

STATION AREA PLAN
FIVE POINTS
FREDERICKSBURG CORRIDOR

DRAFT



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TPOLOGY

Station Type

NEIGHBORHOOD MAIN STREET

Urban Form

TRANSIT ADJACENT
TRANSIT RELATED

► **TRANSIT SUPPORTIVE**

Market Strength

► **STRONG**
TRANSITIONAL
STATIC

HOUSEHOLDS

% Non Working Age

28%

% Zero Car

28%

Median Income

\$18,980

ACTIVITY

Population

4,164

Employment

5,283

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market

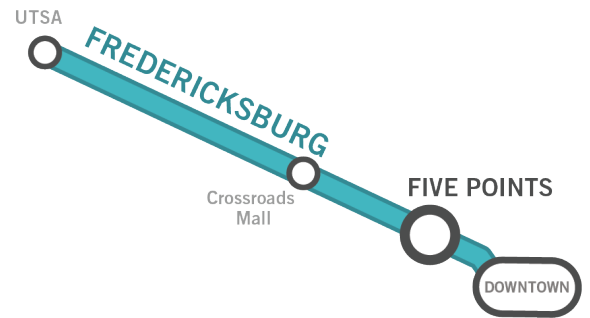


STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
CATALYZE
► **SUPPORT**

With a Strategy Cluster designation of "support," actions at this station should be focused on preserving equity, capturing value, and finding near term redevelopment opportunities.



ABOUT THE STATION

The proposed Five Points Station is located at the intersection of N. Flores St. and Fredericksburg Rd. The station area contains a mix of uses including industrial, retail, and residential at a range of densities. Street connectivity is fair, but sidewalks and crossings need improvement.




The level of activity in this station area makes it ideal for future high capacity transit service. In addition, this station has tremendous potential for transit-supportive development due to its proximity to downtown and the range of incentives available.

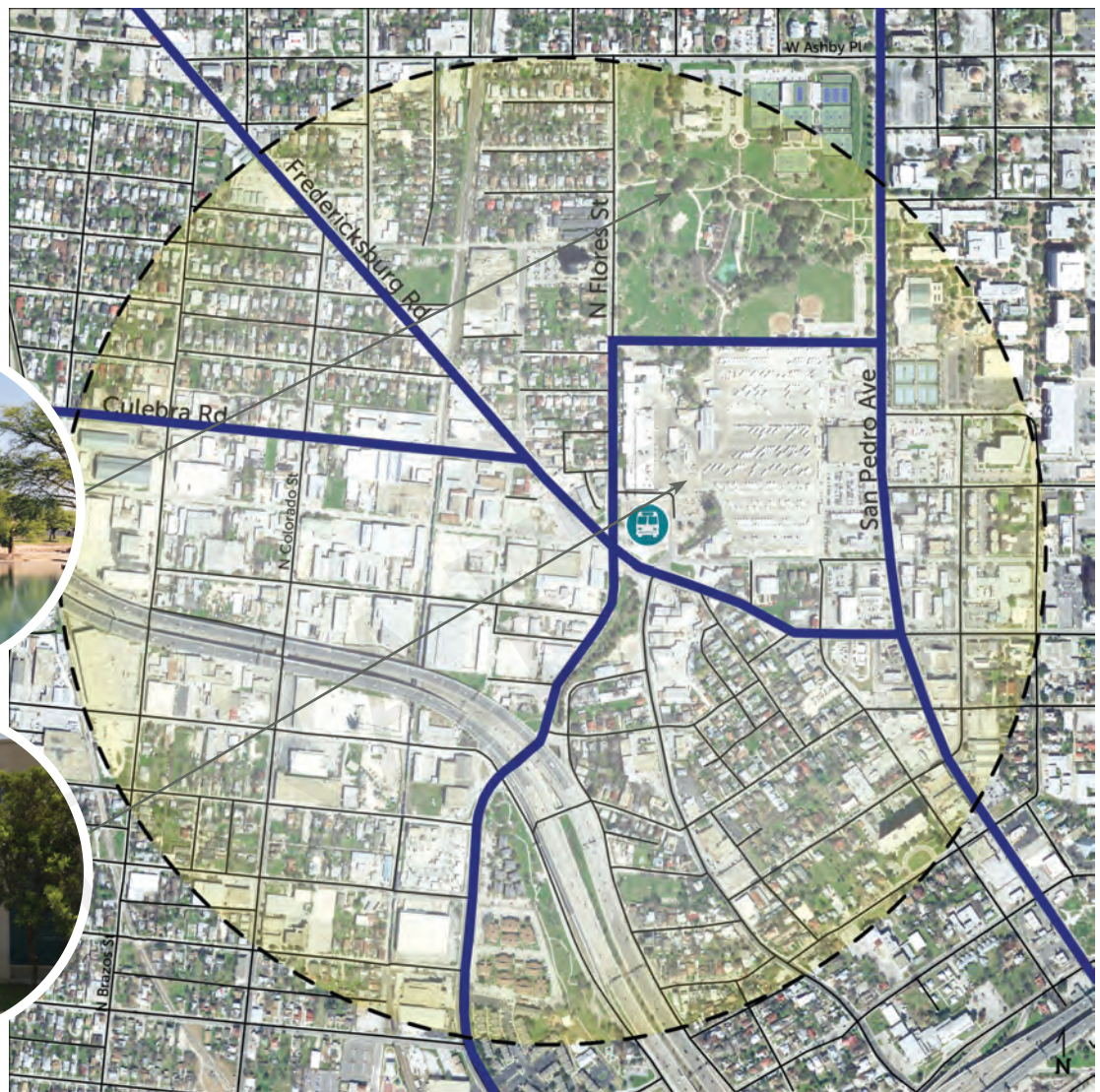


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STATION AREA ASSETS

-  VIA Rapid Transit Network
-  Proposed Station
-  Half-Mile Radius



SAN PEDRO SPRINGS PARK



VIA CENTRAL O&M FACILITY



Situated just outside downtown San Antonio, Five Points is a neighborhood in transition. With an eclectic mix of uses, retail shopping centers and light industrial businesses are being repurposed into maker space and restaurants.

San Pedro Springs Park

San Pedro Springs Park is a major asset to the station area. It provides much needed green space for residents and has historical significance for San Antonio.

Light Industrial

Five Points has one of the last pockets of industrial land in the central city. Local residents feel a strong attachment to these uses and want to preserve small businesses.

VIA Central O&M Facility

VIA's central operations and maintenance facility occupies a large portion of the station area. As high capacity transit is implemented, there may be potential for reuse of this site.

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The proposed Five Points Station Area includes a mix of commercial, industrial and residential uses at a range of densities. Pockets of single-family residential have given way over time to a mix of duplexes and larger multifamily buildings though many older bungalows still remain. The major retail spine of the station area is Fredericksburg Rd. with some additional activity along San Pedro and Culebra. A major pocket of industrial land exists south of Culebra, but is punctuated by other commercial and residential uses.

TYPICAL DEVELOPMENT STYLE



EXISTING LAND USE



- VIA Rapid Transit Network
- Proposed Station
- - - Half-Mile Radius
- Education
- Public/Civic
- Office
- Industrial
- Hotel/Motel
- Retail
- Multifamily
- Townhomes
- Mobile Homes
- Single Family Small Lot
- Single Family Med Lot
- Single Family Large Lot
- Parks/Open Space
- Agriculture
- Utilities
- Vacant
- 100-Year Floodplain

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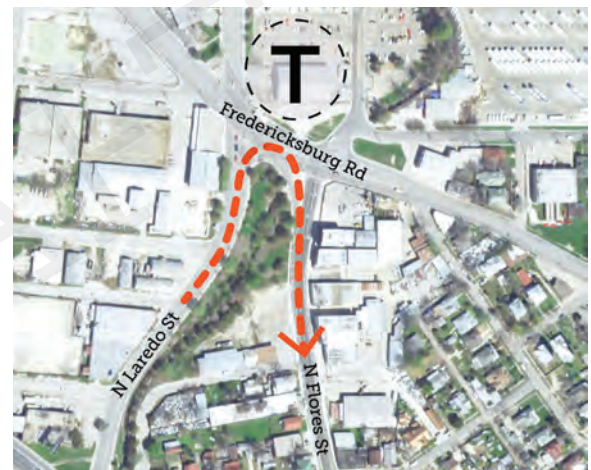
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The Five Points Station Area features a mix of roadway types and building setbacks. As shown below, the environment is auto-dominated, but street connectivity is good and makes walking relatively comfortable for pedestrians.

Older buildings are generally oriented toward the road, but those built after 1950 tend to have surface parking lots. There is typically no buffer between sidewalks and the street with few street trees and little landscaping. While numerous signalized crossings exist, crossing distances are long and there are only a few examples of pedestrian refuge islands in the station area. Perhaps the greatest infrastructure challenge is posed by a northbound turnaround from Laredo St. to southbound Flores St. Seen in the image to the right, it carries relatively high speed traffic through a key pedestrian crossing at Fredericksburg Rd. and Forest St. Finding a solution that realigns or eliminates this turnaround will be one of the keys to creating a more pedestrian-friendly station area.

