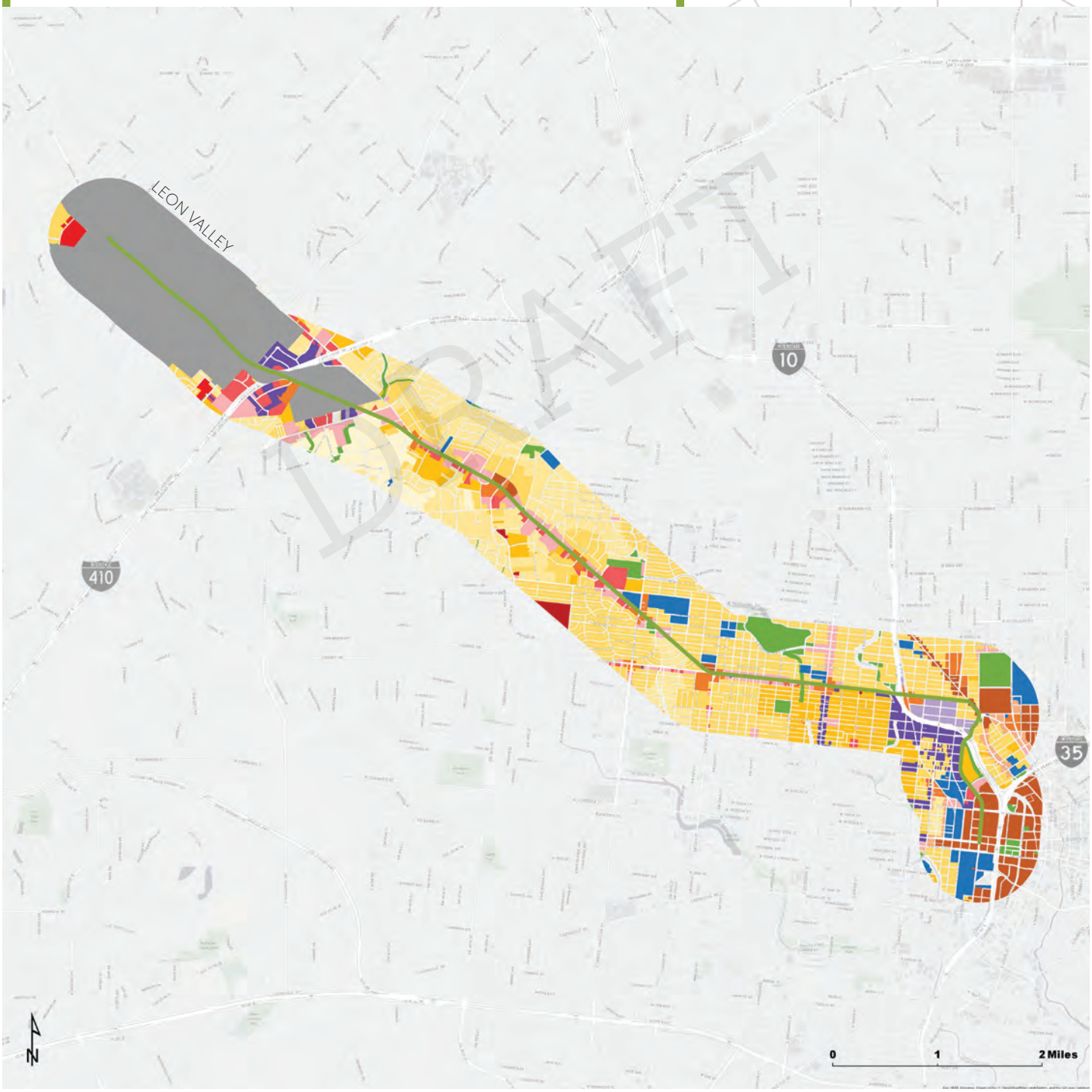
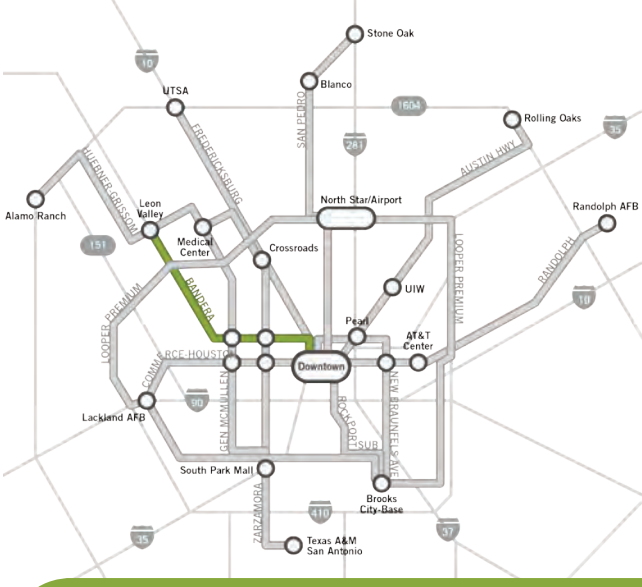


SA Corridors:

BANDERA



EMPLOYMENT INCREASE

75%

HOUSEHOLD INCREASE

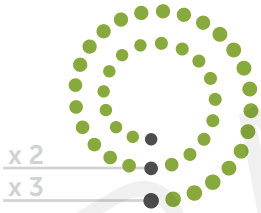
155%

MARKET STRENGTH

Development Increase in Sq. Ft.

61%

Property Tax Increase Per Acre



411%

EQUITY

Percent of Household Income Spent on Housing

YR 2014
39%

→

YR 2040
36%

↓ 3%

ENVIRONMENT

CO2 Emissions per Household

↓ 18%

Water Use per Household

↓ 40%

TRANSPORTATION

Decrease in Auto Trips per Household

↓ 9%

Increase in Walk Trips per Household

↑ 31%

POLICY NEEDS

The Bandera corridor will serve neighborhoods with excellent street connectivity. Its single greatest challenge will be creating safe, walkable station areas along Culebra and Bandera. The City of San Antonio and VIA will need to work jointly with TxDOT as station area planning commences to identify ways to improve the pedestrian environment in and around stations.

COMMUNITY ACCEPTANCE

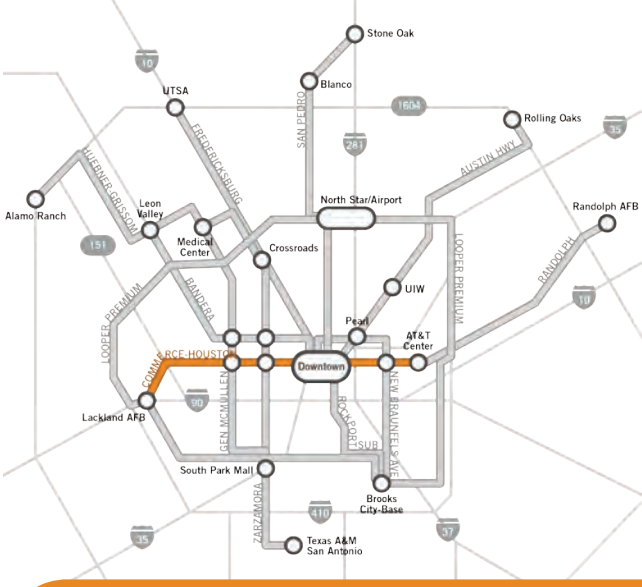
Lots along Bandera Road are relatively deep, and could be redeveloped with minimal visual impact on surrounding residential areas. By contrast, redevelopment along Culebra will need to be sensitive to the close proximity of single family residences that exist on the same block as relatively shallow commercial parcels.

DRAFT

SA Corridors:

COMMERCE-HOUSTON

13 MILES



DEMOGRAPHICS

Population	Households	Housing Units
60,626	18,313	21,245

Average Household Size	Median Household Income
3.3	$29,089

ECONOMY

Total Jobs

59,244

Major Employers

» City of San Antonio
» Our Lady of the Lake University
» Lackland AFB
» Convention Center

TRANSPORTATION

Average Daily Traffic

11,953

Average Daily Transit Ridership

6,437

Transit Service

» 76 - West Commerce Skip
» 75 - West Commerce Frequent
» 24 - East Houston Frequent

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

» Midtown
» Downtown
» Fort Sam Houston
» Port San Antonio Area

Major Roadways

» Old US-90
» Commerce St.
» E. Houston St.

ABOUT:
COMMERCE-HOUSTON

The Commerce-Houston corridor links the Kel-Lac Transit Center with western San Antonio before arriving downtown and continuing through to AT&T Center on San Antonio's East Side.

COMPARED TO OTHER CORRIDORS:
COMMERCE-HOUSTON

POPULATION DENSITY

EMPLOYMENT DENSITY

HOUSEHOLD INCOME

TRANSIT RIDERSHIP

DRAFT

SA Corridors:

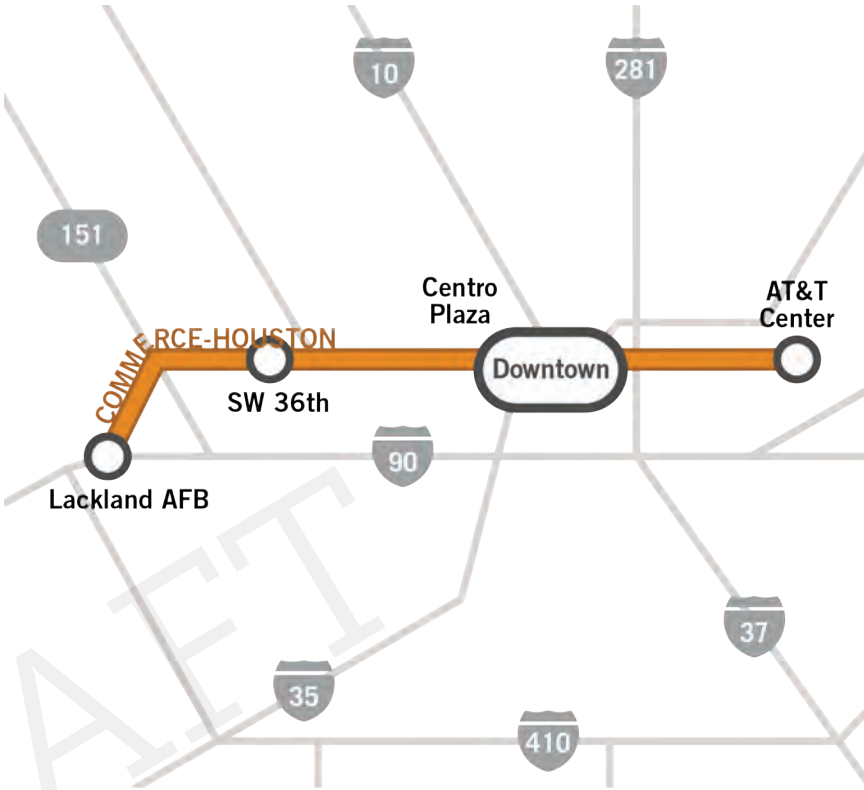
COMMERCE-HOUSTON

AT&T CENTER TO CENTRO PLAZA

Zoning | Urban Form | Market Readiness

Between the AT&T Center and Downtown, E. Houston St. passes through primarily residential neighborhoods until it reaches New Braunfels Ave. From New Braunfels to Downtown, a mix of commercial and residential parcels form a commercial main street with significant reinvestment potential.

Sidewalk coverage is generally good throughout and the relatively narrow right of way makes this an inherently walkable area.



CENTRO PLAZA TO SW 36TH ST

Zoning | Urban Form | Market Readiness

From Centro Plaza, the corridor travels along West Commerce street through neighborhoods with excellent street connectivity owing to a historic streetcar that traveled the same route. While sidwalks exist along most of West Commerce, there are significant obstructions and little to buffer pedestrians from vehicles.

Major commercial nodes exist at 34th St., General McMullen Dr., and Zarzamora St. Between these nodes, many converted single-family homes exist on shallow commercially-zoned parcels.

SW 36TH ST TO LACKLAND AFB

Zoning | Urban Form | Market Readiness

From SW 36th to Kel-Lac Transit Center, the corridor stays primarily on Old Hwy 90. A four-lane arterial with wide shoulders and relatively low traffic volumes, Old Hwy 90 has minimal sidewalk coverage with no buffer between pedestrians and vehicles.

With limited private investment in this area in recent decades, numerous underutilized parcels and vacant lots predominate.

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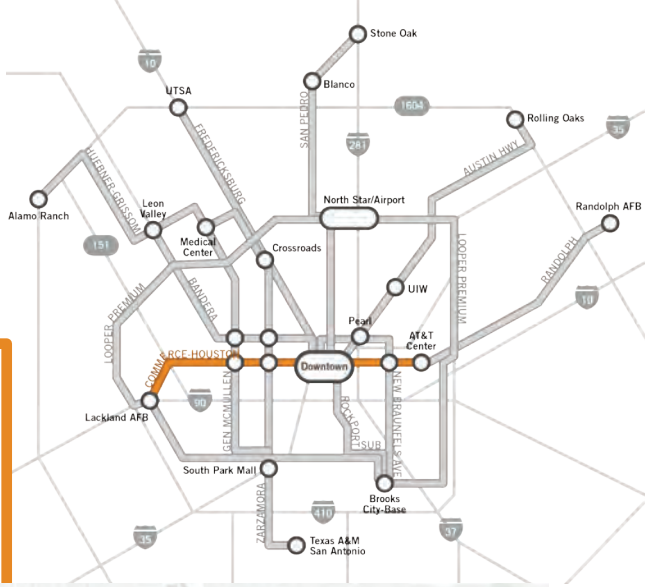
SA Corridors:

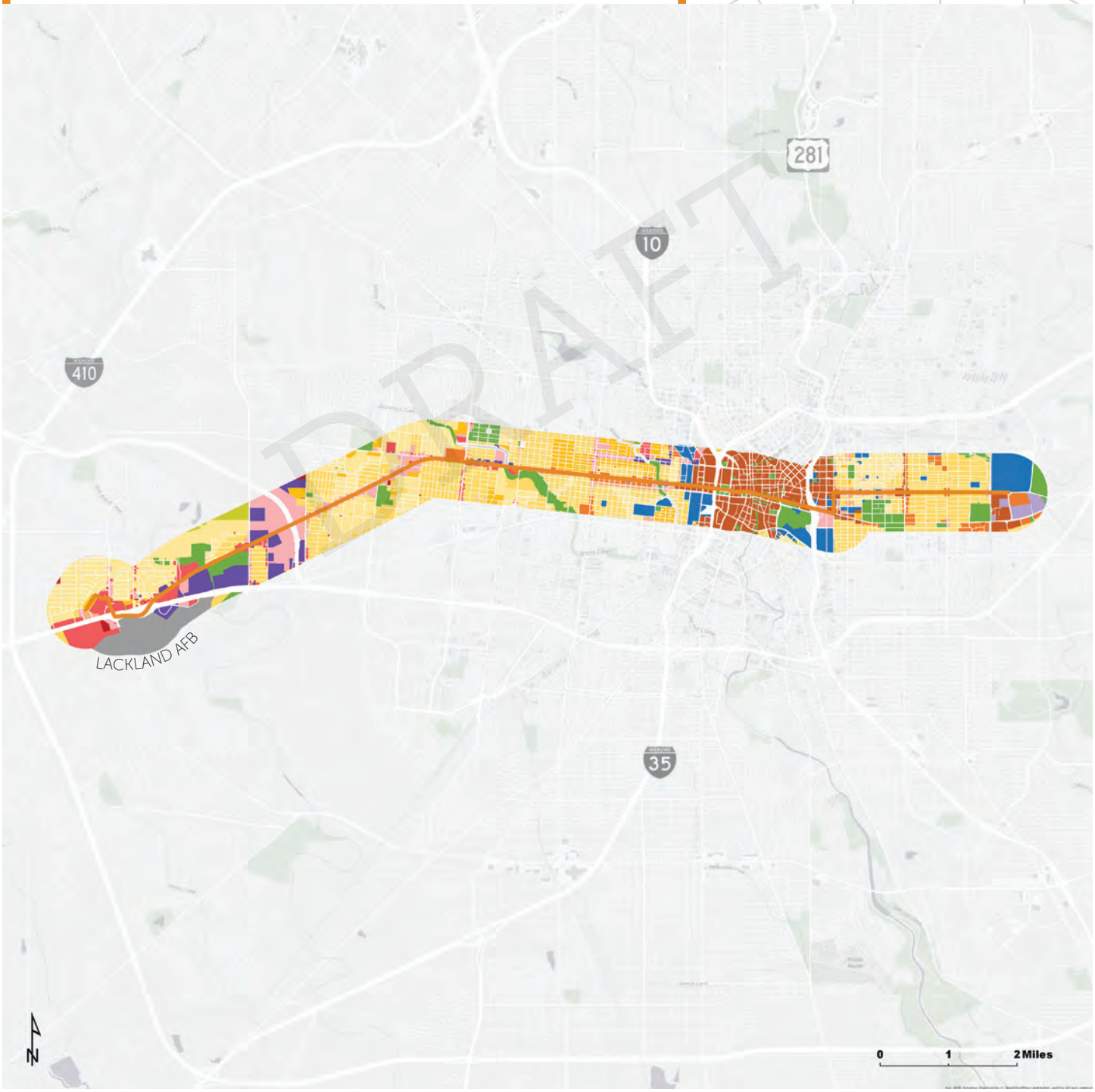
COMMERCE-HOUSTON

OPTIMIZED LAND USE



Legend

- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Low-Density Mixed-Use
- Medium-Density Mixed-Use
- High-Density Mixed-Use
- Outside City Limits



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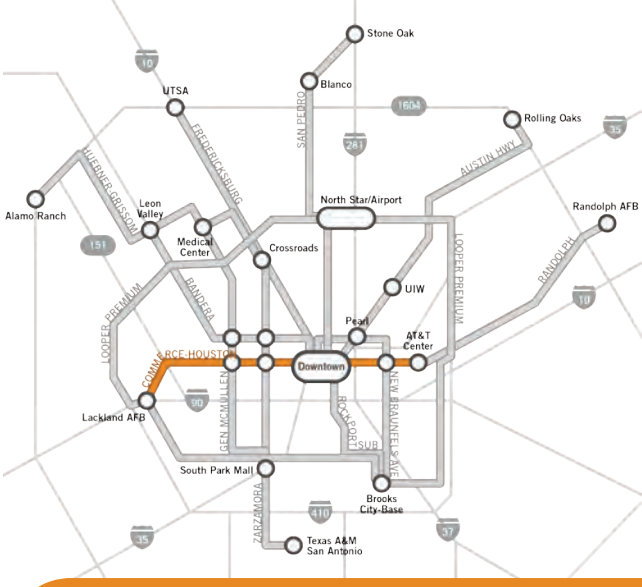
SA Corridors:

COMMERCE-HOUSTON



EMPLOYMENT INCREASE

67%

HOUSEHOLD INCREASE

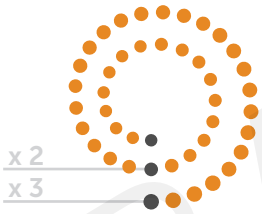
155%

MARKET STRENGTH

Development Increase in Sq. Ft.

56%

Property Tax Increase Per acre



254%

EQUITY

Percent of Household Income Spent on Housing

YR 2014
42%

→

YR 2040
40%

↓ 2%

ENVIRONMENT

CO2 Emissions per Household

↓ 25%

Water Use per Household

↓ 45%

TRANSPORTATION

Decrease in Auto Trips per Household

↓ 15%

Increase in Walk Trips per Household

↑ 27%

POLICY NEEDS

Many of the close-in neighborhoods will require only catalytic investment to attract private development. Policies to combat gentrification should be employed to prevent displacement of existing residents.

COMMUNITY ACCEPTANCE

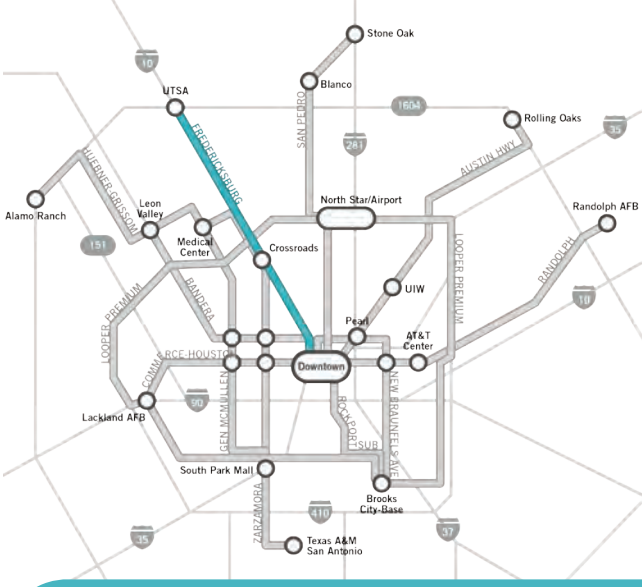
Some neighborhoods, particularly those surrounding W. Commerce, are currently zoned MF33. As development pressure increases, this may accelerate demolitions of existing single-family homes. Transit-supportive zoning should be implemented along major arterials and adjacent to stations to focus more intense development away from single family areas.

DRAFT

SA Corridors:

FREDERICKSBURG

15 MILES



DEMOGRAPHICS

Population	Households	Housing Units
80,597	30,741	35,366

Average Household Size	Median Household Income
2.6	$36,819

ECONOMY

Total Jobs

92,157

Major Employers

» Methodist Hospital
» USAA

TRANSPORTATION

Average Daily Traffic

19,893

Transit Service

» 100 - Primo
» 95 - Fredericksburg Rd.

Average Daily Transit Ridership

6,095

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

» Midtown
» Downtown
» Medical Center
» UTSA

Major Roadways

» Fredericksburg Rd.
» UTSA Blvd.

ABOUT:
FREDERICKSBURG

The Fredericksburg Road corridor follows the path of the existing Primo 100 route from UTSA, past the South Texas Medical Center and Balcones Heights, to Downtown San Antonio.

COMPARED TO OTHER CORRIDORS:
FREDERICKSBURG

POPULATION DENSITY

EMPLOYMENT DENSITY

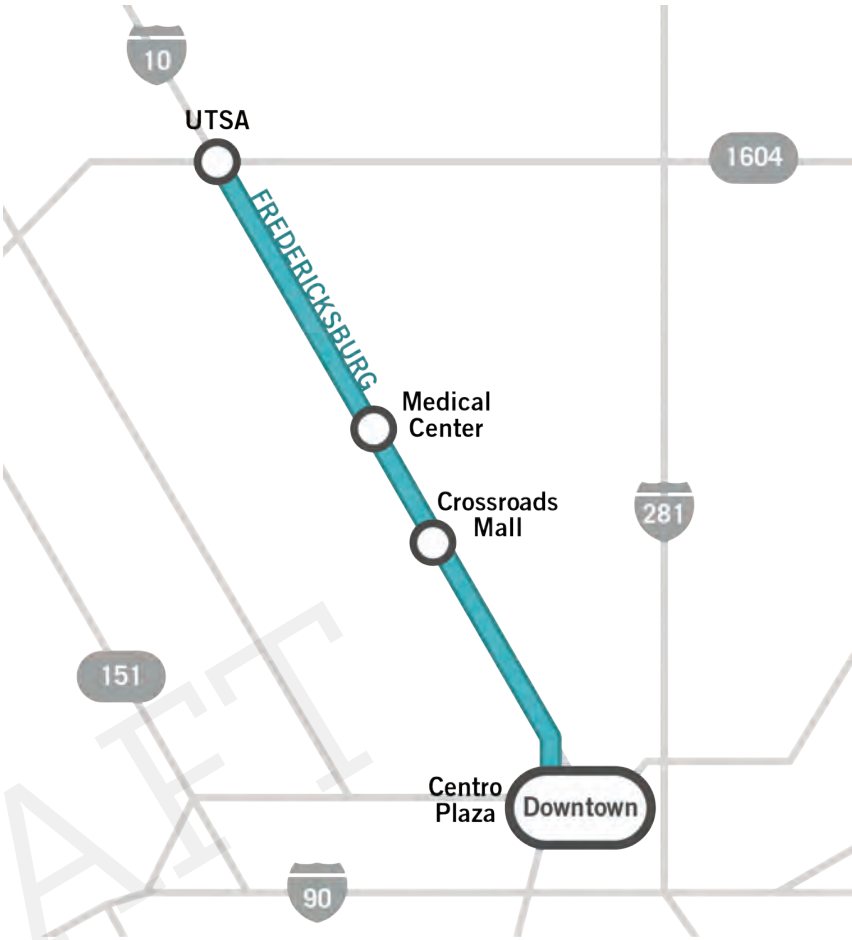
HOUSEHOLD INCOME

TRANSIT RIDERSHIP

DRAFT

SA Corridors:

FREDERICKSBURG



CENTRO PLAZA TO CROSSROADS MALL

Zoning | Urban Form | Market Readiness

From Centro Plaza to Balcones Heights this route primarily uses Fredericksburg Road, starting just north of the Deco District. Frontage consists of relatively deep commercial parcels with strip retail and multifamily breezeway-style apartments.

Fredericksburg Rd. is very wide in this area, with four travel lanes, one turn lane, and wide shoulders. Significant sidewalk gaps exist and there are almost no singalized pedestrian crossings.

CROSSROADS MALL TO MEDICAL CENTER

Zoning | Urban Form | Market Readiness

In Balcones Heights, the corridor serves Wonderland of the Americas, an aging power center with over 500,000 square feet of retail space. As the nature of brick-and-mortar retail changes, this may become a major redevelopment site.

The market for retail and office space is stronger north of Loop 410 as Fredericksburg Road nears the Medical Center. As the corridor approaches this regional center, development intensity increases.

MEDICAL CENTER TO UTSA

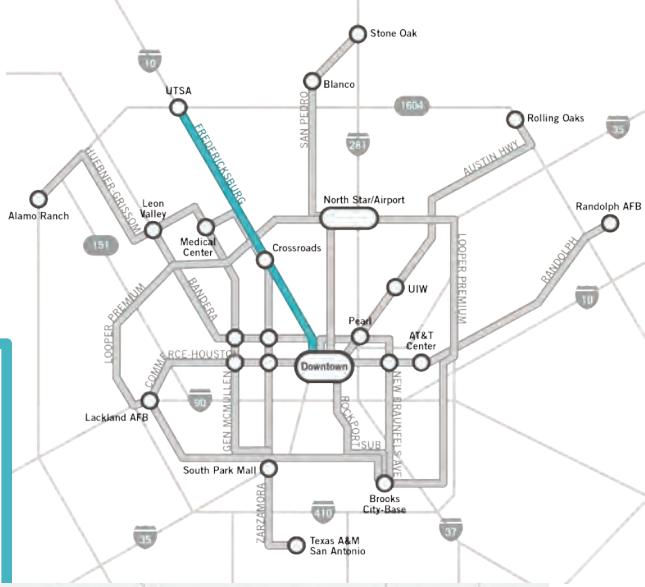
Zoning | Urban Form | Market Readiness

Beyond the Medical Center, the Fredericksburg Road corridor terminates at another regional center, UTSA. As it nears UTSA Blvd, large swaths of vacant land present opportunities for infill. There are several significant development proposals already in the pipeline for this area which may add thousands of new single family and multifamily units.

DRAFT

SA Corridors:

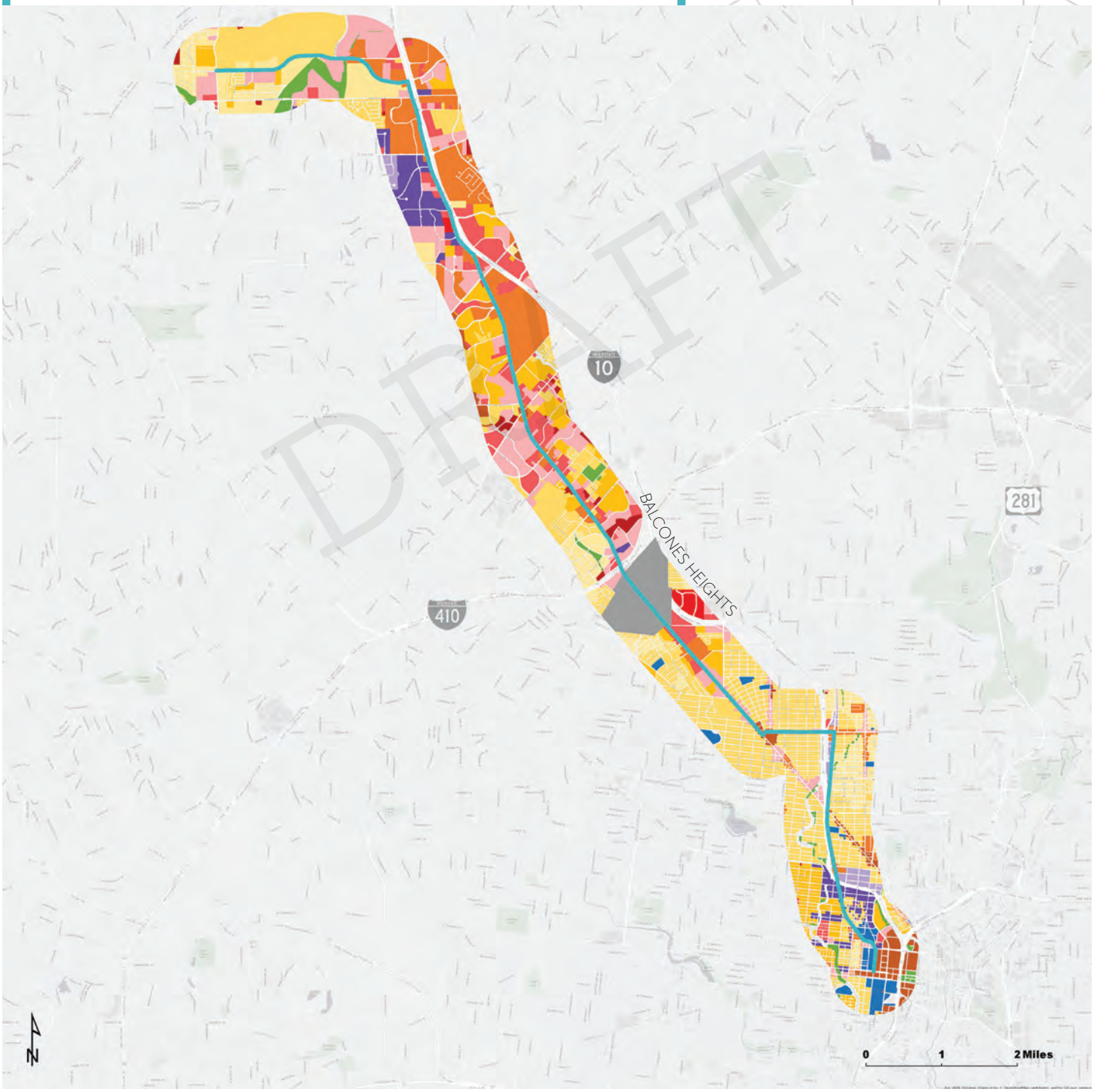
FREDERICKSBURG



OPTIMIZED LAND USE

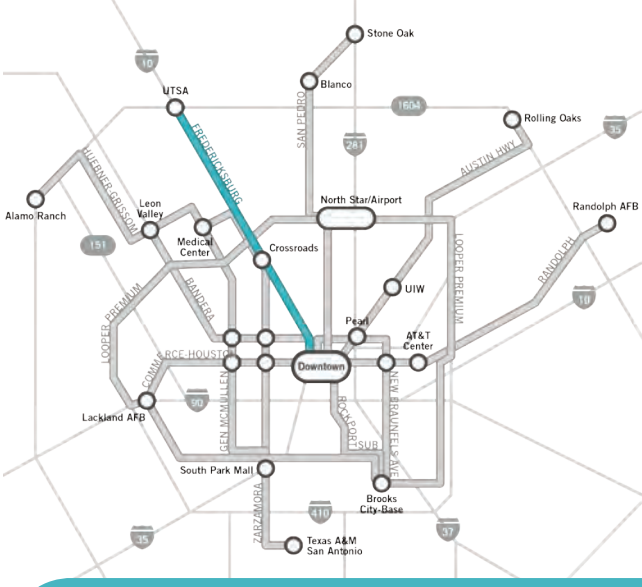
Legend

- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Low-Density Mixed-Use
- Medium-Density Mixed-Use
- High-Density Mixed-Use
- Outside City Limits

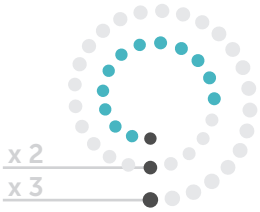


SA Corridors:

FREDERICKSBURG



EMPLOYMENT INCREASE



76%

HOUSEHOLD INCREASE

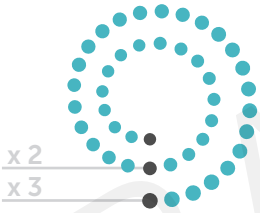
109%

MARKET STRENGTH

Development Increase in Sq. Ft.

11%

Property Tax Increase Per Acre



290%

EQUITY

Percent of Household Income Spent on Housing

YR 2014
40%

→

YR 2040
31%

↓ 9%

ENVIRONMENT

CO2 Emissions per Household

↓ 10%

Water Use per Household

↓ 30%

TRANSPORTATION

Decrease in Auto Trips per Household

↓ 11%

Increase in Walk Trips per Household

↑ 14%

POLICY NEEDS

The area around UTSA is receiving interest from large scale developers, but lacks a cohesive master plan. As the regional center plan for this area is developed, it should address transit-supportive zoning and provide future land use recommendations to help guide development in this area.