TYPICAL CROSSING CONDITIONS



PEDESTRIAN ENVIRONMENT



SIGNALIZED
CROSSING

NO BUFFER

PEDESTRIAN REFUGE

LACK OF SHADE

UNMARKED
CROSSING

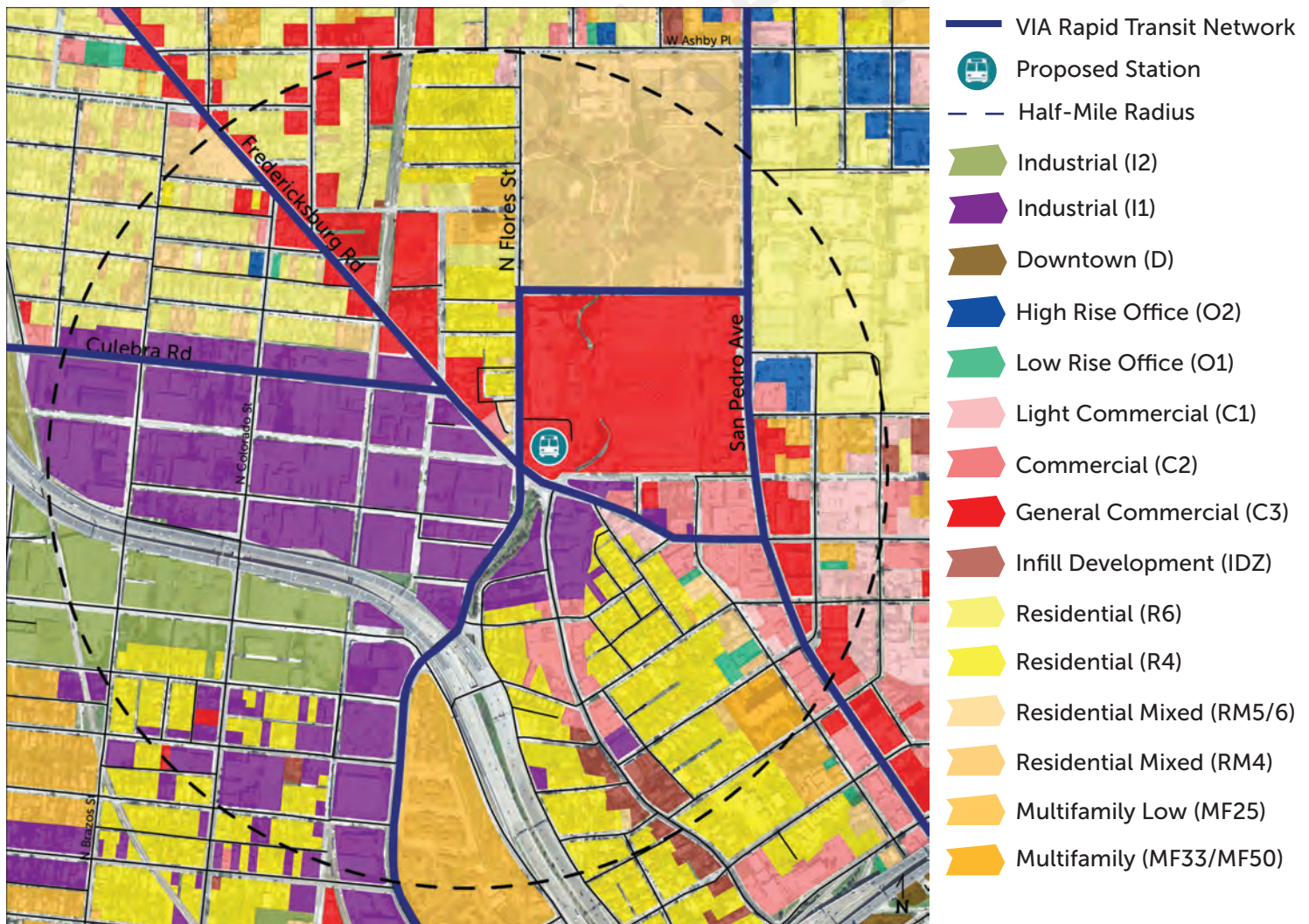
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The commercial spine of the Five Points Station Area is zoned commercial - primarily C3 with some C2. While C2 allows some limited residential as a component of a commercial use (10 units per gross acre maximum), C3 does not allow residential outside of retrofits of existing buildings. Notably, VIA's central operations and maintenance facility is zoned C3, which would not allow a significant residential component to be included if it is redeveloped. The large swath of industrial land south of Culebra is zoned I1, but non-conforming uses likely exist within that district. Some land owners appear to have opted into the Infill Development Zone (IDZ) which allows more flexible standards for setbacks and parking.

While the station's residential areas share a similar mix of bungalows and small multifamily buildings, pockets in the south and along Flores St. are zoned for small lot single family (R4) while the large pocket in the northwest portion of the station area is zoned for larger lot homes (R6).

EXISTING ZONING



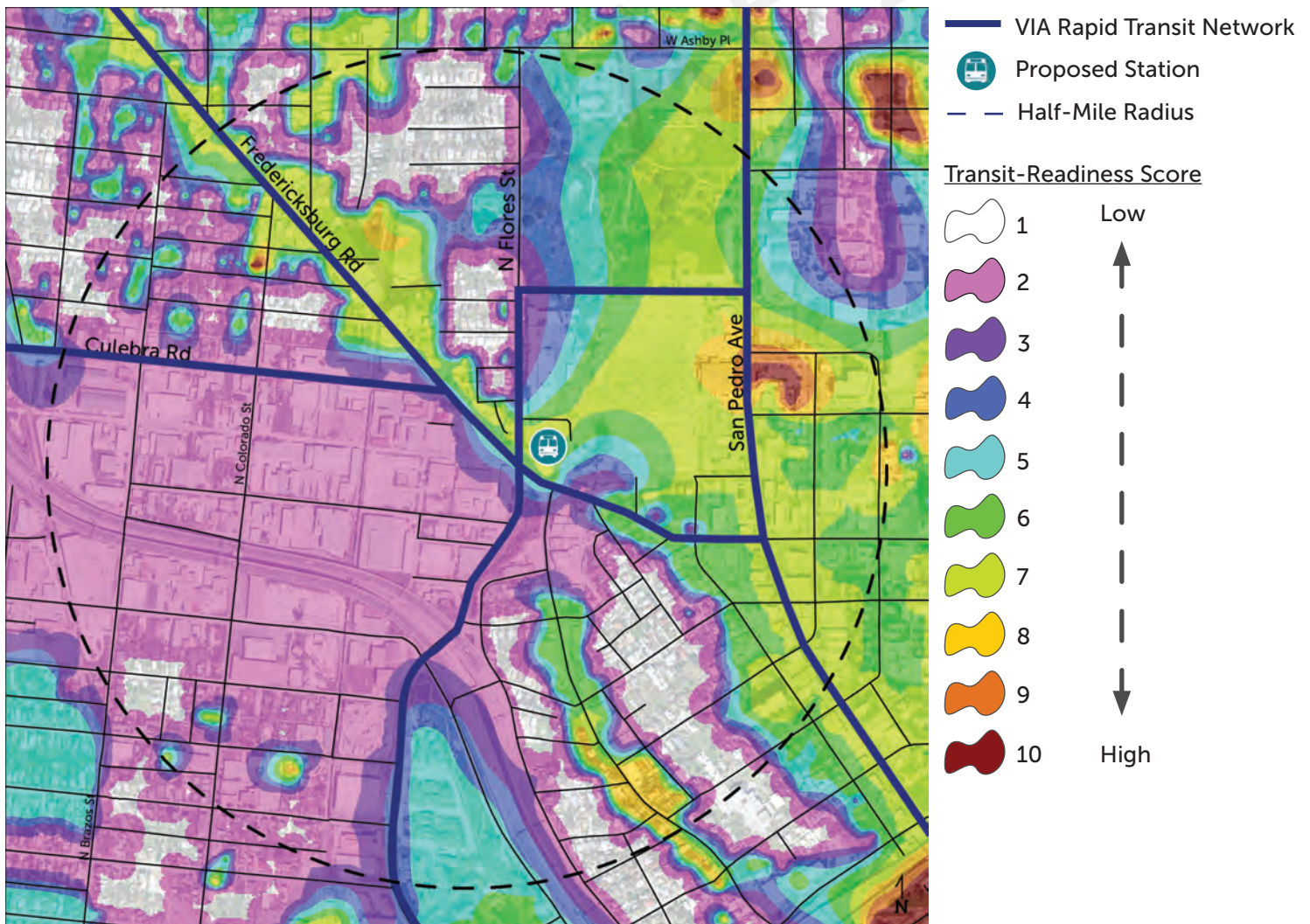
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Entitlements, or what developers are allowed to build, play a large role in shaping how a station area might develop. Large-lot residential zones, while appropriate in some areas, do not tend to produce enough activity (people + jobs) to make transit service work efficiently. Commercial or infill residential zoning allow for uses with high activity levels and tend to produce better ridership. SA's Unified Development Code was analyzed and scored according to the potential activity that can be accommodated within each zone. The map below shows a scoring of the station area's existing zoning. To learn more about the transit-supportive potential of San Antonio's existing zoning, see the *SA Corridors TSLU Framework*.