COMMUNITY ACCEPTANCE

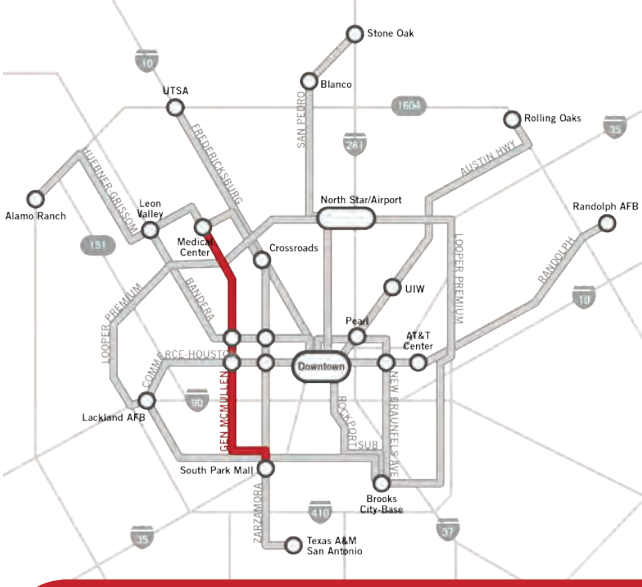
The Fredericksburg Road Corridor Study recently addressed right of way concerns along lower Fredericksburg Road from I-10 to Loop 410. The results of this study should be incorporated into the planning for this area.

DRAFT

SA Corridors:

GENERAL MCMULLEN-BABCOCK

15 MILES



DEMOGRAPHICS

Population	Households	Housing Units
69,326	24,371	65,000

Average Household Size	Median Household Income
2.8	$33,770

ECONOMY

Total Jobs

48,712

Major Employers

» UT Health Science Center
» VA Hospital
» SW Texas Medical Center

TRANSPORTATION

Average Daily Traffic

22,233

Transit Service

» 524 - Gen. McMullen Frequent

Average Daily Transit Ridership

2,449

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

» Port San Antonio Area
» Medical Center

Major Roadways

» Babcock Rd.
» Gen. McMullen Dr.
» Quintana Rd.
» Military Ave.

ABOUT:
GENERAL MCMULLEN-BABCOCK

The General McMullen-Babcock corridor connects key jobs in the Kelly-Lackland Complex with South Park Mall and the South Texas Medical Center.

COMPARED TO OTHER CORRIDORS:
GENERAL MCMULLEN-BABCOCK

POPULATION DENSITY

EMPLOYMENT DENSITY

HOUSEHOLD INCOME

TRANSIT RIDERSHIP

DRAFT

SA Corridors:

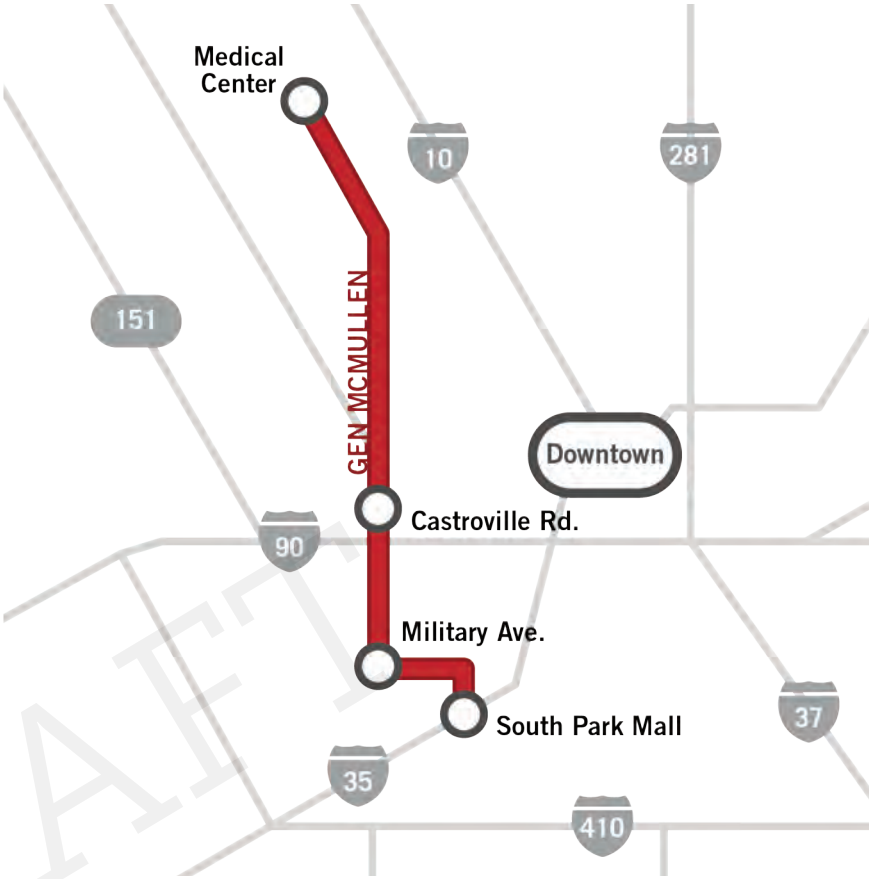
GENERAL MCMULLEN-BABCOCK

MEDICAL CENTER TO CASTROVILLE RD.

Zoning | Urban Form | Market Readiness

The northern end of the corridor serves the Medical Center, a regional center with a high concentration of jobs and housing. As it travels south on Babcock Rd, it passses a mix of single family subdivisions, garden-style apartments, and strip commercial nodes.

South of Loop 410, street connectivity improves significantly as the corridor turns onto General McMullen Dr.



CASTROVILLE RD. TO MILITARY AVE.

Zoning | Urban Form | Market Readiness

South of Castroville Rd, the corridor transitions to residential frontage with some highway-oriented commercial. At US-90, the corridor encounters an interchange and becomes a divided highway which presents a major barrier for pedestrians.

As the corridor rounds Lackland AFB, it travels through single-family residential neighborhoods before meeting SW Military Ave.

MILITARY AVE. TO SOUTH PARK MALL

Zoning | Urban Form | Market Readiness

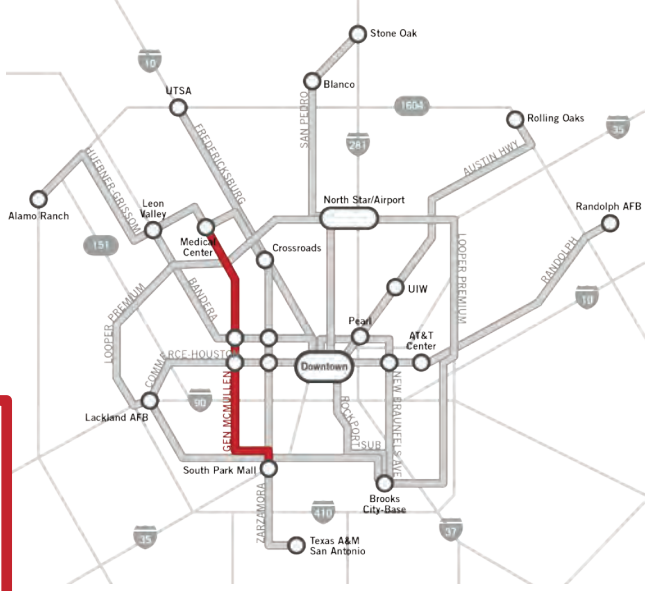
As it travels down SW Military Ave, the corridor passes a mix of industrial and strip commercial businesses. SW Military Ave is up to 7 lanes wide here and sidewalks are frequently interrupted by driveways and utility poles.

Development potential, particularly for retail, increases as the corridor approaches South Park Mall. There is potential for infill on existing surface lots in this area.

DRAFT

SA Corridors:

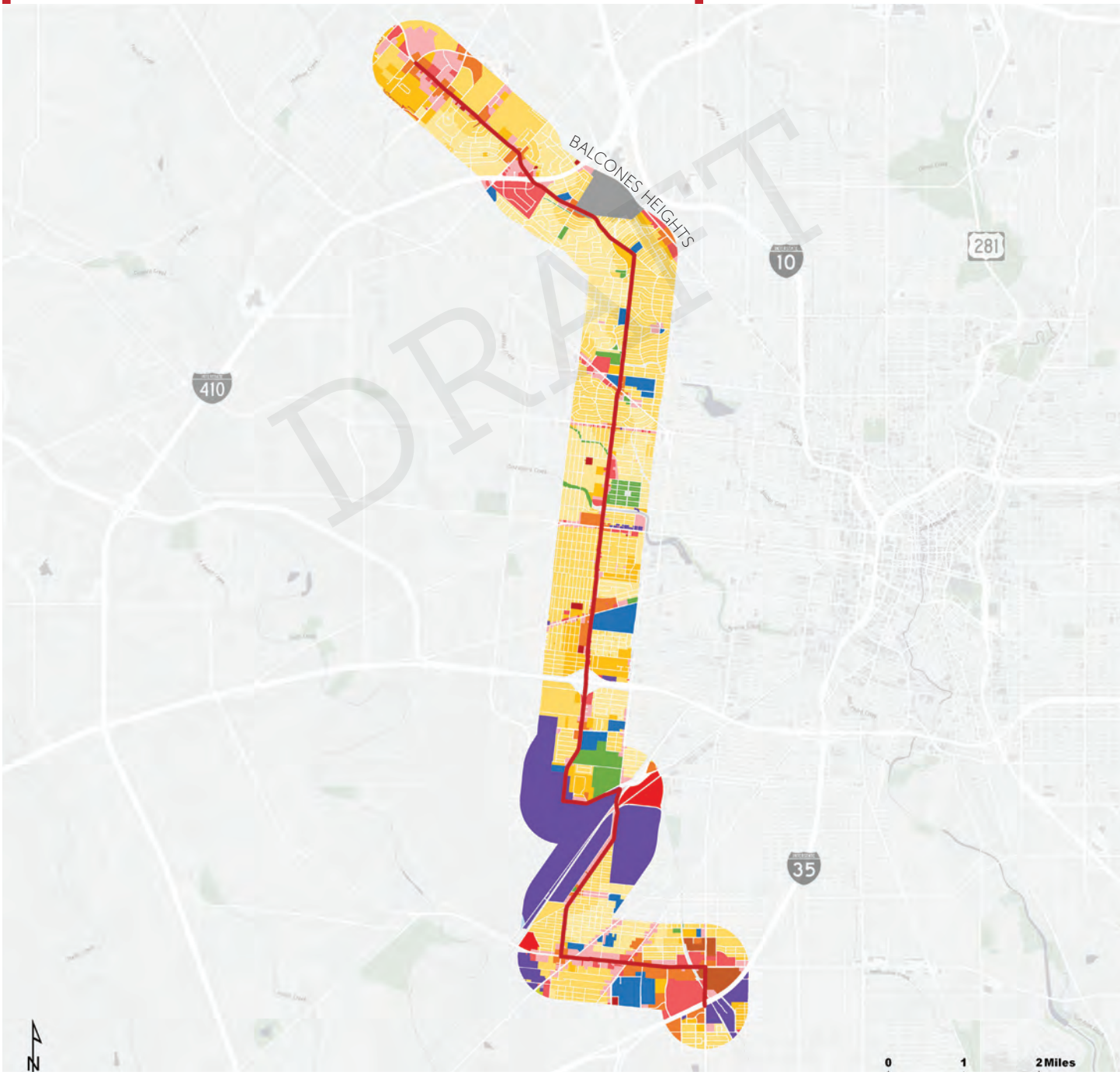
GENERAL MCMULLEN-BABCOCK



OPTIMIZED LAND USE

Legend

- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Low-Density Mixed-Use
- Medium-Density Mixed-Use
- High-Density Mixed-Use
- Outside City Limits



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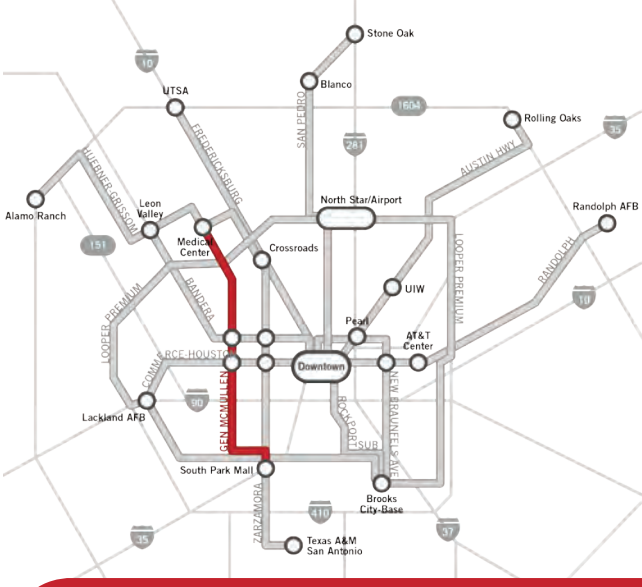
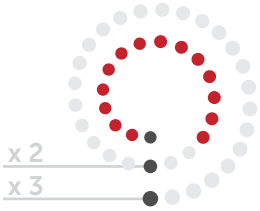
SA Corridors:

GENERAL MCMULLEN-BABCOCK

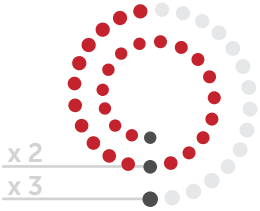


EMPLOYMENT INCREASE



81%

HOUSEHOLD INCREASE



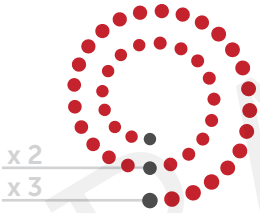
146%

MARKET STRENGTH

Development Increase in Sq. Ft.

41%

Property Tax Increase Per Acre



414%

EQUITY

Percent of Household Income Spent on Housing

YR 2014
39%

→

YR 2040
33%

↓ 6%

ENVIRONMENT

CO2 Emissions per Household

↓ 8%

Water Use per Household

↓ 39%

TRANSPORTATION

Decrease in Auto Trips per Household

↓ 3%

Increase in Walk Trips per Household

↑ 26%

POLICY NEEDS

Throughout most of the corridor, the market will not be strong enough in the short term to support transit-supportive land use without significant public subsidies. The focus should be on long-term planning and improvement of basic infrastructure such as stormwater management and sidwalks.

COMMUNITY ACCEPTANCE

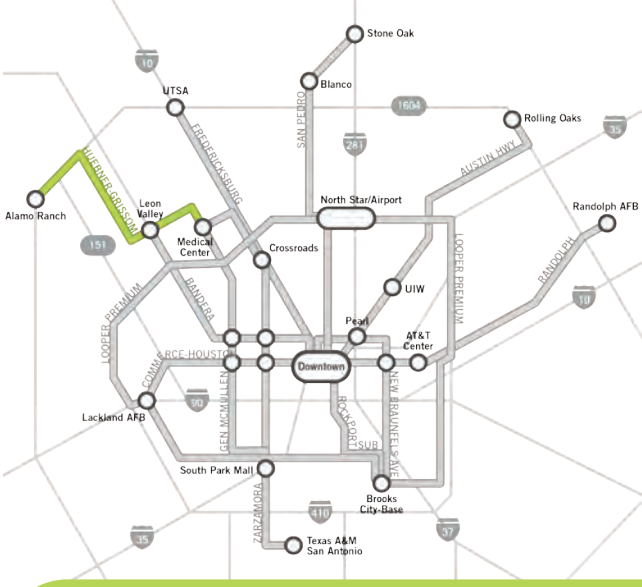
The greatest potential for change in this corridor is in its major employment centers - Lackland AFB, South Park Mall, and the Medical Center. The City of San Antonio and VIA should seek to strengthen partnerships with land owners in these areas to encourage transit-supportive development, particularly around stations.

DRAFT

SA Corridors:

HUEBNER-GRISSOM

12 MILES



DEMOGRAPHICS

Population	Households	Housing Units
50,431	19,684	29,422

Average Household Size	Median Household Income
2.6	$56,634

ECONOMY

Total Jobs

18,256

Major Employers

» Northwest Vista College

TRANSPORTATION

Average Daily Traffic

29,200

Average Daily Transit Ridership

924

Transit Service

» 610 - Ingram/NW Crossing
» 604 - Med Ctr / University Park

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

» Hwy 151 and 1604
» Medical Center

Major Roadways

» Grissom Rd.
» Culebra Rd.
» Bandera Rd.
» Huebner Rd.
» Babcock Rd.

ABOUT:
HUEBNER-GRISSOM

The Huebner-Grissom corridor links Alamo Ranch and Leon Valley with the jobs and transit connections at the South Texas Medical Center.

COMPARED TO OTHER CORRIDORS:
HUEBNER-GRISSOM

POPULATION DENSITY

EMPLOYMENT DENSITY

HOUSEHOLD INCOME

TRANSIT RIDERSHIP

DRAFT

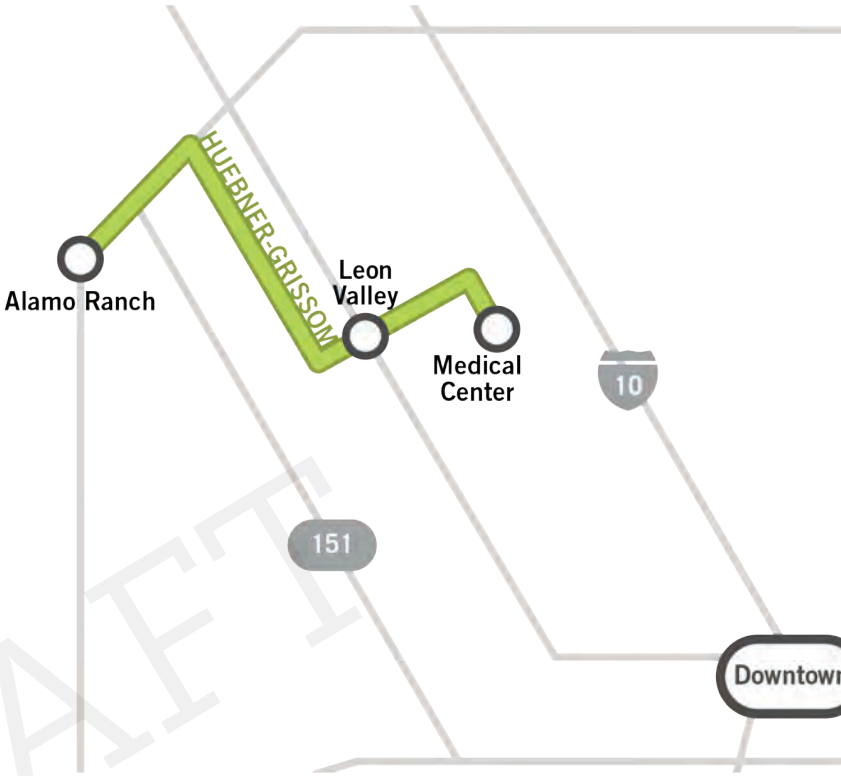
SA Corridors:

HUEBNER-GRISSOM

MEDICAL CENTER TO LEON VALLEY

Zoning Urban Form Market Readiness

From Leon Valley to the Medical Center the corridor is a wide roadway (seven lanes east of Eckhert Road) serving primarily residential neighborhoods, with retail, strip malls, restaurants, medical, and institutional development. Along Huebner there are a number of lots with development potential.



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LEON VALLEY TO ALAMO RANCH

Zoning Urban Form Market Readiness

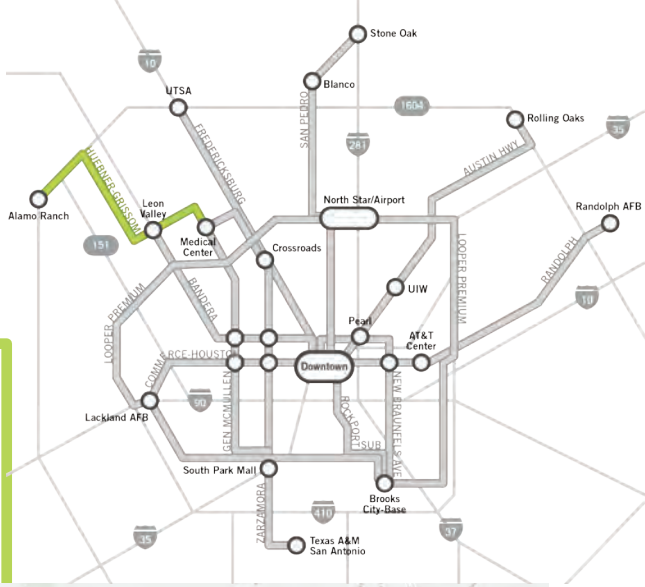
This corridor serves Alamo Ranch, one of the fastest growing areas of San Antonio as well as Sea World and the Wells Fargo Wiseman Campus. Generally the corridor from Alamo Ranch to Leon Valley is a wide roadway in a suburban development setting with residential, office, restaurants, as well as retail and strip malls.

Some sidewalks are present in areas, but gaps exist; signalized crosswalks exist at major intersections only. The entirety of this portion of the corridor runs on TxDOT rights of way.

Development potential generally exists only in existing commercial nodes and in larger tracts of undeveloped land. Near Loop 1604, regional retail developments are newer and thus will take longer to redevelop into more transit-supportive uses.

SA Corridors:

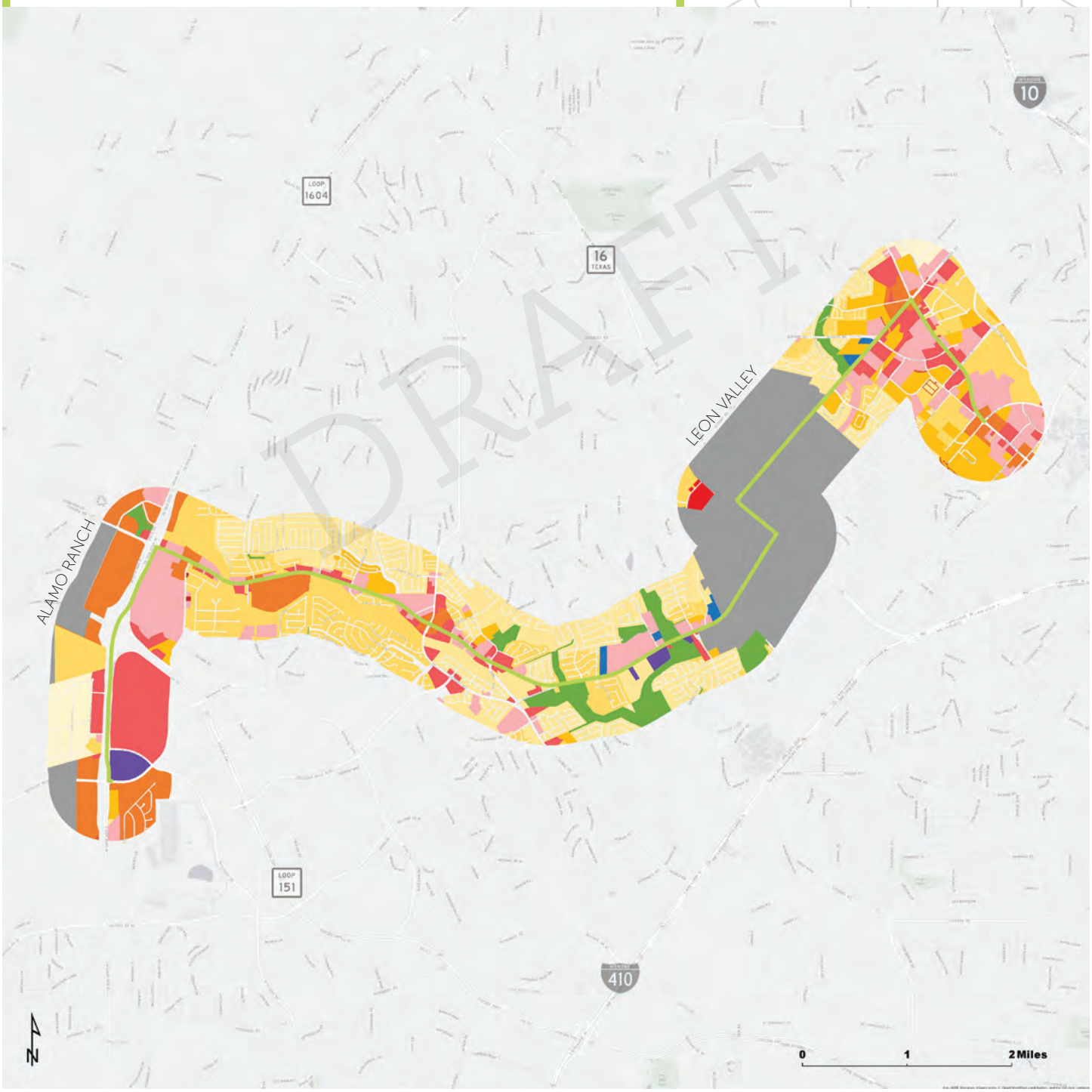
HUEBNER-GRISSOM



OPTIMIZED LAND USE

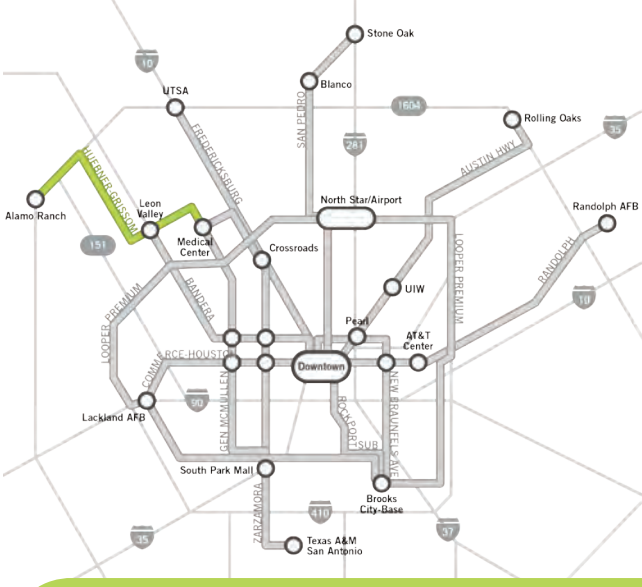
Legend

- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Low-Density Mixed-Use
- Medium-Density Mixed-Use
- High-Density Mixed-Use
- Outside City Limits

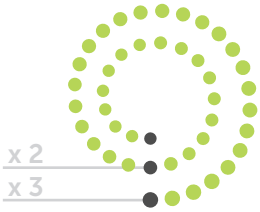


SA Corridors:

HUEBNER-GRISSOM



EMPLOYMENT INCREASE



225%

HOUSEHOLD INCREASE

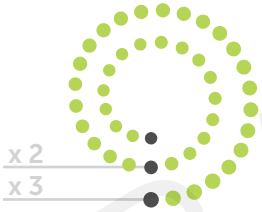
39%

MARKET STRENGTH

Development Increase in Sq. Ft.

24%

Property Tax Increase Per Acre



209%

EQUITY

Percent of Household Income Spent on Housing

YR 2014
38%

→

YR 2040
25%

↓ 13%

ENVIRONMENT

CO2 Emissions per Household

↓ 14%

Water Use per Household

↓ 17%

TRANSPORTATION

Decrease in Auto Trips per Household

↓ 8%

Increase in Walk Trips per Household

↑ 26%

POLICY NEEDS

The market for new development is relatively strong in this corridor and development opportunities lie primarily in existing commercial nodes. Where these coincide with station areas, higher intensity mixed use development or adaptive re-use should be encouraged.

COMMUNITY ACCEPTANCE

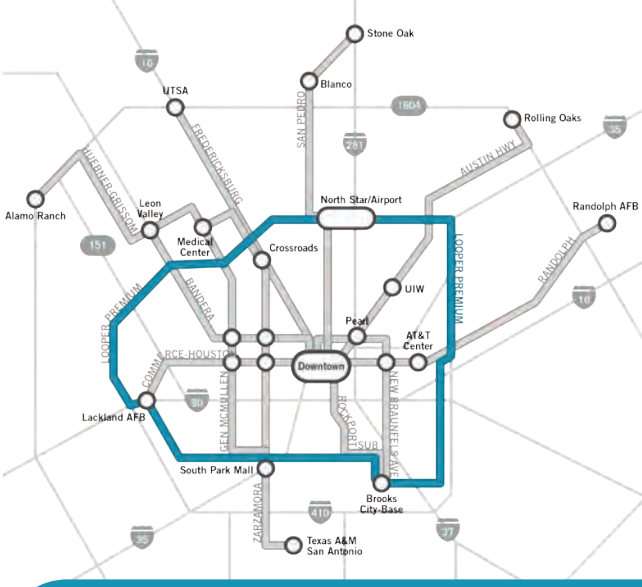
The corridor passes through a number of primarily residential areas with well-established neighborhood plans. Where neighborhood plan guidance exists, work with residents and business owners to ensure redevelopment is compatible with surrounding uses.

DRAFT

SA Corridors:

LOOPER PREMIUM

53 MILES



DEMOGRAPHICS

Population	Households	Housing Units
153,659	55,156	61,702

Average Household Size	Median Household Income
2.8	$42,197

ECONOMY

Total Jobs

155,704

Major Employers

- Lackland AFB
- Brooks
- San Antonio Int'l Airport
- South Park Mall

TRANSPORTATION

Average Daily Traffic

172,945

(Loop 410 at Bandera)

Average Daily Transit Ridership

6,885

Transit Service

- 550 - Looper Skip
- 551 - Looper Skip

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

- Greater Airport Area
- Brooks
- Fort Sam Houston
- Port San Antonio Area
- NE I-35/Loop 410
- Medical Center

Major Roadways

- Loop 410
- WW White Rd.
- Military Ave.

ABOUT:
LOOPER PREMIUM

The Looper Premium corridor circles the city, connecting several existing transit routes with destinations such as Brooks City-Base, North Star Mall, Crossroads, and Lackland AFB.

COMPARED TO OTHER CORRIDORS:
LOOPER PREMIUM

POPULATION DENSITY

EMPLOYMENT DENSITY

HOUSEHOLD INCOME

TRANSIT RIDERSHIP

DRAFT

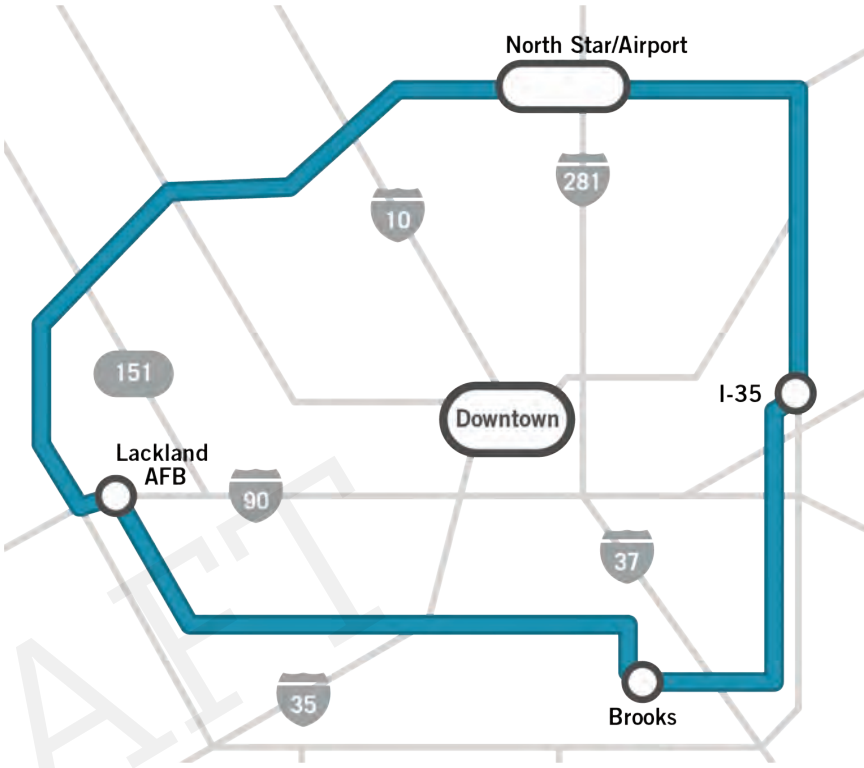
SA Corridors:

LOOPER PREMIUM

I-35 TO LACKLAND AFB

From the I-35 in the east, to US-90 in the west, Looper travels primarily on the northern half of the Loop 410 loop. This part of the region is one of the most propsperous and fastest-growing, though much of the growth has already moved beyond Loop 410 and Loop 1604.

Development is linear and consists primarily of highway-oriented commercial interspersed with higher intensity office parks at major interchanges.



DRAFT

LACKLAND AFB TO BROOKS

From US-90, Looper travels through Lackland AFB and eventually meets up with Military Ave., a 7 lane TxDOT right of way.

East of Lackland, the corridor is fronted by industrial uses and numerous underutilized or vacant properties. As it nears South Park Mall, newer commercial uses predominate. Beyond I-35, Military is fronted by relatively shallow older strip commercial until it deviates from Military into Brooks.

BROOKS TO I-35

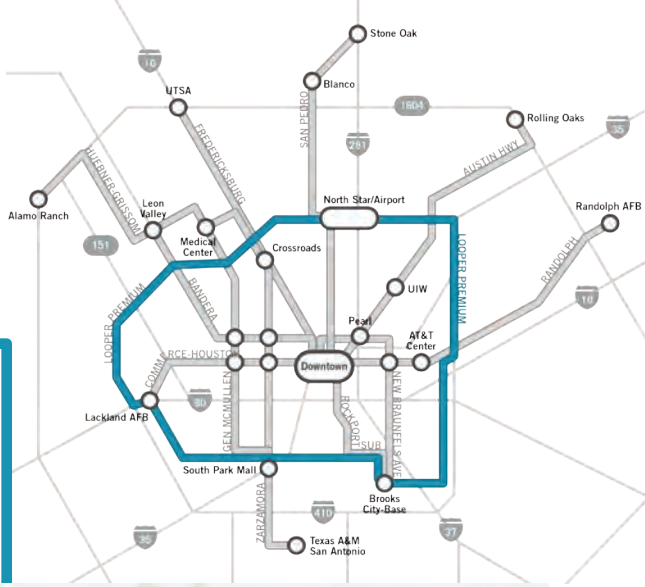
After passing I-35, the Looper corridor turns north on S. WW White Rd. It passes through large swaths of vacant land and low density residential neighborhoods before transitioning to commercial frontage near Rigsby Ave.