Note the relatively strong scoring along commercial corridors, with relatively weak scores in residential neighborhoods. This tells us that current zoning makes this station area best suited for redevelopment on commercial parcels, rather than for infill in residential neighborhoods.

TRANSIT READINESS OF EXISTING ZONING



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In most cities, the broadest pool of affordable housing is in renter-occupied single-family and older multifamily buildings. This “naturally affordable” housing stock has aged into affordability over time, but is also very susceptible to redevelopment, especially when transit and other investments are made. Roughly three-quarters of rental units in the Five Points Station Area are affordable to those making 50% or less of Bexar County’s median income. Of those units, roughly two-thirds lack any long-term affordability protection. As the City and VIA make investments in this area, they should pursue strategies that prevent displacement of existing renters.

RENTAL UNITS WITH AFFORDABLE RENTS (LESS THAN \$740/MO)

74%

Five Points

42%

City of San Antonio

AFFORDABLE UNITS WITHOUT LONG-TERM PROTECTION

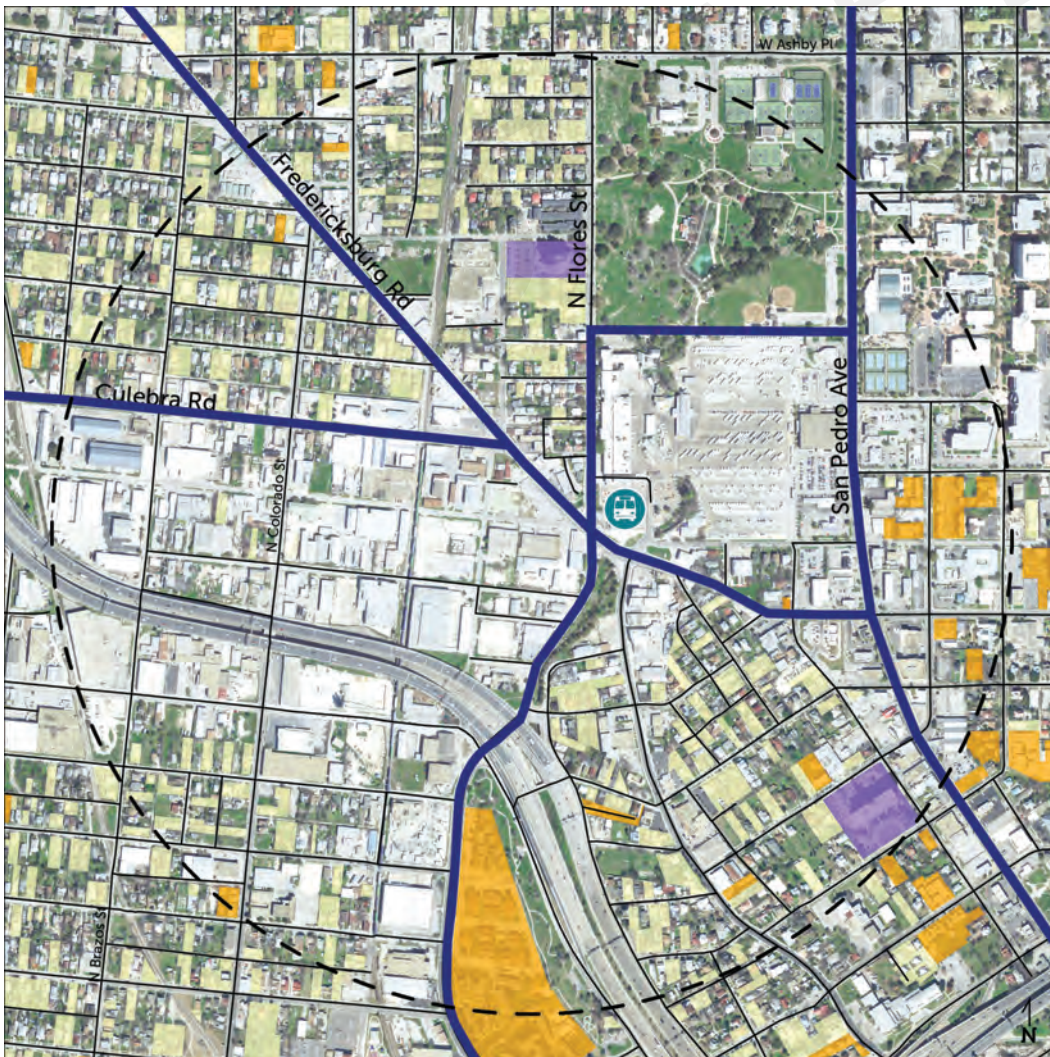
68%

Five Points

76%

City of San Antonio

RENTAL HOUSING STOCK



- VIA Rapid Transit Network
- Proposed Station
- - - Half-Mile Radius

Rental Housing Stock

- Market-Rate Apartments
- Long-Term Affordable Apartments
- Renter-Occupied Single Family

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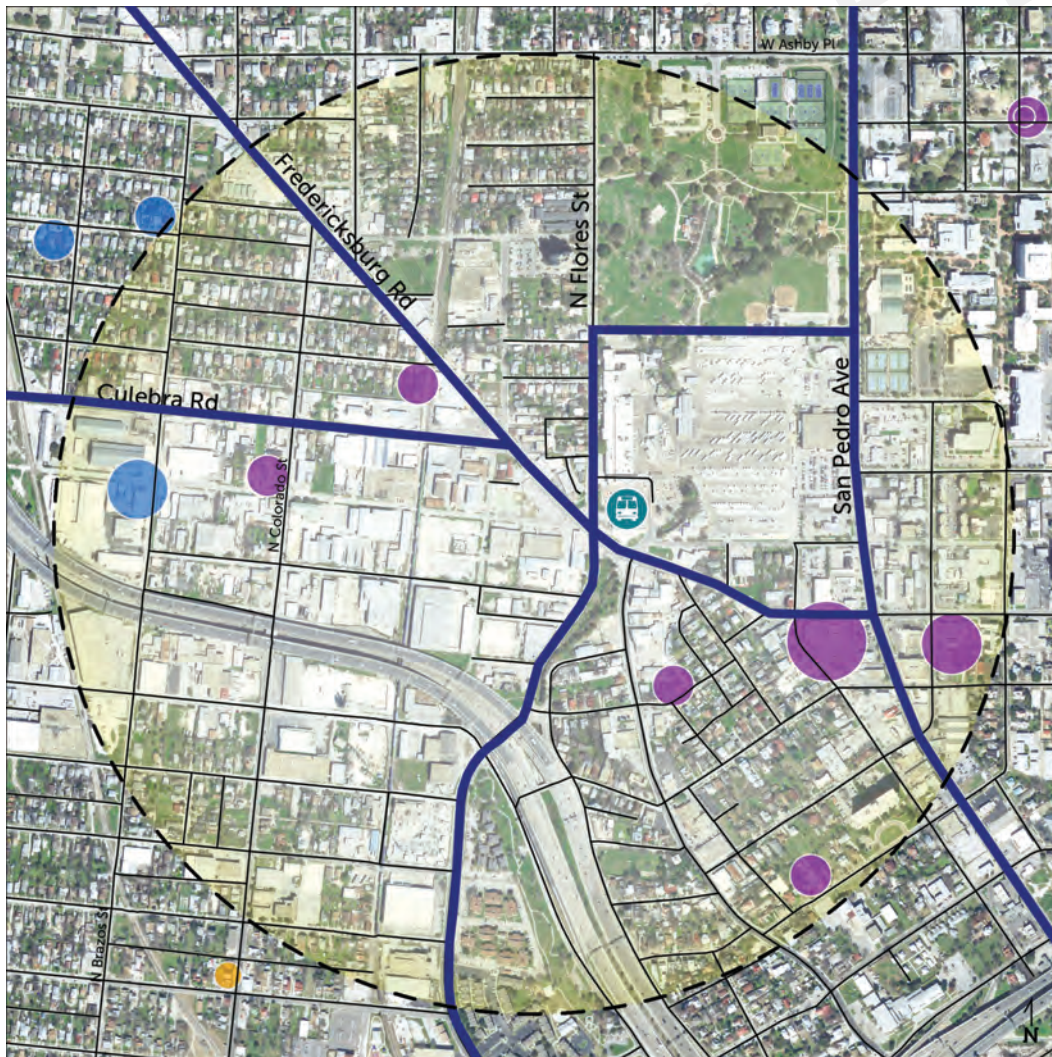
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Five Points has no major retail anchor and its largest employer is VIA Metropolitan Transit. The retail and office market is made up predominantly of small business tenants. While Five Points is currently thought of as a neighborhood with development potential, significant private investment has only started to occur in earnest during the run-up to the recession and during the current real estate cycle. While residential market strength is relatively high, the number of multifamily projects being built in the surrounding area is very low compared to places like Stone Oak and the Pearl. It is likely that Five Points has not yet met its full market potential and will continue to attract investment.