North of I-10, the corridor passes through an industrial district before completing its loop at the I-35 interchange.

SA Corridors:

LOOPER PREMIUM

OPTIMIZED LAND USE



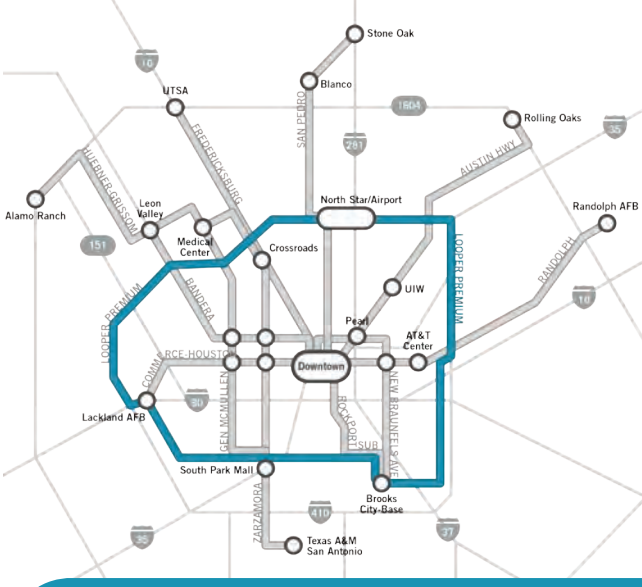
Legend

- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Low-Density Mixed-Use
- Medium-Density Mixed-Use
- High-Density Mixed-Use
- Outside City Limits

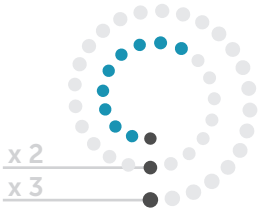
DRAFT

SA Corridors:

LOOPER PREMIUM

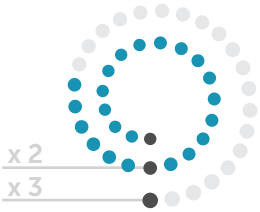


EMPLOYMENT INCREASE



57%

HOUSEHOLD INCREASE



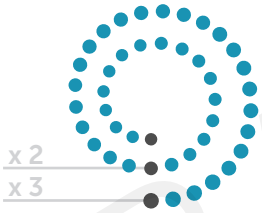
128%

MARKET STRENGTH

Development Increase in Sq. Ft.

28%

Property Tax Increase Per Acre



245%

EQUITY

Percent of Household Income Spent on Housing

YR 2014
37%

→

YR 2040
30%

↓ 7%

ENVIRONMENT

CO2 Emissions per Household

↓ 3%

Water Use per Household

↓ 37%

TRANSPORTATION

Decrease in Auto Trips per Household

↓ 2%

Increase in Walk Trips per Household

↑ 23%

POLICY NEEDS

Since the Looper corridor uses highway right of way for much of its alignment, its ability to spur economic development will be reduced. In order to maximize economic development potential, consider integrating retail and residential into park and ride facilities to create activity at stations.

COMMUNITY ACCEPTANCE

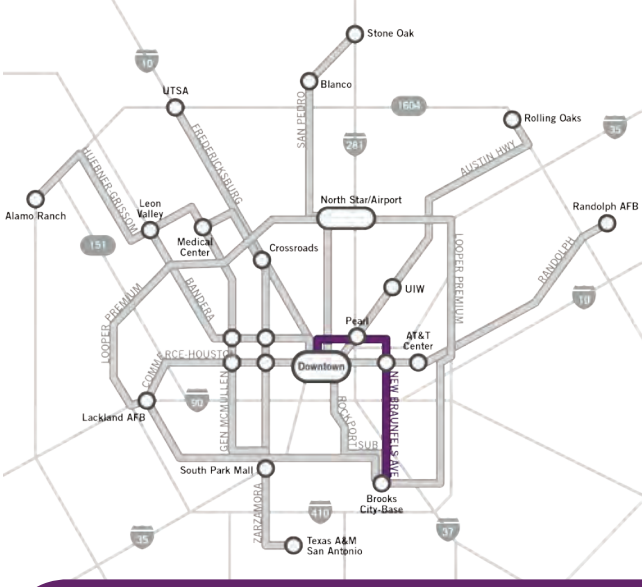
Where Looper passes through major industrial districts, special care should be taken to keep development pressure away from these areas and prevent displacing major employers.

DRAFT

SA Corridors:

NEW BRAUNFELS AVE

12 MILES



DEMOGRAPHICS

Population	Households	Housing Units
56,919	19,117	22,641

Average Household Size	Median Household Income
3.0	$32,140

ECONOMY

Total Jobs

27,435

Major Employers

» Brooks
» Fort Sam Houston

TRANSPORTATION

Average Daily Traffic

10,713

Transit Service

» 20 - New Braunfels Frequent

Average Daily Transit Ridership

3,504

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

» Midtown
» Downtown
» Brooks

Major Roadways

» N. Flores St.
» W. Ashby Pl.
» E. Grayson St.
» New Braunfels Ave.

ABOUT:
NEW BRAUNFELS AVE

New Braunfels Ave is a key crosstown corridor, connecting Brooks City-Base with the east side of San Antonio and the Pearl before heading Downtown.

COMPARED TO OTHER CORRIDORS:
NEW BRAUNSFEL AVE

POPULATION DENSITY

EMPLOYMENT DENSITY

HOUSEHOLD INCOME

TRANSIT RIDERSHIP

DRAFT

SA Corridors:

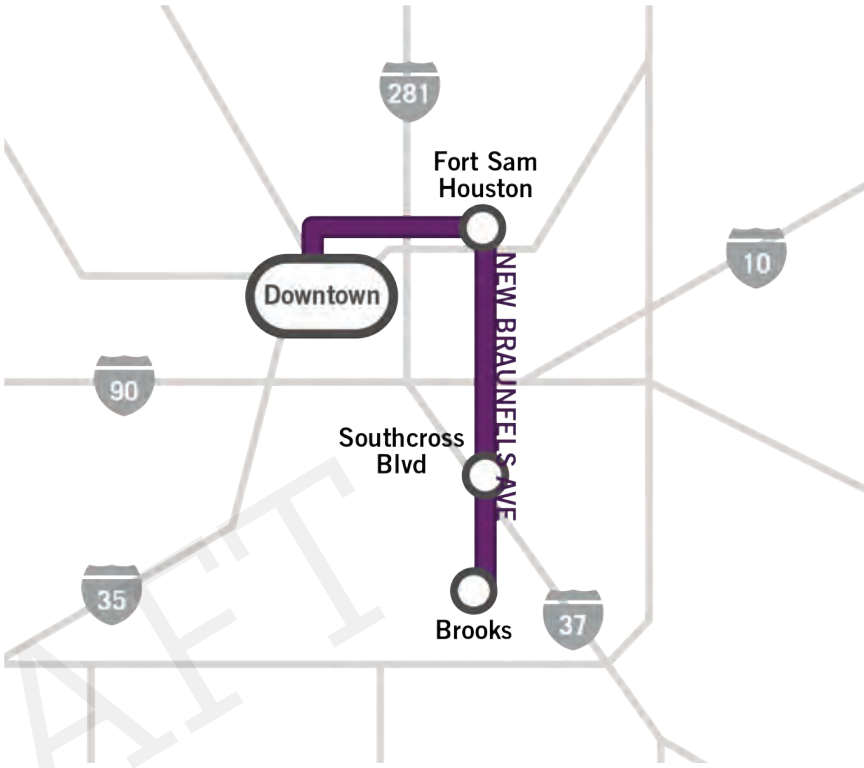
NEW BRAUNFELS AVE

CENTRO PLAZA TO FORT SAM HOUSTON

Zoning Urban Form Market Readiness

From Centro Plaza to Fort Sam Houston, the New Braunfels Ave Corridor moves through close-in neighborhoods with well-connected street networks including Five Points, San Antonio College, and the Pearl. These areas are currently experiencing private investment in relatively dense vertical mixed use buildings.

While some gaps in sidewalk coverage exist, most of the roadways in this section of the corridor are relatively narrow.



DRAFT

FORT SAM HOUSTON TO SOUTHCROSS BLVD

Zoning Urban Form Market Readiness

East of Fort Sam, the corridor turns onto New Braunfels Ave. where it crosses the Union Pacific East Yard. As the only crossing for over 1/2 mile in each direction, this is a key pedestrian route.

South of the rail yard, New Braunfels transitions to a neighborhood main street with numerous opportunities for adaptive re-use. Major commercial nodes exists at intersection of Houston St. and Southcross Blvd.

SOUTHCROSS BLVD TO BROOKS

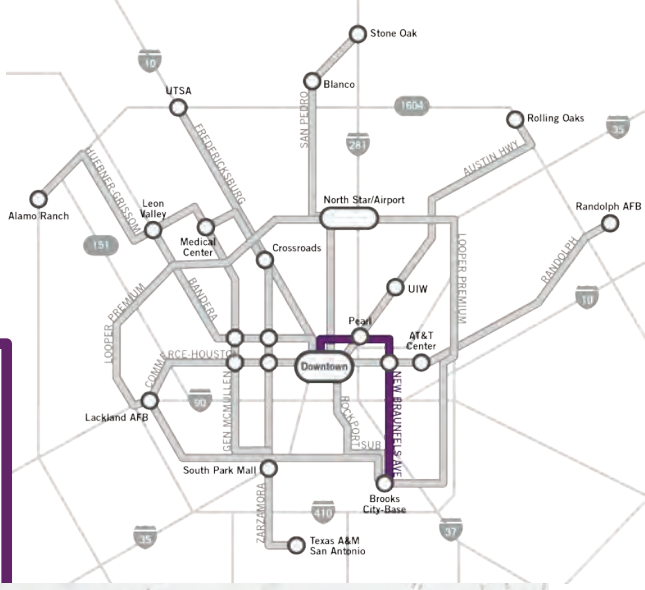
Zoning Urban Form Market Readiness

From Southcross Blvd. to Brooks, New Braunfels remains a 4-lane arterial with some sidewalk gaps and few buffers between pedestrians and automobiles.

North of the Texas State Hospital, uses are primarily residential with some retail and industrial uses mixed in. The hospital campus occupies several hundred acres along the corridor and may have significant capacity for additional development.

SA Corridors:

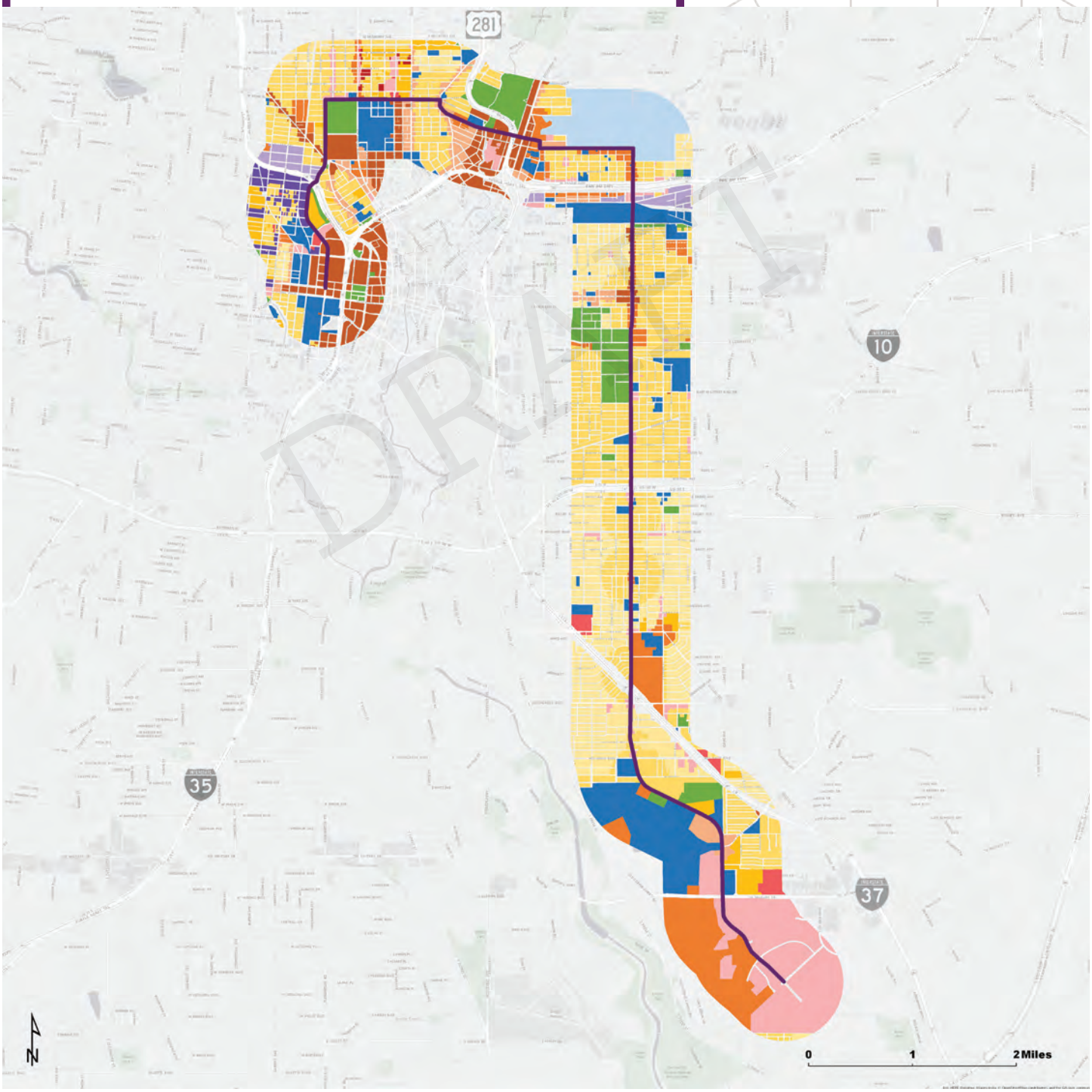
NEW BRAUNFELS AVE



OPTIMIZED LAND USE

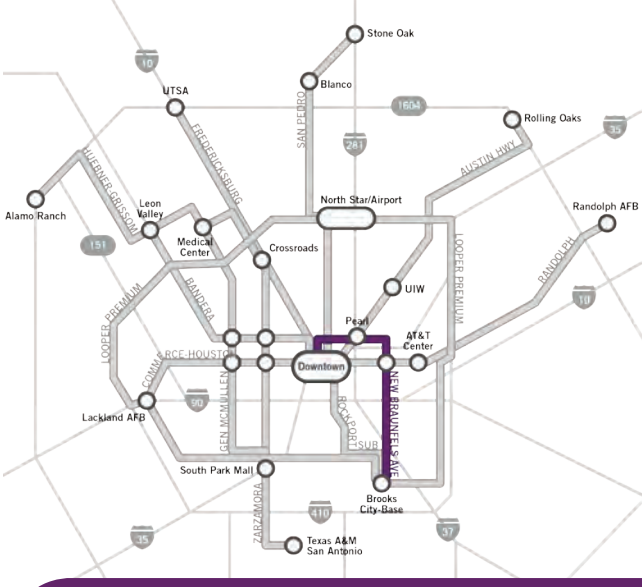
Legend

- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Low-Density Mixed-Use
- Medium-Density Mixed-Use
- High-Density Mixed-Use
- Outside City Limits

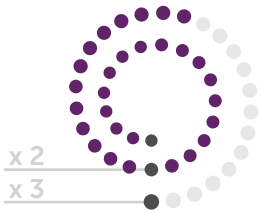


SA Corridors:

NEW BRAUNFELS AVE

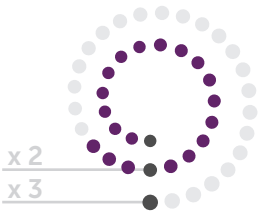


EMPLOYMENT INCREASE



155%

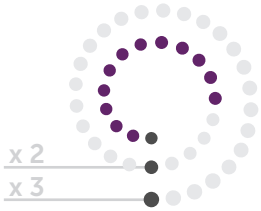
HOUSEHOLD INCREASE



116%

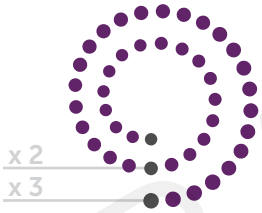
MARKET STRENGTH

Development Increase in Sq. Ft.



73%

Property Tax Increase Per Acre



359%

EQUITY

Percent of Household Income Spent on Housing

YR 2014
42%

→

YR 2040
35%

↓ 7%

ENVIRONMENT

CO2 Emissions per Household

↓ 21%

Water Use per Household

↓ 34%

TRANSPORTATION

Decrease in Auto Trips per Household

↓ 14%

Increase in Walk Trips per Household

↑ 25%

POLICY NEEDS

Much of the New Braunfels Ave Corridor travels through established TIRZ districts (Midtown, Inner City, and Brooks). The Inner City TIRZ was extended to 2025. It may become necessary to extend it further, dependent on the phasing of VIA's capital investments.

COMMUNITY ACCEPTANCE

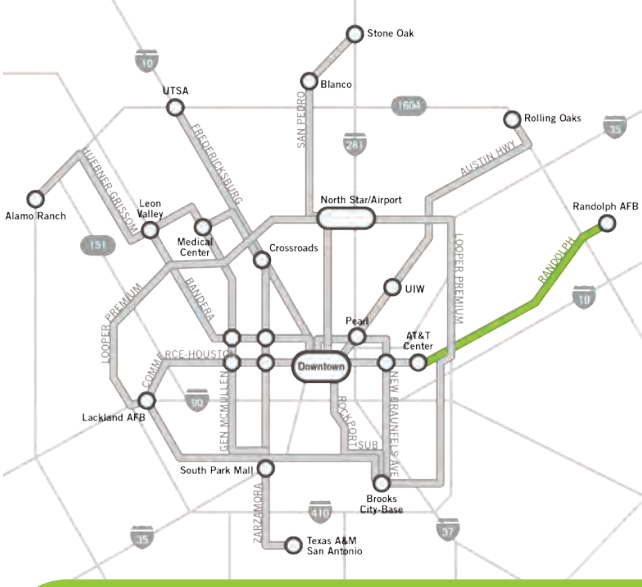
Many of the historic streetcar neighborhoods on San Antonio's eastside have significant near-term development potential. Development activity may price existing residents, particuarly renters, out of these neighborhoods.

DRAFT

SA Corridors:

RANDOLPH - FM78

15 MILES



DEMOGRAPHICS

Population	Households	Housing Units
43,278	13,896	15,097

Average Household Size	Median Household Income
3.1	$48,234

ECONOMY

Total Jobs	Major Employers
15,650	» AT&T Center

TRANSPORTATION

Average Daily Traffic	Average Daily Transit Ridership	Transit Service
24,590	1,358	» 21 - Kirby/Converse

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

» Fort Sam Houston

Major Roadways

» E. Houston St.
» I-10
» WW White Rd.
» Seguin Rd.

ABOUT:

RANDOLPH - FM78

The Randolph – FM78 corridor connects Randolph AFB, Converse, Kirby, Downtown San Antonio with the arena district.

COMPARED TO OTHER CORRIDORS:

RANDOLPH

POPULATION DENSITY

EMPLOYMENT DENSITY

HOUSEHOLD INCOME

TRANSIT RIDERSHIP

DRAFT

SA Corridors:

RANDOLPH - FM78

RANDOLPH AFB TO KIRBY

In the corridor between Randolph Air Force Base and the City of Kirby there is a large amount of traditional suburban development. The roadway has relatively low density commercial and residential development with a few distinct nodes of commercial use such as the Walmart at Crestway Dr and Seguin Rd. Judson High School is adjacent to the corridor just off Schaefter Rd. There are also several large open spaces like Hugo Lentz Park and the Wood Lake Golf Club.

KIRBY TO I-10

Through the City of Kirby to I-10 the divided roadway has low density development with few access points and an unfriendly pedestrian environment. There are also several undeveloped lots that are potential sites for new development. Kirby Middle school is just south of Seguin Rd and adjacent to lower density single family homes to the east. From the Big Red 7up Bottling Company at the north to I-10 at the south along White Rd there is a mixture of industrial and warehouse land uses.

I-10 TO AT&T CENTER

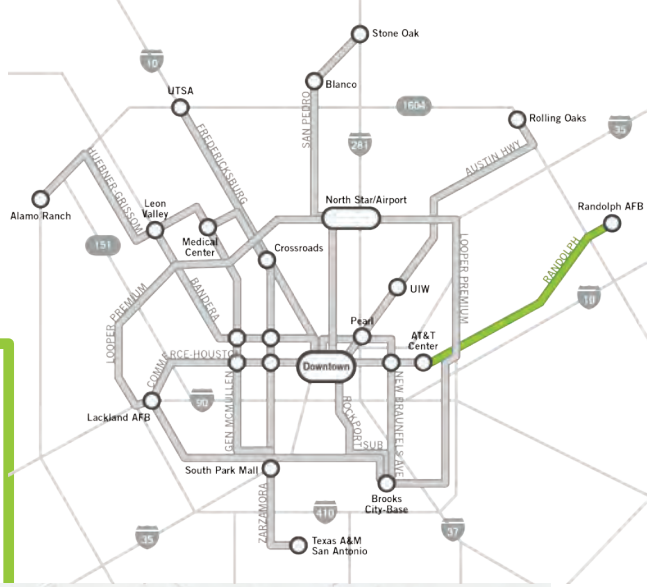
From I-10 to the AT&T Center most of the corridor utilizes the frontage road along I-10 will little to no access to adjacent traditional suburban development along a state highway. The divided roadway has low density development with few access points. Along Houston St there are some undeveloped and vacant lots.

DRAFT

SA Corridors:

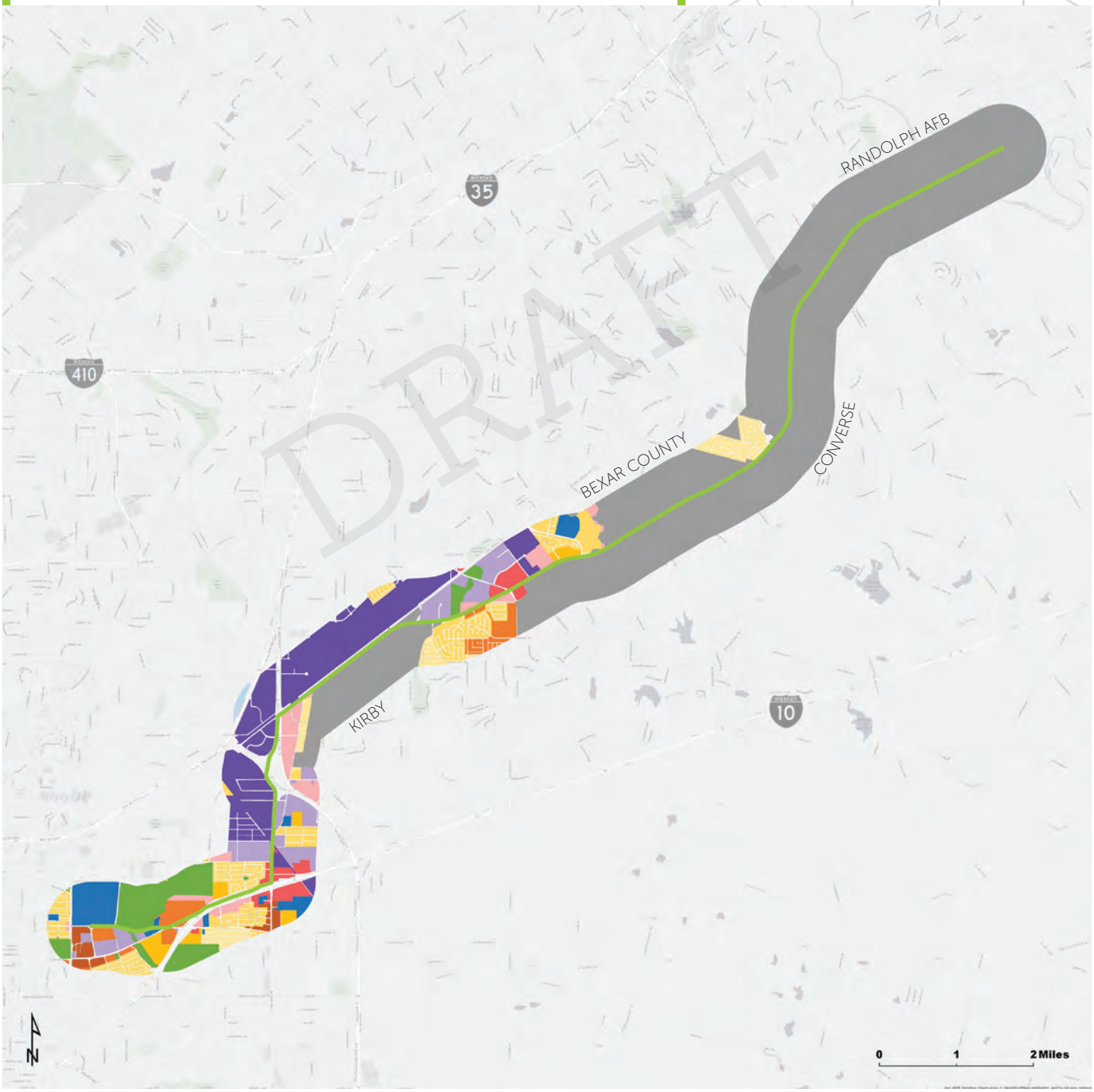
RANDOLPH - FM78

OPTIMIZED LAND USE



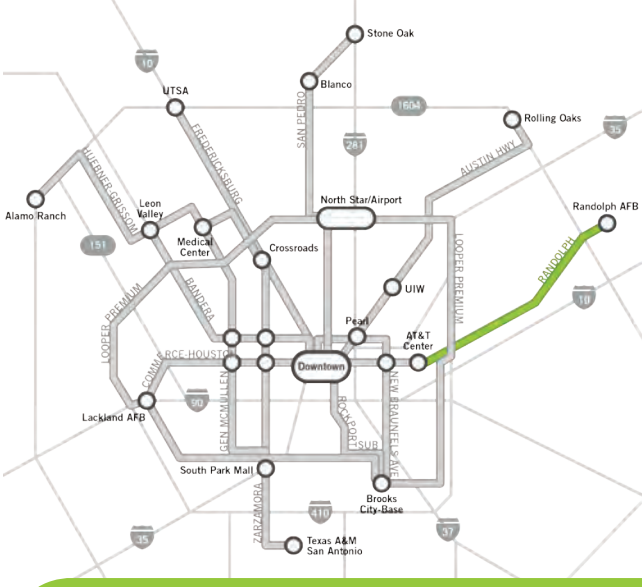
Legend

- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Low-Density Mixed-Use
- Medium-Density Mixed-Use
- High-Density Mixed-Use
- Outside City Limits



SA Corridors:

RANDOLPH - FM78



EMPLOYMENT INCREASE

109%

HOUSEHOLD INCREASE

18%

MARKET STRENGTH

Development Increase in Sq. Ft.

10%

Property Tax Increase Per Acre

130%

EQUITY

Percent of Household Income Spent on Housing

YR 2014
39%

→

YR 2040
23%

↓ 16%

ENVIRONMENT

CO2 Emissions per Household

↓ 9%

Water Use per Household

↓ 22%

TRANSPORTATION

Decrease in Auto Trips per Household

↓ 3%

Increase in Walk Trips per Household

↑ 21%

POLICY NEEDS

The area along WW White Road is one of the last major industrial and manufacturing hubs remaining within Loop 410. Keeping industrial jobs in the region's core will help maintain a diversified economy. Any transit-supportive policies in this area should seek to preserve the industrial uses in this area.

COMMUNITY ACCEPTANCE

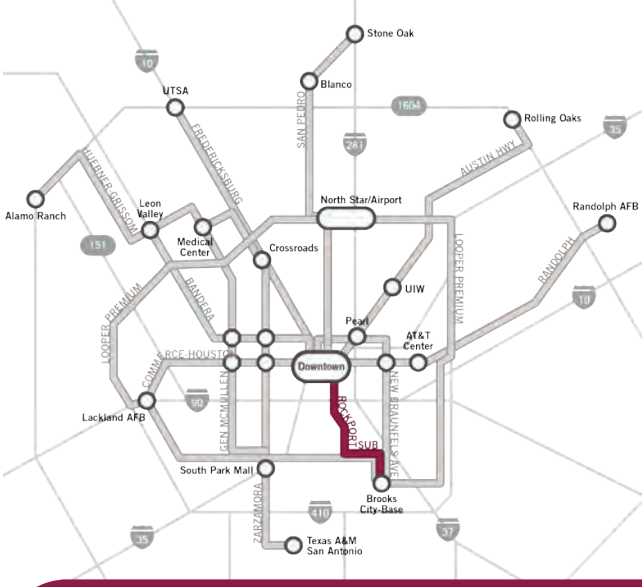
The City of San Antonio and VIA should continue to involve industrial business owners along this corridor to address potential concerns over freight, transit, and pedestrian conflicts. Should the FM78 corridor be identified for further study, an advisory group of these business owners should be created.

DRAFT

SA Corridors:

ROCKPORT SUBDIVISION

12 MILES



DEMOGRAPHICS

Population	Households	Housing Units
28,434	9,700	10,921

Average Household Size	Median Household Income
2.9	$31,018

ECONOMY

Total Jobs	Major Employers
16,744	» Brooks

TRANSPORTATION

Average Daily Traffic	Average Daily Transit Ridership	Transit Service
4,830	1,266	» 36 - S. Presa » 46 - Commercial

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

» Midtown
» Downtown
» Brooks

Major Roadways

» S. Presa St.
» Sidney Brooks Rd.

ABOUT:
ROCKPORT SUBDIVISION

The Rockport Subdivision corridor links together a freight rail right of way into a speedy southeast connection that follows the San Antonio River from Downtown San Antonio to Brooks.

COMPARED TO OTHER CORRIDORS:
ROCKPORT SUBDIVISION

POPULATION DENSITY

EMPLOYMENT DENSITY

HOUSEHOLD INCOME

TRANSIT RIDERSHIP

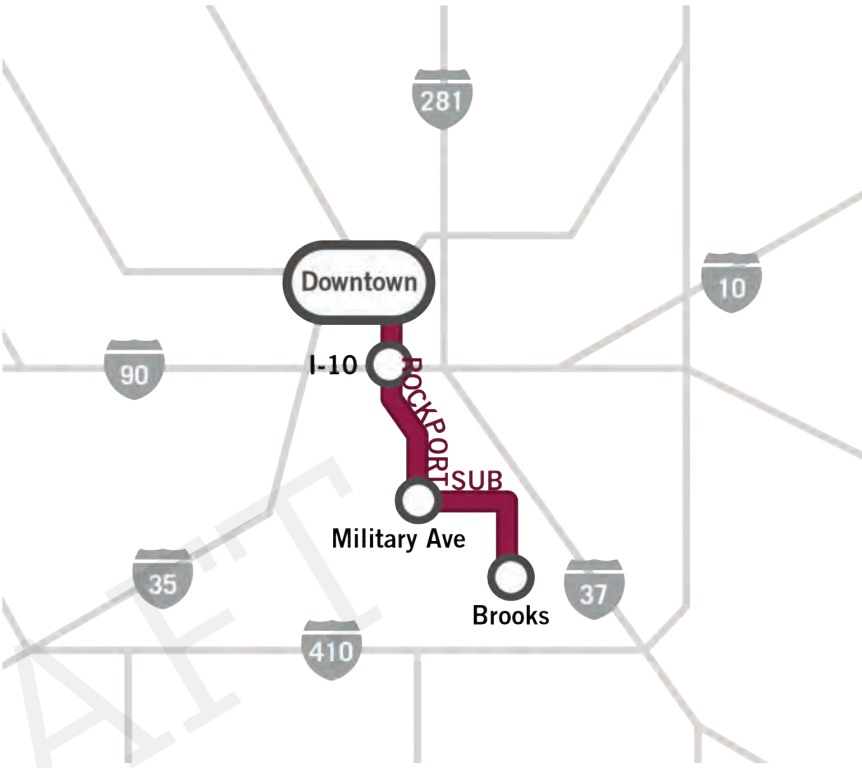
DRAFT

SA Corridors:

ROCKPORT SUBDIVISION

CENTRO PLAZA TO I-10

From Centro Plaza to I-10 the roadway is wide with an urban setting serving institutional buildings (e.g. college, government). There are sidewalks but there are limited signalized crosswalks. Beginning at I-10 the corridor serves a mix of office, institutional, industrial, residential uses; sidewalks are present at some locations, mostly in the residential areas. The Blue Star Contemporary Art Museum anchors this section of the corridor with Habitat for Humanity and River City Fellowship in close proximity.



I-10 TO MILITARY AVE

In the section between I-10 and Military Ave the roadway has a railway line on the west side. The primary use is residential neighborhoods with some retail and industrial uses.

There are currently sidewalks present but limited signalized crosswalks. Packaging and warehousing facilities are located here; many of these are older uses and could have potential for redevelopment.

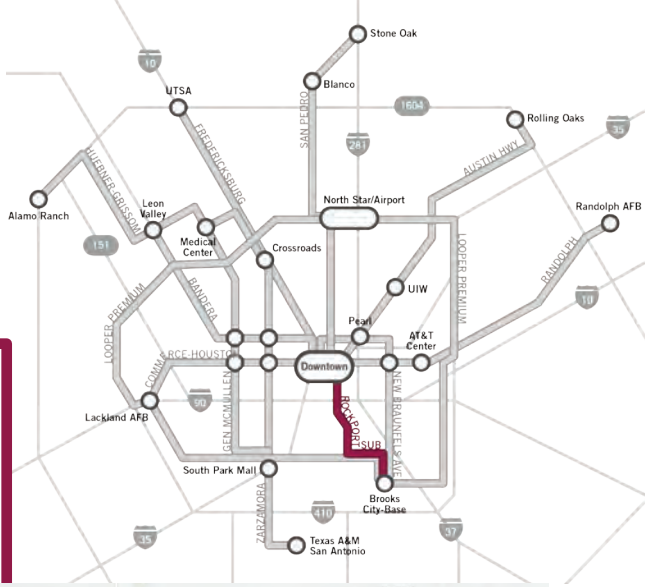
MILITARY AVE TO BROOKS CITY-BASE

From Military Ave to the Brooks City-Base there are significant sidewalk gaps and the roadway serves residential (townhouses and apartments) and industrial development. In some sections, the roadway narrows serving low-density development including office, residential and institutional (hospital). Brooks, a redeveloping former military facility, anchors the southern end of the corridor. Several thousand residential units and several hundred thousand square feet of commercial space will generate significant ridership in the future.