MARKET STRENGTH



RECENT DEVELOPMENT



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius

Real Estate Cycle

- 2013 - 2015
- 2008 - 2012
- 2004 - 2007

Total Project Value

- <\$150k
- \$150k - \$300k
- \$300k - \$800k
- \$800k - \$1.5m
- \$1.5m+

Station Area Concept:

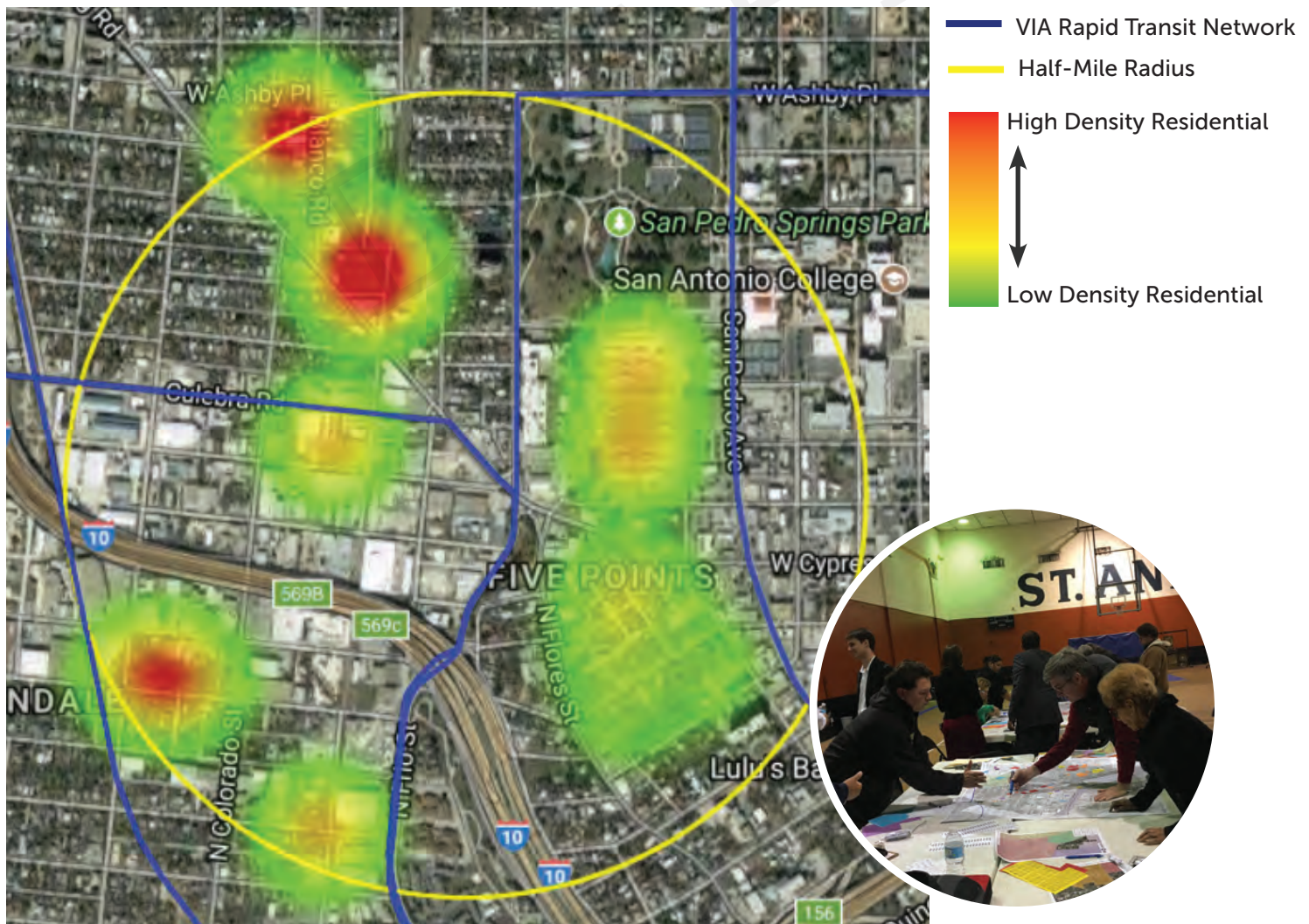
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A station area workshop was held on December 6th, 2016 for members of the Alta Vista, Five Points, and Beacon Hill neighborhood associations. Participants at the Five Points workshop highlighted their willingness to see some parts of their neighborhood preserved while other areas, particularly along major thoroughfares, were good candidates for infill development. In terms of housing, there was agreement that existing single family neighborhoods should stay as they are with some single family and duplex development occurring on vacant lots.

Along major roads, particularly on large, underutilized parcels, there was a desire to see more multifamily development such as mid-rise apartments and 4-over-1 mixed-use buildings. Of particular interest were underutilized surface parking lots along Fredericksburg Rd. and potential re-use of VIA's central operations and maintenance facility on N. Flores Street.

STATION AREA WORKSHOP RESULTS



Station Area Concept:

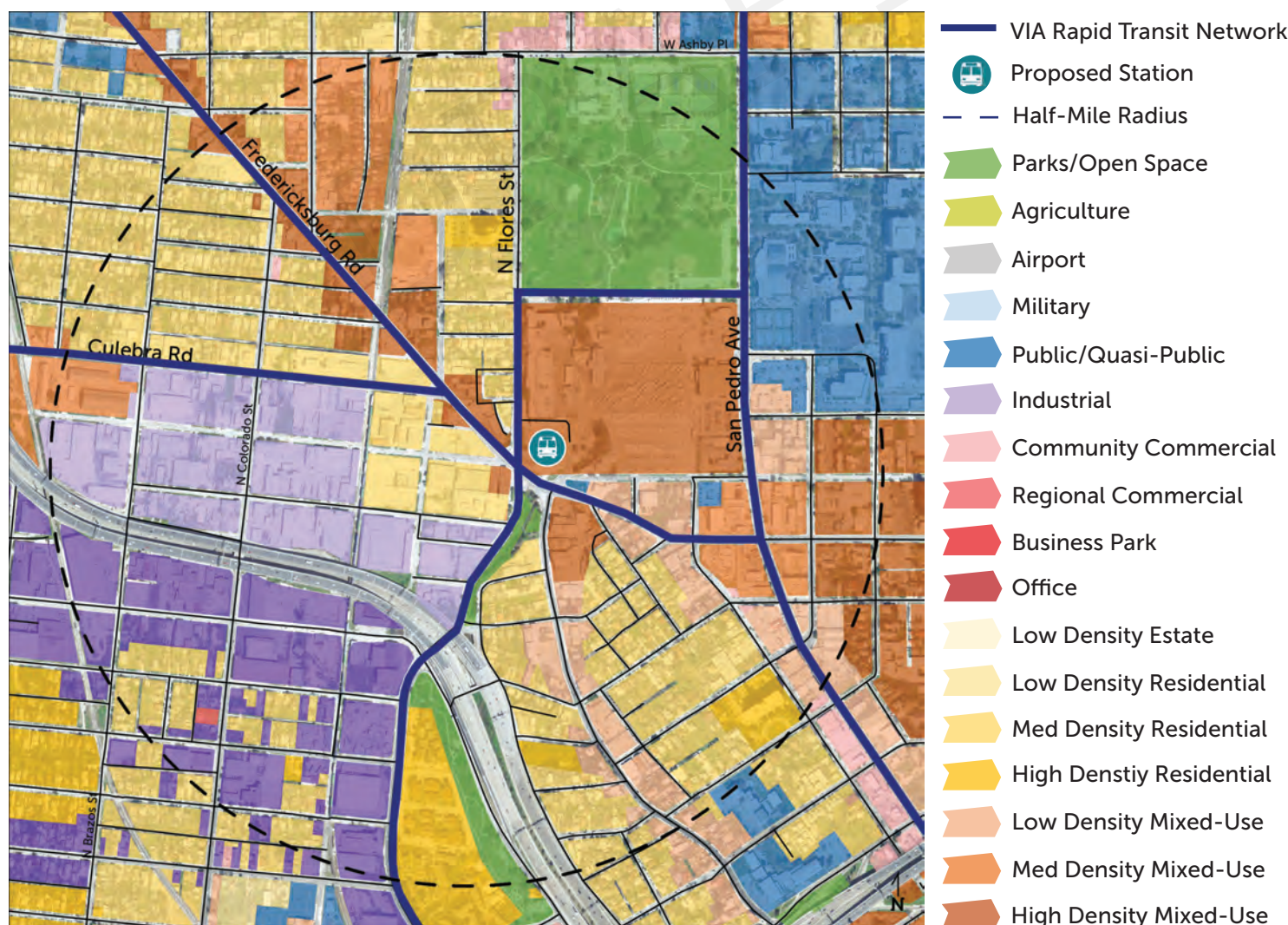
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The future land use profile shown below was the product of multiple sources of information. Among those were input from local residents, existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For 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 high capacity transit is implemented, zoning changes should allow for a mixed-use corridor to develop along Fredericksburg Rd. VIA's central operations and maintenance facility should be redeveloped as a high density mixed-use project that demonstrates TSLU principles. Residential neighborhoods should remain largely as they are with infill on vacant parcels and corner lots where appropriate. Light and heavy industrial uses south of Culebra Rd. should remain in order to maintain the funky, small business character for which Five Points is known.