DRAFT

SA Corridors:

ROCKPORT SUBDIVISION



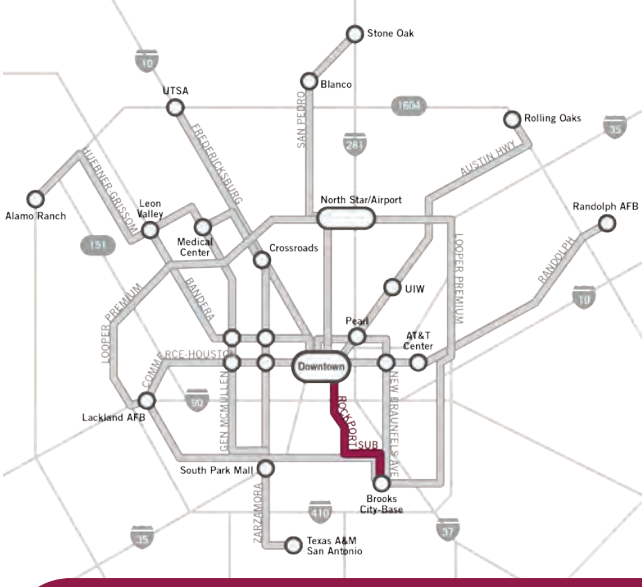
OPTIMIZED LAND USE

Legend

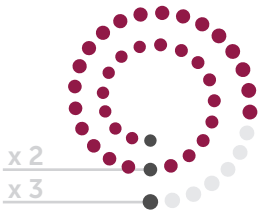
- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Low-Density Mixed-Use
- Medium-Density Mixed-Use
- High-Density Mixed-Use
- Outside City Limits

SA Corridors:

ROCKPORT SUBDIVISION

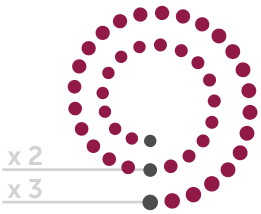


EMPLOYMENT INCREASE



178%

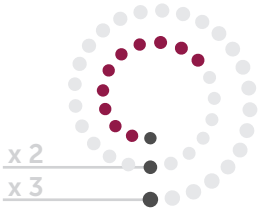
HOUSEHOLD INCREASE



229%

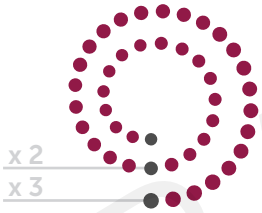
MARKET STRENGTH

Development Increase in Sq. Ft.



60%

Property Tax Increase Per Acre



572%

EQUITY

Percent of Household Income Spent on Housing

YR 2014
42%

→

YR 2040
40%

↓ 2%

ENVIRONMENT

CO2 Emissions per Household

↓ 12%

Water Use per Household

↓ 43%

TRANSPORTATION

Decrease in Auto Trips per Household

↓ 15%

Increase in Walk Trips per Household

↑ 9%

POLICY NEEDS

Work closely with adjacent industrial uses. Consider the affect of zoning changes to lower density established residential (mostly older and in need of rehabilitation).

COMMUNITY ACCEPTANCE

Much of the corridor parallels the San Antonio river and points of significant cultural importance for the region. As stations are designed, they should be responsive to these resources, including the river, missions, and mission trail.

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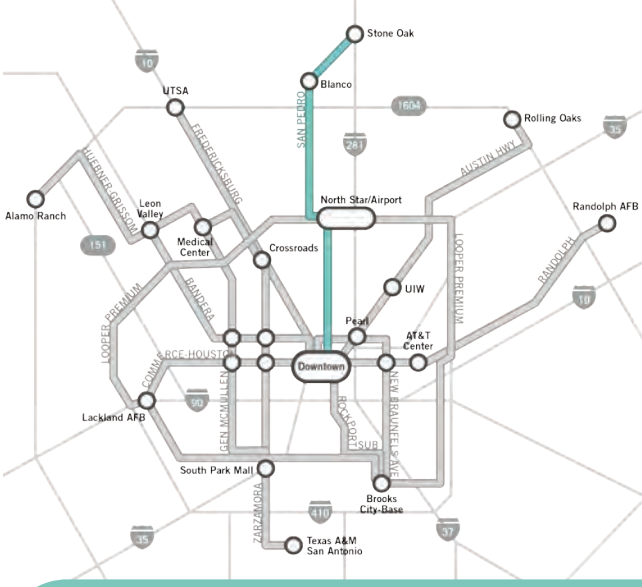
SA Corridors:

SAN PEDRO

20 MILES



DEMOGRAPHICS

Population	Households	Housing Units
88,553	35,337	39,497

Average Household Size	Median Household Income
2.5	$56,446

ECONOMY

Total Jobs

92,669

Major Employers

- City of San Antonio
- CPS Energy
- San Antonio Int'l Airport
- North Star Mall

TRANSPORTATION

Average Daily Traffic

21,111

Average Daily Transit Ridership

4,511

Transit Service

- 3 - San Pedro Skip
- 4 - San Pedro Frequent

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

- Greater Airport Area
- Midtown
- Downtown
- Stone Oak

Major Roadways

- E. Commerce St.
- Navarro St.
- San Pedro Ave.
- Blanco Rd.
- Stone Oak Pkwy.

ABOUT:
SAN PEDRO

The San Pedro corridor is the key north-south connection between Stone Oak, the North Star/Airport area, and Downtown San Antonio.

COMPARED TO OTHER CORRIDORS:
SAN PEDRO

POPULATION DENSITY

EMPLOYMENT DENSITY

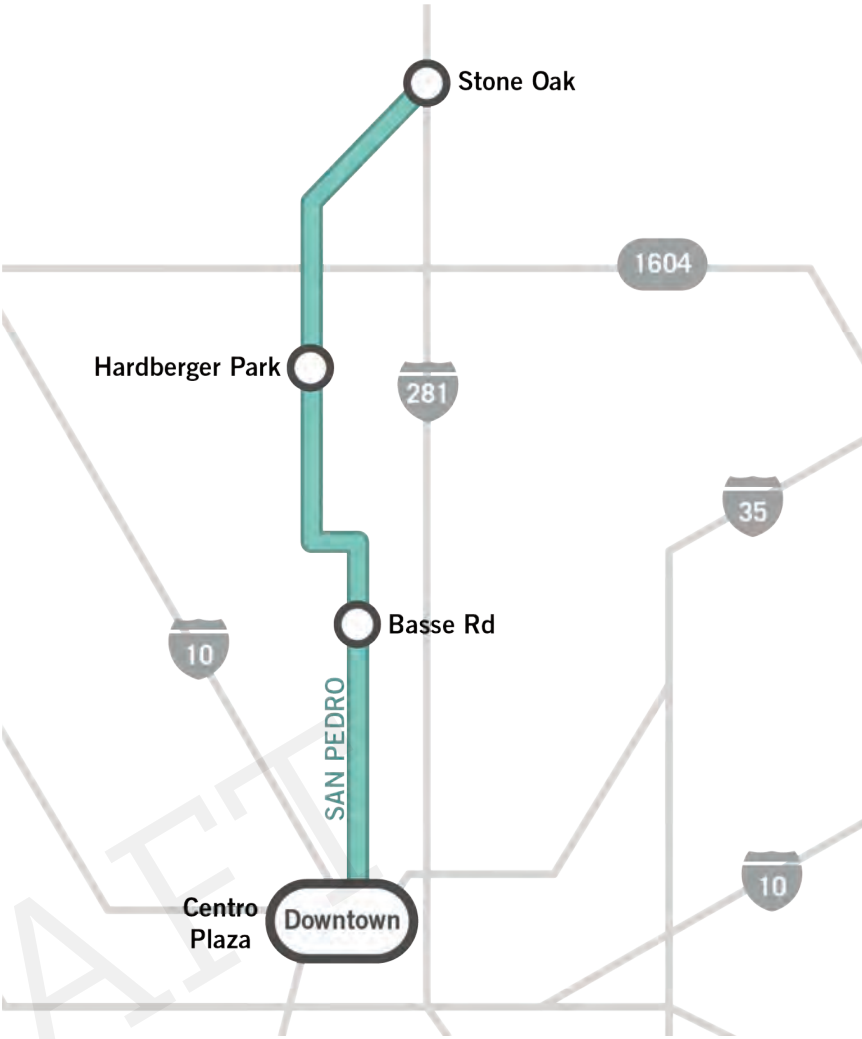
HOUSEHOLD INCOME

TRANSIT RIDERSHIP

DRAFT

SA Corridors:

SAN PEDRO



CENTRO PLAZA TO BASSE RD

North of Downtown, San Pedro transitions from a relatively narrow right of way with good sidewalk coverage to a 5 lane arterial with few signalized pedestrian crossings. Despite this, good street connectivity in this section of the corridor gives it tremendous potential for walkability.

While frontage on the corridor is primarily residential north of San Antonio College, commercial nodes with redevelopment potential do exist at Woodlawn, Hildebrand, and Olmos Drive.

BASSE RD TO HARDBERGER PARK

Between Basse Rd. and Wurzbach Pkwy., the corridor's frontage is primarily strip commercial with some higher intensity office and commercial uses near the interchange with Loop 410.

The greatest redevelopment potential in this section of the corridor exists in and around North Star Mall where several nearby big box retailers have closed in recent years.

HARDBERGER PARK TO STONE OAK

North of Wurzbach Pkwy., the corridor travels along Blanco Rd., a very wide TxDOT facility that is divided at times. Development along Blanco is relatively new and oriented away from the Blanco Rd. Development opportunities along this portion of the corridor are limited.

The greatest opportunity for change in the corridor lies at its northern end in Stone Oak. This area is developing rapidly, but several sizeable parcels still remain undeveloped.

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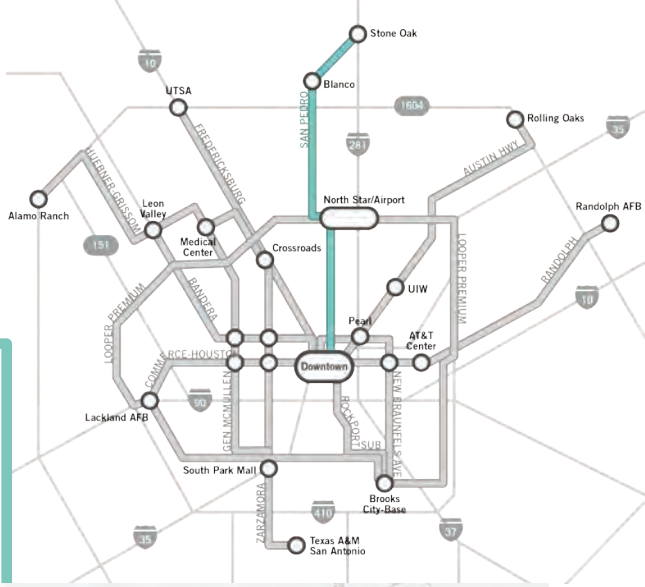
SA Corridors:

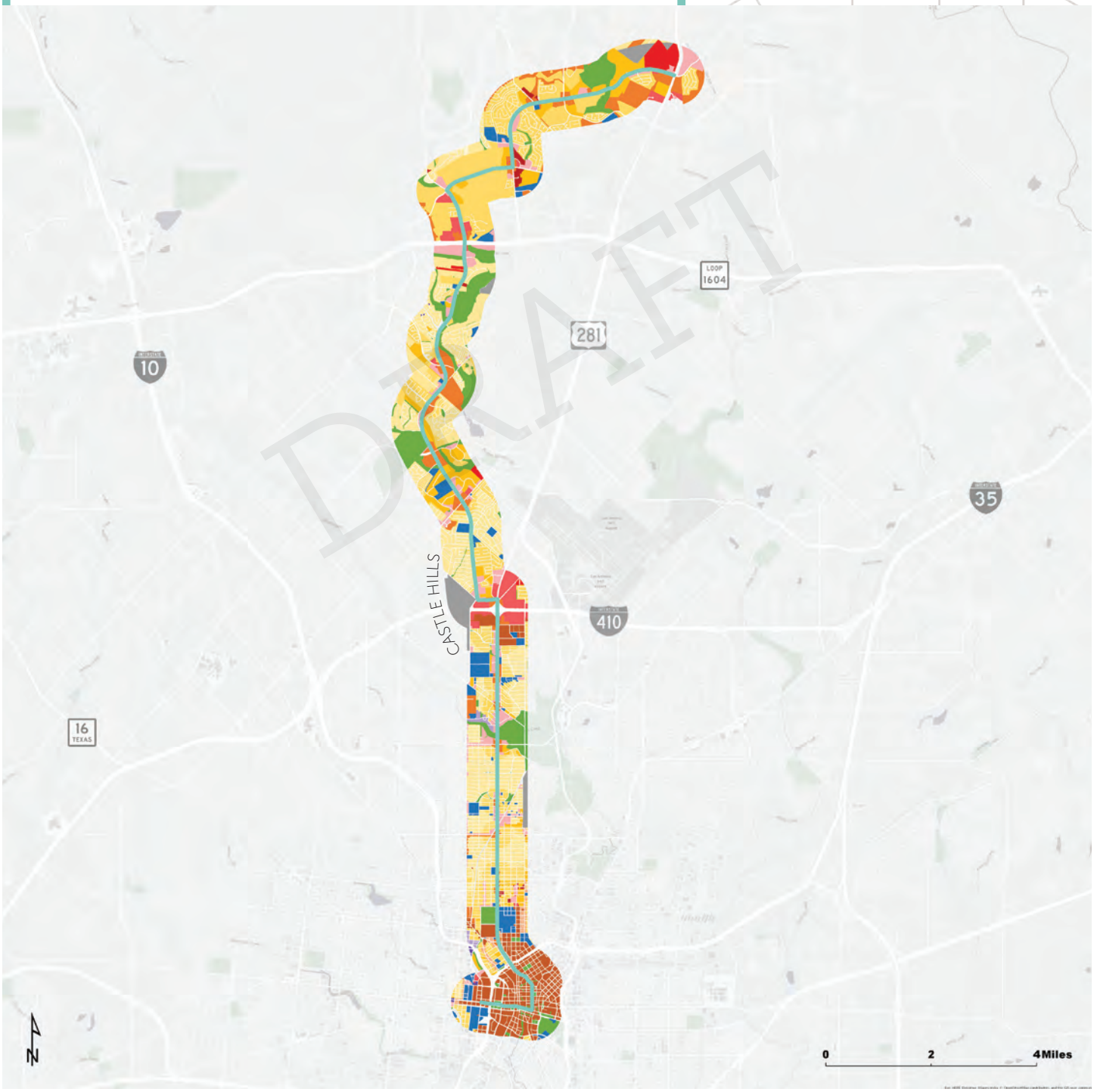
SAN PEDRO



OPTIMIZED LAND USE

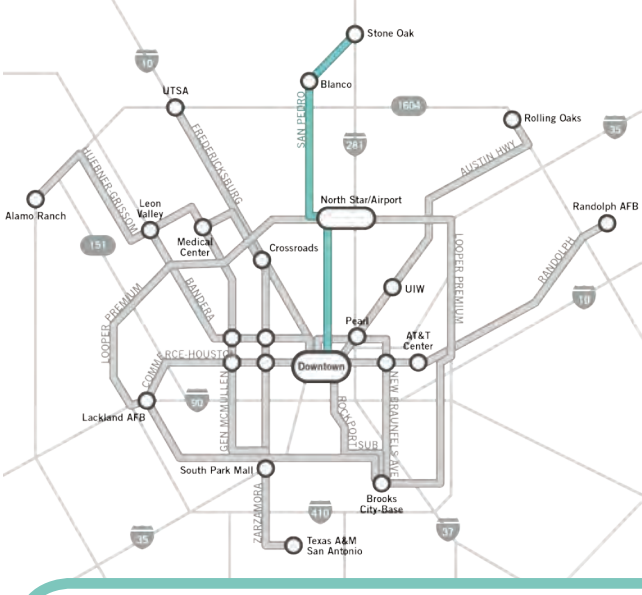
Legend

- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Low-Density Mixed-Use
- Medium-Density Mixed-Use
- High-Density Mixed-Use
- Outside City Limits

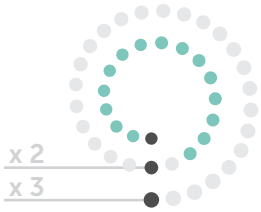


SA Corridors:

SAN PEDRO



EMPLOYMENT INCREASE



95%

HOUSEHOLD INCREASE

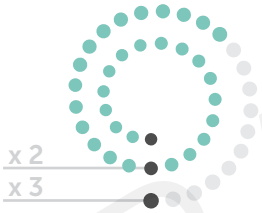
103%

MARKET STRENGTH

Development Increase in Sq. Ft.