RECOMMENDED FUTURE LAND USE

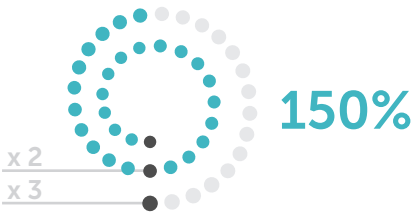


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EMPLOYMENT
INCREASE



HOUSEHOLD
INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 14%

Increase in Total Transit
Trips

↑ 79%

Increase in Total Walk
Trips

↑ 149%

Increase in Total Bike
Trips

↑ 164%



**FUTURE LAND USE
IMPACTS**

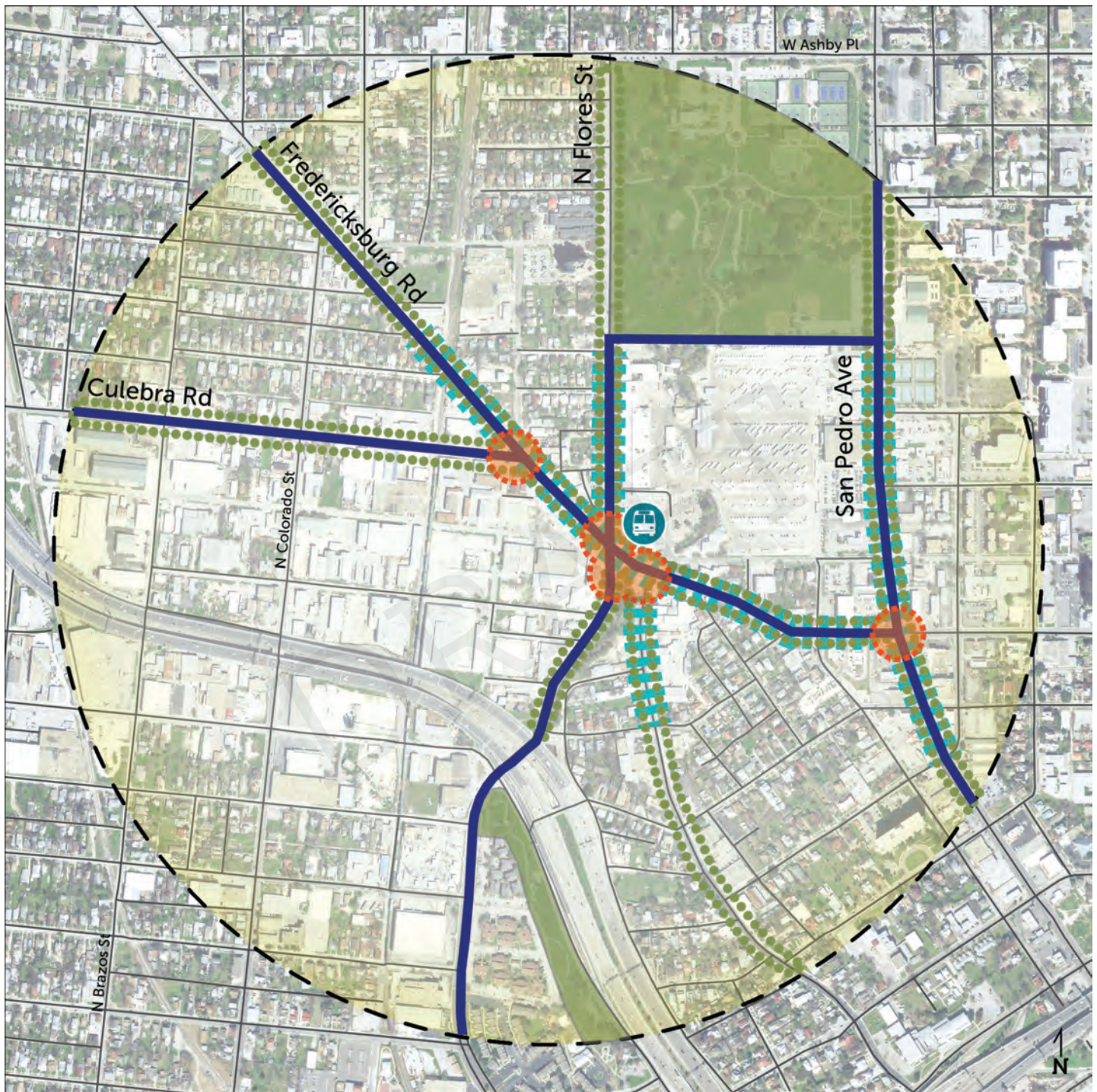
Incremental mixed-use redevelopment will occur on vacant or underutilized sites along Fredericksburg Rd. Where these new projects are built, sidewalks will be widened and improved pedestrian crossings installed.

VIA's central operations and maintenance facility will become the site of the preeminent transit-supportive development in San Antonio showcasing to developers and financiers across the region that transit-supportive development is viable in San Antonio.

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

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The map on the preceding page shows recommended infrastructure improvements for the Five Points Station Area. Crossings should be enhanced at major intersections throughout the station area. Of particular importance is improving crossing conditions at the five-way intersection at the base of Fredericksburg Road. Access management is also a major concern as vehicles exiting and entering developments along San Pedro and Fredericksburg Rd. pose a major threat to pedestrians and cyclists. As redevelopment of large retail pad sites occurs, the City should work with developers to realign and close unnecessary curb cuts. The City (TCI) should work with VIA to address the issue of the I-10 turnaround ramp which brings high speed traffic into the station area unnecessarily.

The images below and to the right, show a potential scenario where the turnaround has been removed and transit-supportive infrastructure improvements have been made. In this scenario, drivers would need to turn onto Fredericksburg Rd. in order to travel southbound on Flores St. from Laredo St. In place of the turnaround, a landscaped pedestrian refuge would be expanded to provide a safer and more convenient connection with San Pedro Creek and the proposed transit station. A shaded sidewalk would provide pedestrians with the option to cross or remain on S. Flores St. The landscaped refuge island would also feature a B-Cycle bike share station.

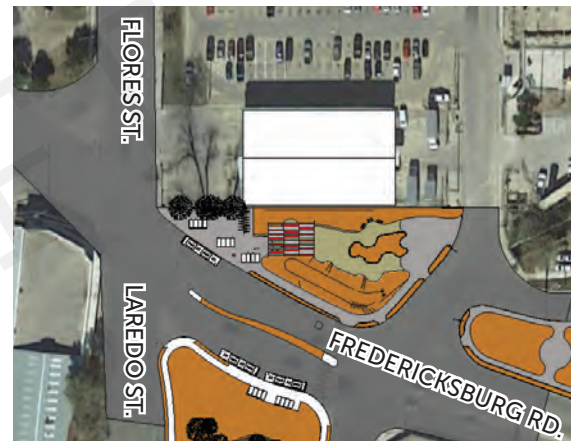


Image courtesy of VIA Metropolitan Transit



ENHANCED
CROSSING

LANDSCAPED
REFUGE

STREET TREES

BIKE SHARE
STATION

SHADED WALKWAY
AND CONNECTION
TO PARK

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Proposed Station



Access Management



New Pedestrian Crossing



Priority Pedestrian Crossing



Priority Complete Streets



New Park / Green Space



New Development

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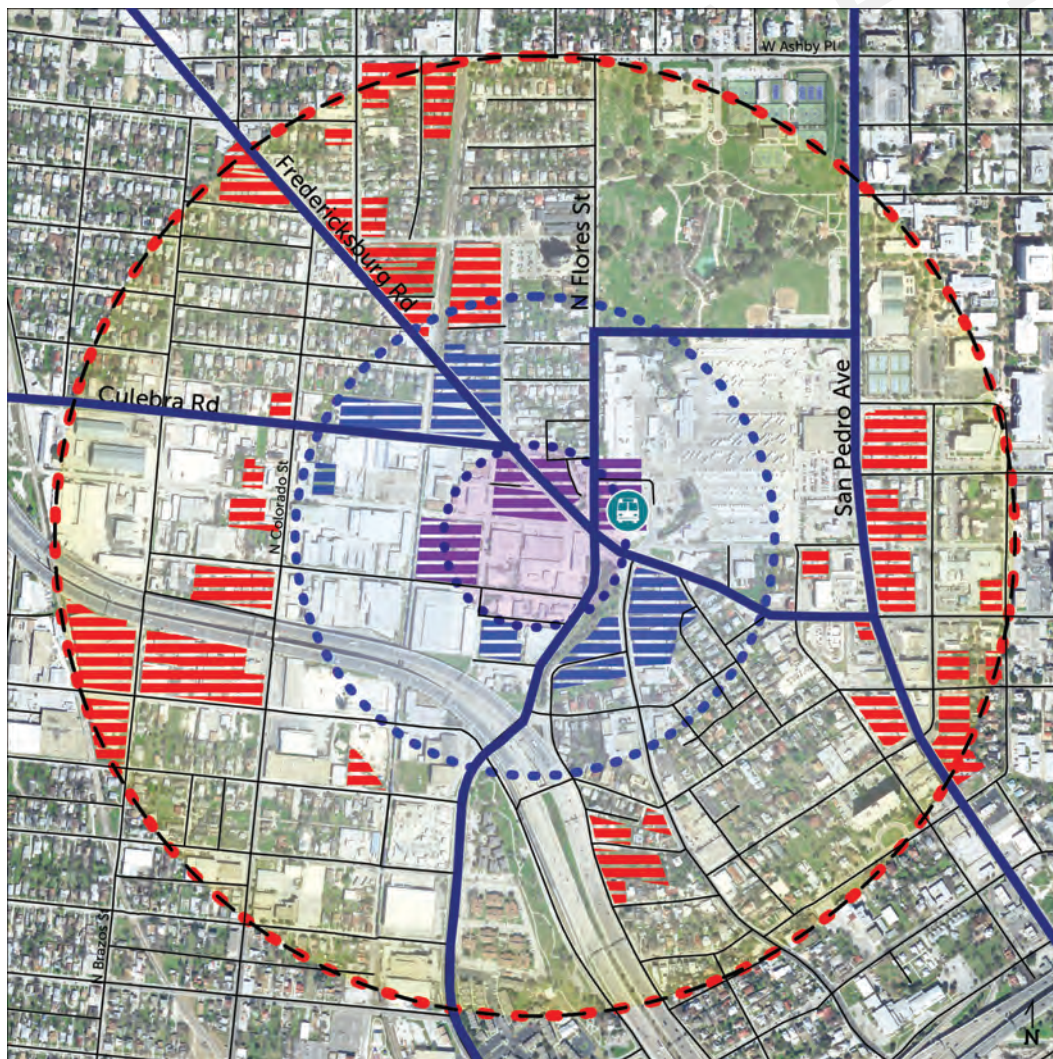
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As a Neighborhood Main Street (NMS) station area, TOD-NMS zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes 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

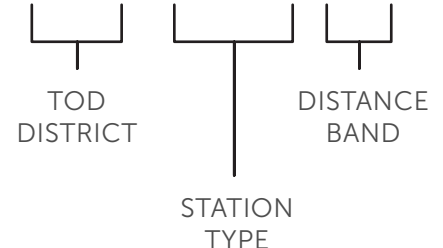
- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

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

TOD ZONE STRING:

TOD-NMS-C2



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

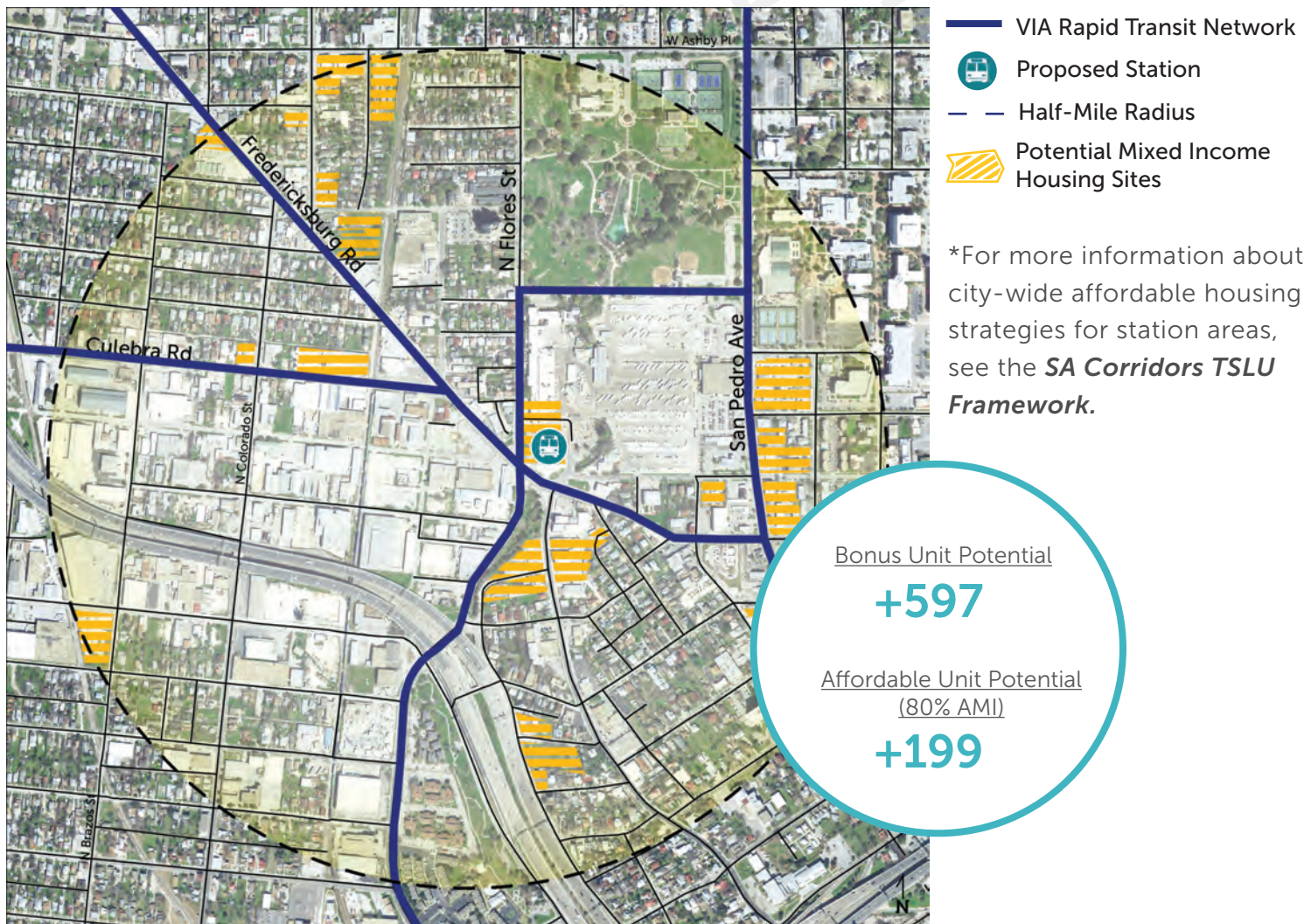
PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

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 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 Five Points Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