27%

Property Tax Increase Per Acre



166%

EQUITY

Percent of Household Income Spent on Housing

YR 2014
36%

→

YR 2040
29%

↓ 7%

ENVIRONMENT

CO2 Emissions per Household

↓ 22%

Water Use per Household

↓ 33%

TRANSPORTATION

Decrease in Auto Trips per Household

↓ 11%

Increase in Walk Trips per Household

↑ 64%

POLICY NEEDS

Stone Oak, the portion of the corridor with the greatest development pressure, lacks any guiding local plan. As the Stone Oak Regional Center Plan is developed, it should address ways to encourage transit-supportive land use in this area, particuarly around proposed stations.

COMMUNITY ACCEPTANCE

Along lower San Pedro Ave. where commercial parcels are relatively shallow, design guidelines should regulate transitions into surrounding residential neighborhoods. There is significant redevelopment capacity in the corridor frontage, but mitigating its impact on surrounding neighborhoods will be important.

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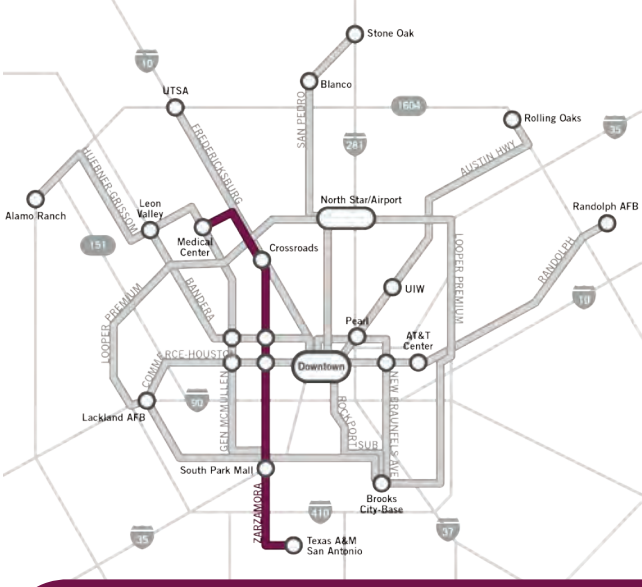
SA Corridors:

ZARZAMORA

18 MILES



DEMOGRAPHICS

Population	Households	Housing Units
94,547	33,317	38,132

Average Household Size	Median Household Income
2.8	$34,279

ECONOMY

Total Jobs

77,988

Major Employers

- » UT Health Science Center
- » VA Hospital
- » SW Texas Medical Center
- » Texas A&M
- » Lackland AFB

TRANSPORTATION

Average Daily Traffic

17,633

Average Daily Transit Ridership

5,877

Transit Service

- » 520 - Zarzamora Frequent

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

- » Texas A&M
- » Port San Antonio Area
- » Medical Center

Major Roadways

- » Fredericksburg Rd.
- » Medical Dr.
- » Zarzamora St.

ABOUT:
ZARZAMORA

The Zarzamora corridor connects Texas A&M -San Antonio, past South Park Mall, and up to Fredericksburg Road, where it veers northwest to arrive at the South Texas Medical Center.

COMPARED TO OTHER CORRIDORS:
ROCKPORT SUBDIVISION

POPULATION DENSITY

EMPLOYMENT DENSITY

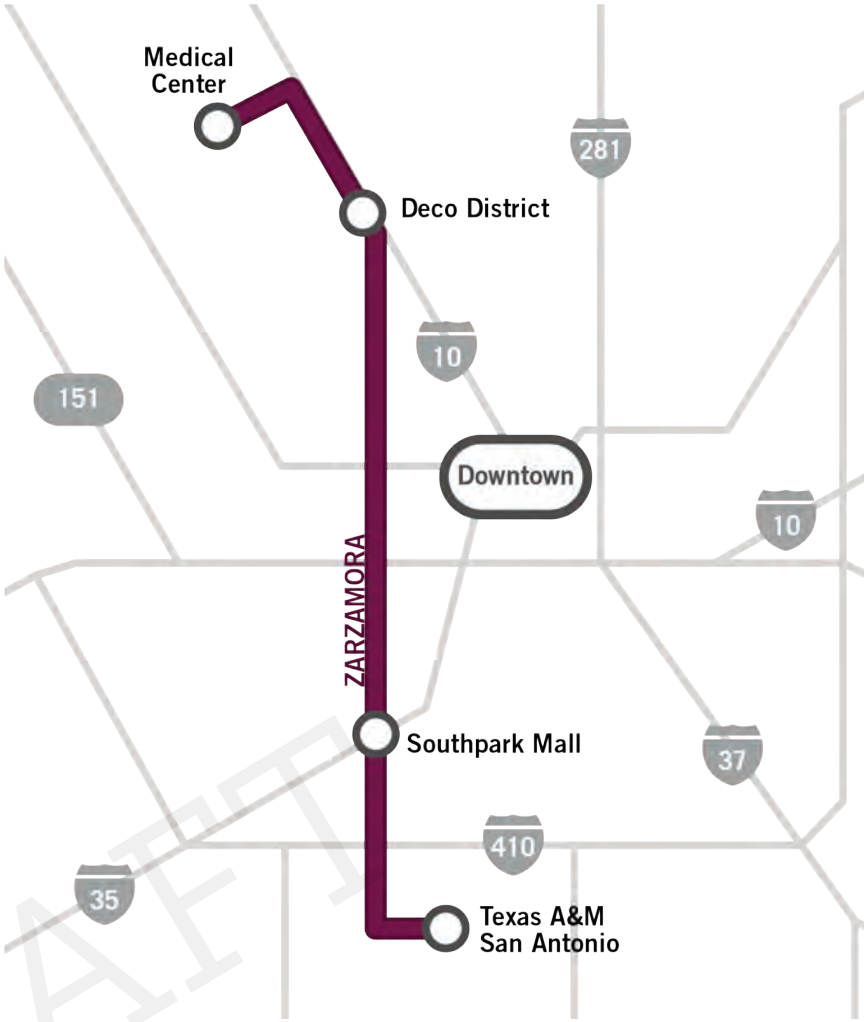
HOUSEHOLD INCOME

TRANSIT RIDERSHIP

DRAFT

SA Corridors:

ZARZAMORA



MEDICAL CENTER TO DECO DISTRICT

The northern end of the corridor serves the Medical Center, a regional center with a high concentration of jobs and housing.

In Balcones Heights, the corridor serves Wonderland of the Americas, an aging power center with over 500,000 square feet of retail space. As the nature of brick-and-mortar retail changes, this may become a major redevelopment site.

DECO DISTRICT TO SOUTH PARK MALL

The corridor turns south on Zarzamora where it becomes a neighborhood main street with shallow commercial parcels, some mid century buildings, and relatively small setbacks. Zarzamora is relatively narrow here with good sidewalk coverage.

South of Guadalupe Ybarra St., Zarzamora transitions to newer multifamily development and then an aging section of strip commercial before it finally reaches South Park Mall.

SOUTH PARK MALL TO TEXAS A&M

South of South Park Mall, the corridor passes through single-family residential neighborhoods with increasing presence of vacant land. The roadway is wider here, 5 lanes with a bicycle lane on either side. Sidewalk coverage is fairly consistent throughout but few buffers exist.

The corridor terminates at the growing Texas A&M-San Antonio campus which is identified in SA Tomorrow as a regional center.

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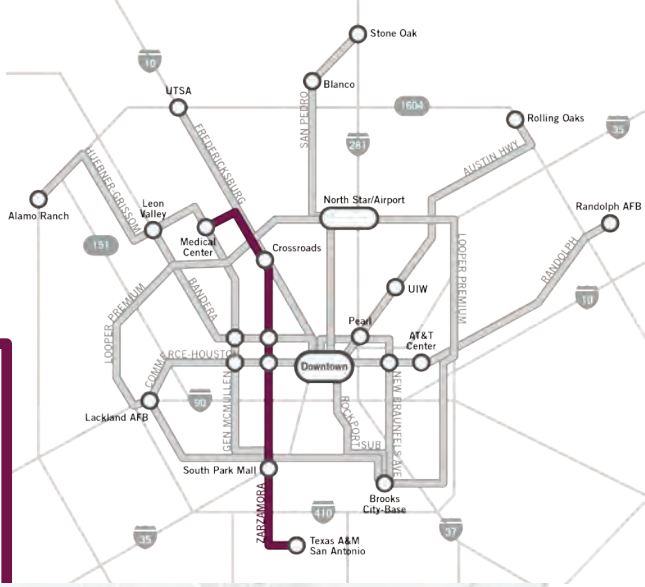
SA Corridors:

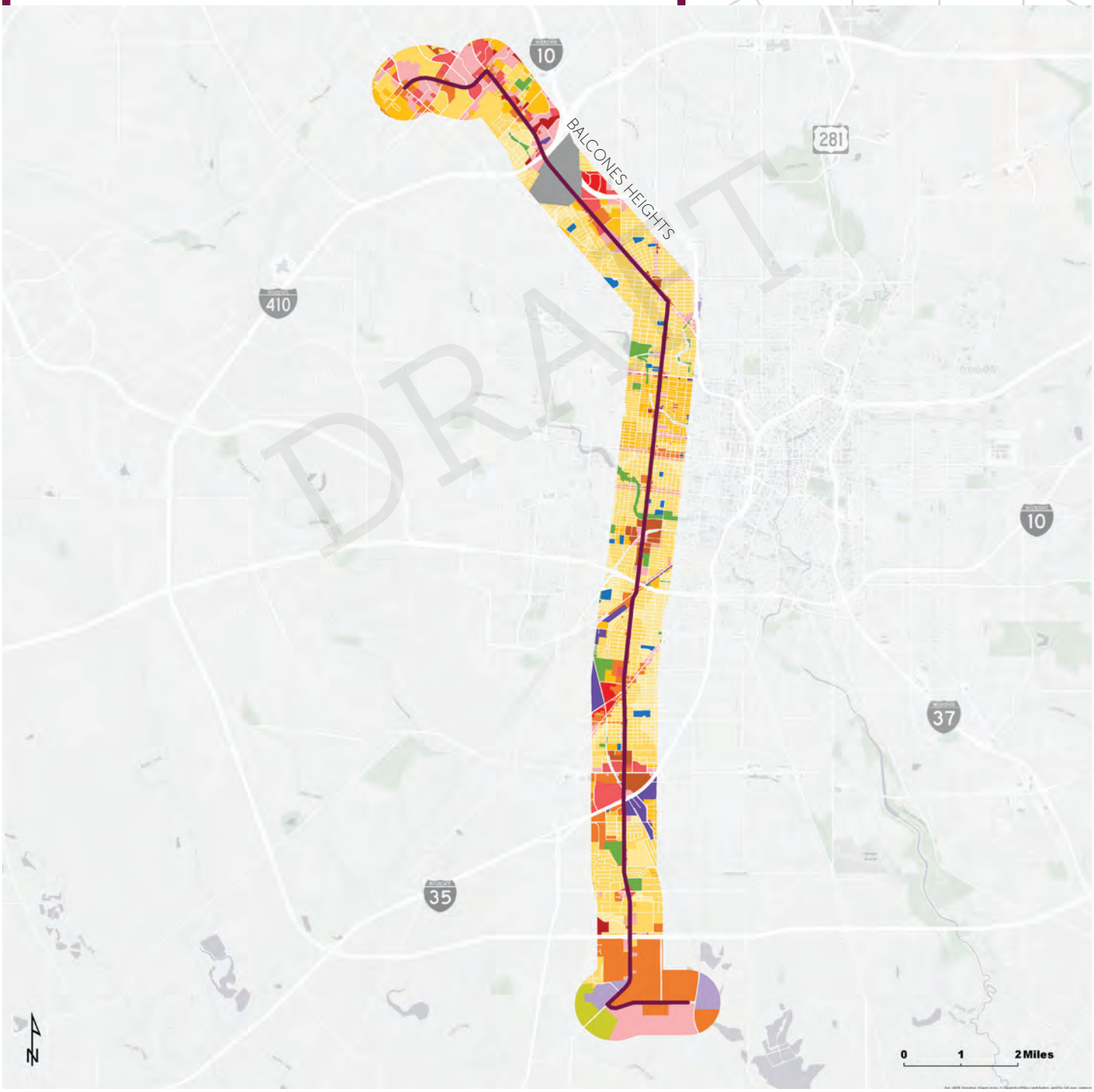
ZARZAMORA

OPTIMIZED LAND USE



Legend

- Parks & Open Space
- Agricultural
- Airport
- Military
- Government/Institutional/ Educational
- Light Industrial
- Heavy Industrial
- Community Commercial
- Regional Commercial
- Business/Office Park
- Office
- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Low-Density Mixed-Use
- Medium-Density Mixed-Use
- High-Density Mixed-Use
- Outside City Limits



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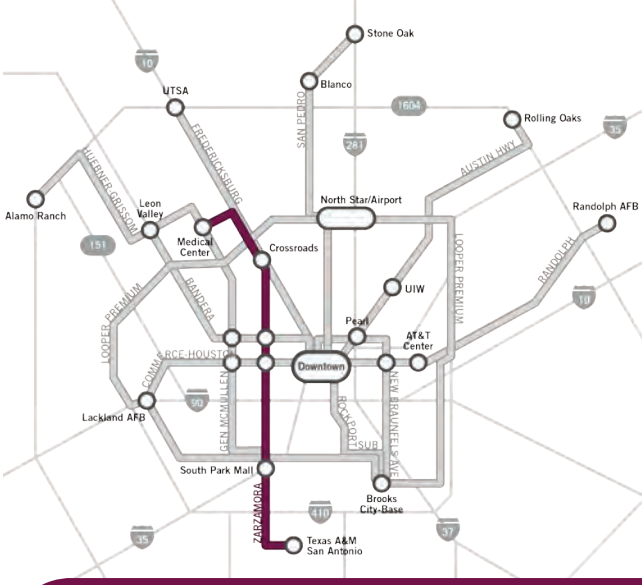
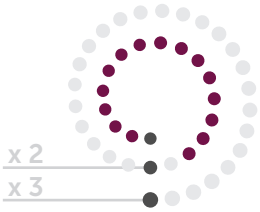
SA Corridors:

ZARZAMORA

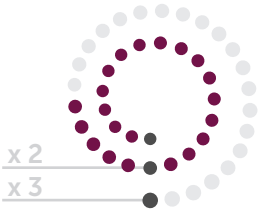


EMPLOYMENT INCREASE



96%

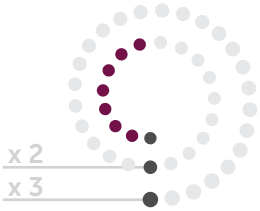
HOUSEHOLD INCREASE



124%

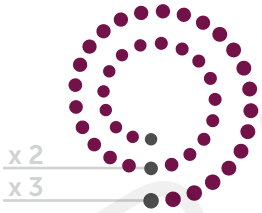
MARKET STRENGTH

Development Increase in Sq. Ft.



42%

Property Tax Increase Per Acre



448%

EQUITY

Percent of Household Income Spent on Housing

YR 2014
37%

→

YR 2040
31%

↓ 6%

ENVIRONMENT

CO2 Emissions per Household

↓ 11%

Water Use per Household

↓ 35%

TRANSPORTATION

Decrease in Auto Trips per Household

↓ 6%

Increase in Walk Trips per Household

↑ 5%

POLICY NEEDS

The Zarzamora corridor is anchored by Texas A&M and the Medical Center - two areas with potential for signficant growth. VIA and the City of San Antonio should coordinate with Texas A&M and major employers in the Medical Center to ensure future development is transit-supportive.

COMMUNITY ACCEPTANCE

The central portion of Zarzamora - between Culebra Rd. and Guadalupe Ybarra St. - has not seen signficant private investment in recent years, but may have potential for redevelopment and adaptive re-use. Increasing development activity may price existing residents, particuarly renters, out of these neighborhoods.

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RELATED SA CORRIDORS DOCUMENTS

Introduction and Executive Summary

An overview of the project and a guide to supporting documents

TSLU Framework

City-wide evaluation of the current state of transit-supportive land use and strategies for encouraging transit-supportive development.

Station Area Concepts

Overview of future land use and recommended strategies for sixteen station areas:

- *Airport Station*
- *EastPoint*
- *Fresno Ave.*
- *Gen. McMullen*
- *Malone Ave.*
- *Maurine Ave.*
- *Nacogdoches/ Thousand Oaks*
- *Pearl Station*
- *Perrin-Beitel*
- *Rogers Road*
- *South Park Mall*
- *Stone Oak*
- *Texas A&M*
- *UTSA*
- *Willow Springs*
- *Zarzamora*

Station Area Plans

Detailed station area plan documents for two stations:

- *Huebner/Babcock*
- *Five Points*

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SA CORRIDORS