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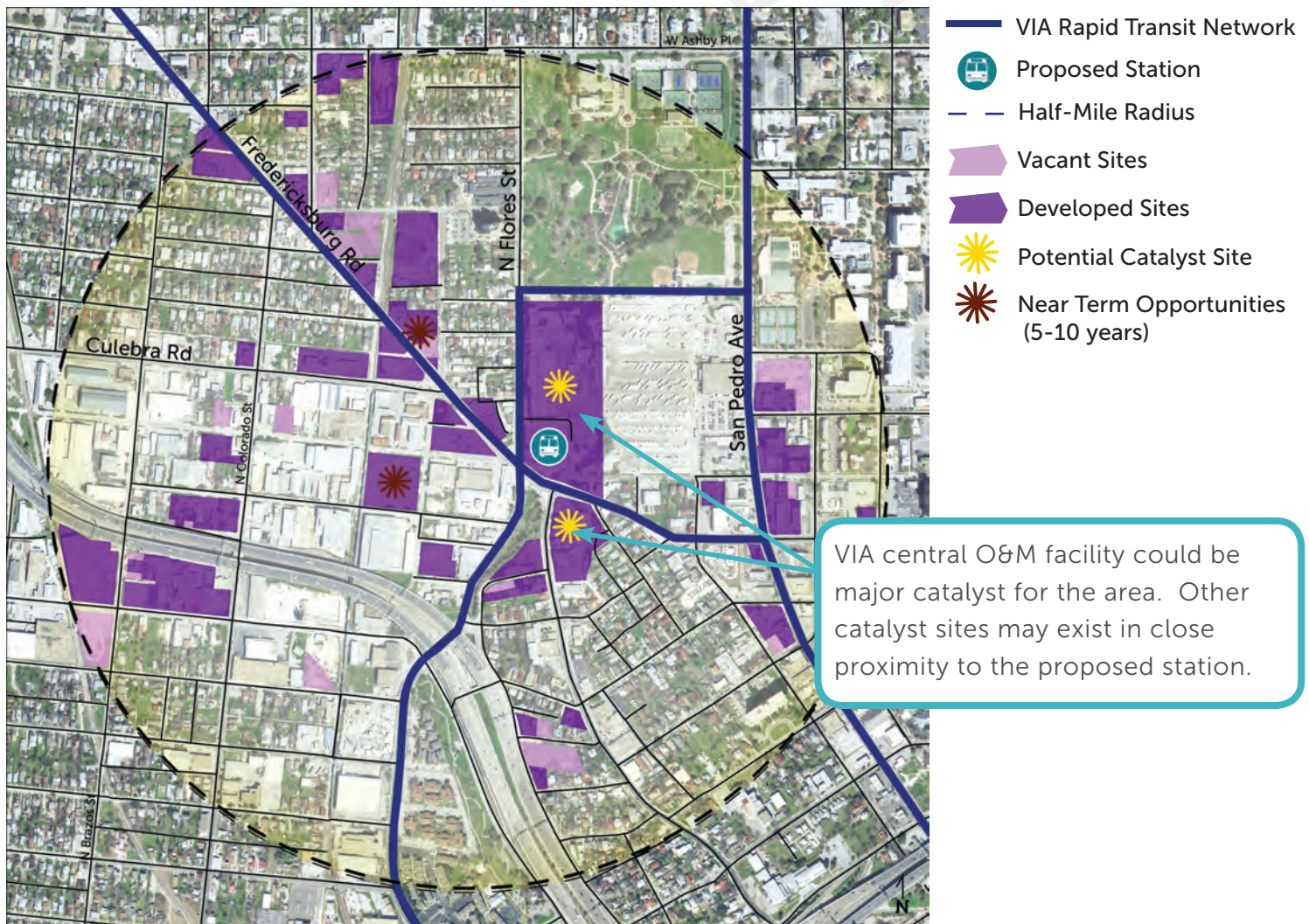
Over the next 10-20 years, Five Points should be repositioned with targeted small infill to mid-sized redevelopment opportunities along Fredricksburg Rd and at the intersection with San Pedro. VIA could play a significant catalyst role by redeveloping its central operations and maintenance facility to higher density.

The area currently offers ICRIP and CRAG designations. To better incent redevelopment, CCHIP and/or TIRZ-type resources likely will need to be required, notably tax abatements or other incentives to boost development cash flow and/or tax increment to reduce developer funded capital outlay.

Key implementation steps suggested for Five Points include:

- Zoning to facilitate and encourage higher density, mixed-use TOD for focus area
- Adoption of corridor design standards and initial phase streetscape funding.
- Extension of CCHIP and/or TIRZ-type funding to include identified station area sites.

REDVELOPMENT OPPORTUNITIES



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PROTOTYPE SITE DEVELOPMENT

This section highlights how changing zoning regulations and applying development incentives could spur catalytic development in the Five Points Station Area. Consider a .33 acre site located at the south-east corner of Fredericksburg Rd. and Flores St. The existing zoning on the site is I1. The two scenarios in the table below show what could be built under existing standards and with optimized TOD district standards.

Prototype Site Development Scenarios		
Development Scenario	Existing Standards	Optimized TOD
Building Type	2-story flex office	4-story office over retail
Zone	I1	TOD-NMS-C1
Lot Size	.33 Acres	.33 Acres
Density	.6 FAR	2 FAR
Total Jobs	21	61
Project Value	\$1.7 Million	\$5.0 Million
Subsidy Required	\$510,000 (30% of project cost)	\$1.07 Million (22% of project cost)
Internal Rate of Return (IRR)	5.2%	7.5%

Given current market rents, the approximately \$5 million project achieves a 7.5% return on cost in the best scenario. To realize a minimum 10% rate of return, it is assumed that a CCHIP-type incentive tool is required (albeit for non-residential use).

Making this project economically viable requires:

- 5-year property tax abatement on office only (\$529,000)
- Forgivable loan on office (\$20/ft) and retail (\$25/ft) components (\$540,000)
- SAWS fee waivers (\$35,700)
- Total subsidy is 1.07 million (or 22% of total project cost)
- Positive net public revenue is estimated at \$450,000 over 10 years.

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To create a more walkable environment, a series of recommendations are provided in the table below. These recommendations are intended to make Five Points Station more accessible and safer for all users. To implement these recommendations, consider VIA's Guide to TSLU for roadway improvement types, and when complete in 2018, reference the VIA Urban Design Guide.

Infrastructure	Existing Condition	Recommended Improvements
Transit Facility	N/A	<ul style="list-style-type: none"> Add shelters with lighting, trash cans, and seating for those bus stops currently without access to the proposed high capacity station.
Intersection	The East Fredericksburg Road, Fredericksburg Road, N Flores Street, N Laredo Street, W Laurel Street, and Culebra Road intersections are major intersections with wide crossing distance that can be challenging to cross and can feel unsafe for non-motorized users of the transportation system.	<ul style="list-style-type: none"> Create new crossings designed with high quality pedestrian and bicycle facilities on E Fredericksburg Road at the intersection of N Laredo Street and N Flores Street near the site of a future transit station. Consider adding enhanced markings to the existing crosswalks such as tinted asphalt, thermoplast, etc.). Streets designed for people walking are safer for all users – features might include colored walkways, pedestrian islands, or count-down timers. Consider VIA's Guide to TSLU for roadway improvement types, and when complete in 2018, reference the VIA Urban Design Guide.
Driveways	Multiple business entrances along corridor with individual driveway access for each place of service. This condition creates numerous points of conflict for pedestrians, bicyclists, and automobiles.	<ul style="list-style-type: none"> Add signage to make drivers aware of pedestrians. Add colored paint to driveway/sidewalk/roadway to call out pedestrian and bicycle use of this shared space. If frontage redeveloped as a larger assembled parcel, provide one driveway access point and move parking to behind the new development, which could be oriented toward the street, consistent with pedestrian-oriented urban design. During redevelopment, reconfigure access by creating a singular point of entrance to businesses along a block, and create shared parking to serve those businesses. If possible, develop street into a pedestrian boulevard, where cars access services by using a frontage road, with landscaped dedicated bicycle and pedestrian space between the frontage road and the remaining traffic. The City could consider developing an access management overlay for each of the station area types to address these items.

Station Area Concept:

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Infrastructure	Existing Condition	Recommended Improvements
Curb Cuts	In many cases, parking abuts the sidewalk, and cars encroach the sidewalk space.	<ul style="list-style-type: none"> • Provide a barrier between surface parking and the pedestrian realm, preferably in the form of landscaping. • In the parking area, install tire blocks to prevent parked cars from encroaching into sidewalk space. • Where appropriate, prohibit left turns into driveways and provide a barrier in the roadway to prevent left turns.
Corssings	Limited mid-block and block pedestrian crosswalks.	<ul style="list-style-type: none"> • Reduce block sizes during redevelopment by creating landscaped pedestrian walkways to services within large new development. • Add a new and upgrade existing pedestrian crossing at Fredericksburg Road and Culebra Road. • Add a new and upgrade existing pedestrian crossing at Fredericksburg Road and W Laurel Street and N Flores Street intersection. • Add a new and upgrade existing pedestrian crossing at the intersections of E Fredericksburg Road, N Flores Street, N Laredo Street, and La Harpe Street.
Complete Streets	Sidewalks exist along majority of study area; however, there are missing segments and there are additional features that would improve the study area as a pedestrian corridor.	<ul style="list-style-type: none"> • Along East Fredericksburg Road, Fredericksburg Road, N Flores Street, N Laredo Street, W Laurel Street, and Culebra Road, introduce complete streets that include not only sidewalks and pedestrian crossings but also street furniture, pedestrian lighting, landscaping and shading devices. Greenscape can make a place more pleasant, provide shade and a cooling function for the built-environment, and function as "green infrastructure," managing water run-off.
Landscaping	There are some trees and minor landscaping along east and west of the corridor (bushes and shrubbery and grass between the sidewalk and roadway).	<ul style="list-style-type: none"> • Plant shade trees near current and future stations and add greenscaping as a buffer between roadway and pedestrians, and parking and pedestrians.
Lighting	Street lighting along east and west portions of corridor on power poles, lighting is designed for automobiles.	<ul style="list-style-type: none"> • In the planting strip between relocated sidewalk and road, add lighting that is pedestrian-oriented in scale and design.

Station Area Concept:

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Infrastructure	Existing Condition	Recommended Improvements
Bicycle Mobility	Striped bike lanes on both directions of travel along N Flores Street (south of E Fredericksburg Road intersection) with no bike lane, sharrow, sign, striping on other sections of the study area.	<ul style="list-style-type: none"> Add bike lane pavement markings for bicycle lane, and physical buffers between bicyclists and vehicles where missing. Consider closing the u-turn facility from N. Laredo Street to N. Flores Street and convert to a facility limited to pedestrian and bicycle access.
Bicycle Parking	There is no evidence of bicycle parking in the study area.	<ul style="list-style-type: none"> Provide a variety of bicycle parking options proximate to the station to provide secure parking and easy access to the station for those people that choose to arrive by bicycle. For a major bicycle parking facility, identify potential bike parking locations early, so that if redevelopment of the station site occurs, the site can be wired with the electrical utilities necessary to serve the station. If land is public, consider siting a bicycle corral in the small park between W. Laurel Street and La Harpe along the north side of E Frederick Road. For examples on-road bicycle corrals, please see http://bike.lacity.org/what-we-do/bicycle-parking/bicycle-corrals/ Coordinate with local businesses to place high quality bicycle parking facilities in front of their businesses, or as a replacement for one parking place. <p>Consult the APTA Design Guidelines for Bicycle Parking at Transit Stations (expected publication date, 12/2017) for best practices, bike parking facility options, costs, and program and security considerations.</p>
Bike Share Stations	There are no bike share stations in the study area.	<ul style="list-style-type: none"> As the regional Bike Share program expands, coordinate with the program regarding opportunities to provide additional bicycle mobility for short trips in the station area by encouraging placement of Bike Share stations in the study area. Identify potential locations early, so that if redevelopment of the Bike Share station site occurs, the site can be wired with the electrical utilities necessary to serve the station in advance, rather than retrofitted with these services at the time of station installation.

Station Area Concept:

FIVE POINTS

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Infrastructure	Existing Condition	Recommended Improvements
Sidewalk / ADA	Sidewalks tend to range from 4-6 feet wide, many sidewalks are interrupted by driveways.	<ul style="list-style-type: none"> Widen sidewalks to be able to accommodate one person using a mobility device alongside one other person. Ensure all sidewalks are designed and maintained to provide the least running slope possible. (ADA requirements as of 2015: A sidewalk proposed within 2 ft. of a curb will be placed adjacent to the curb and be at least 6 ft. wide. There are exceptions: sidewalk width may be reduced to meet site constraints; however, ADA requires a minimum width of 4 ft. to be provided in all cases (PROWAG R301.3.1). Apr 22, 2015)
	In some sections there is no buffer between the sidewalk and street.	<ul style="list-style-type: none"> Adding a buffered bike lane creates separation of uses and comfort and safety for bicyclists and pedestrians. During roadway design or redevelopment of existing land uses, dedicate some right of way.
	Power poles, fire hydrants, and other obstructions are found within the sidewalk path.	<ul style="list-style-type: none"> Move power poles and other obstacles outside the footprint of the sidewalk so that the sidewalk is continuous and unobstructed from intersection to intersection.
	Sidewalk at the railroad crossing is merged with asphalt from the roadway, no curb or buffer.	<ul style="list-style-type: none"> Construct separated pedestrian/bicycle crossing.
	Pedestrian actuated signals and ADA ramps at 4 corners of intersection.	<ul style="list-style-type: none"> Ramps appear to meet ADA standards.
	Along the corridor, the only access to most services is by use of driveways, many of which are likely sloped more than 2%.	<ul style="list-style-type: none"> Add pedestrian/ADA pathways to services.
	Missing section of sidewalk crossing the railroad tracks on both sides of Culebra Street.	<ul style="list-style-type: none"> Construct new sidewalks and crosswalks.

STATION AREA PLAN

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR



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

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Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

TPOLOGY

Station Type

NEIGHBORHOOD MAIN STREET

Urban Form

TRANSIT ADJACENT

► **TRANSIT RELATED**

TRANSIT SUPPORTIVE

Market Strength

► **STRONG**

TRANSITIONAL

STATIC

HOUSEHOLDS

% Non Working Age

13%

% Zero Car

25%

Median Income

\$42,375

ACTIVITY

Population

4,051

Employment

2,049

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE

CATALYZE

► **SUPPORT**

Proximity to the University of Texas Medical Center creates a strong market setting with significant redevelopment opportunities at or in close proximity to the transit station – especially with large vacant parcels for residential and/or mixed-use development.



ABOUT THE STATION

The proposed Huebner/ Babcock Station is located at the intersection of Huebner Rd. and Babcock Rd. in Northwest San Antonio. A "Neighborhood Main Street" station type, the area is characterized by deep commercial parcels fronting Huebner with established residential neighborhoods to the north and west.

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



Station Area Plan:

HUEBNER & BABCOCK

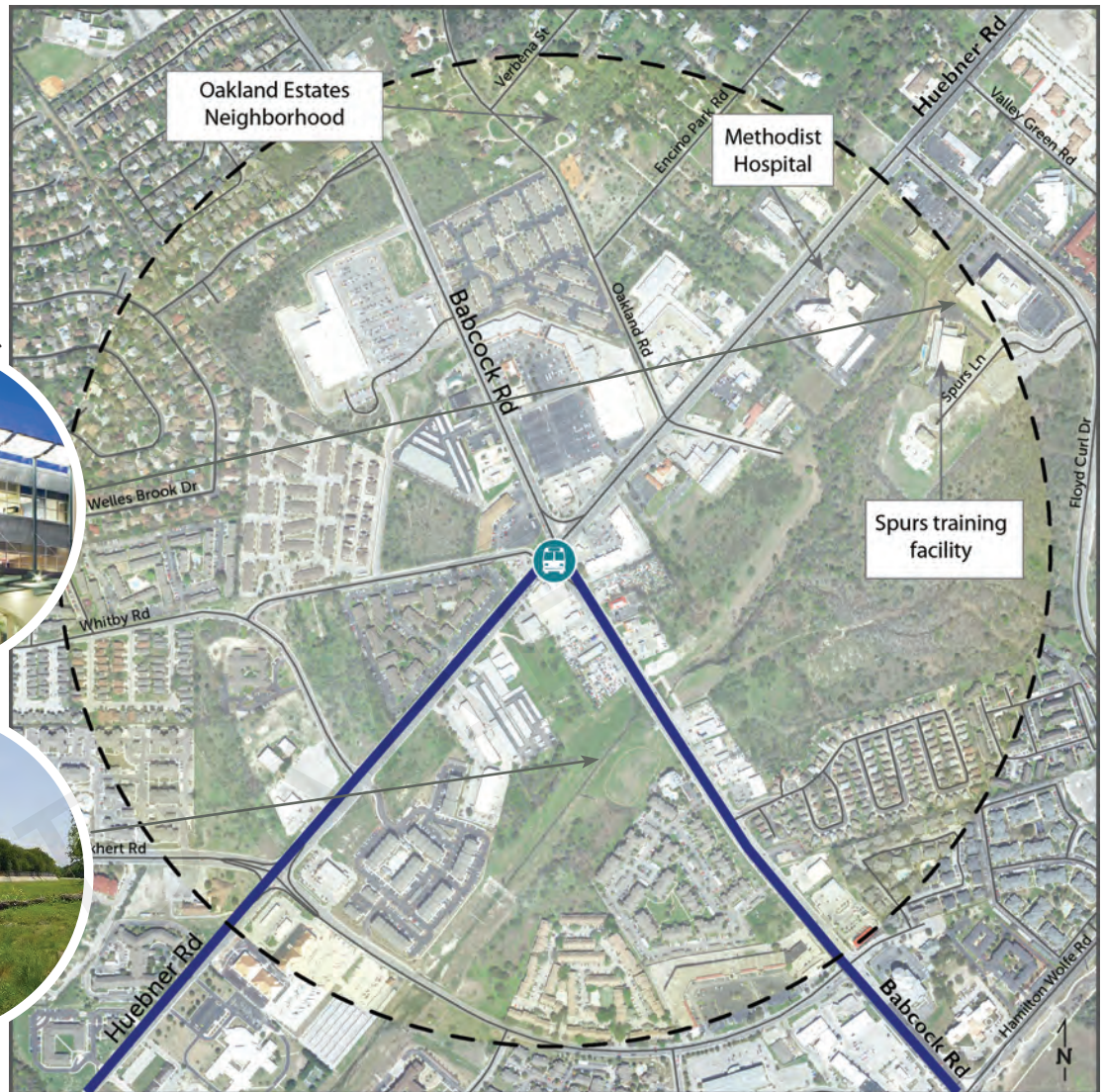
HUEBNER/GRISSOM CORRIDOR

STATION AREA ASSETS

 VIA Rapid Transit Network

 Proposed Station

 Half-Mile Radius



Centered on the intersection of Babcock Rd. and Huebner Rd., the proposed Babcock/Huebner station area includes some of SA's major employers, unique neighborhoods, and natural assets.

Huebner Creek

Huebner Creek is a seasonal tributary of nearby Leon Creek. A flood control project was recently completed near Crystal Hills Park. Phase 2 of this project from Bandera to Loop 410 is currently underway.

Spurs Training Facility

While the Spurs have been using the former Medistar training facility since 2002, they purchased the building in 2017. Their presence in the area has "spurred" additional investment in related medical and office jobs.

Oakland Estates

Oakland Estates is an established residential neighborhood with a unique rural character. With wide lots and country lanes, it is not uncommon to see residents traveling neighborhood streets on horseback.

Station Area Plan:

HUEBNER & BABCOCK

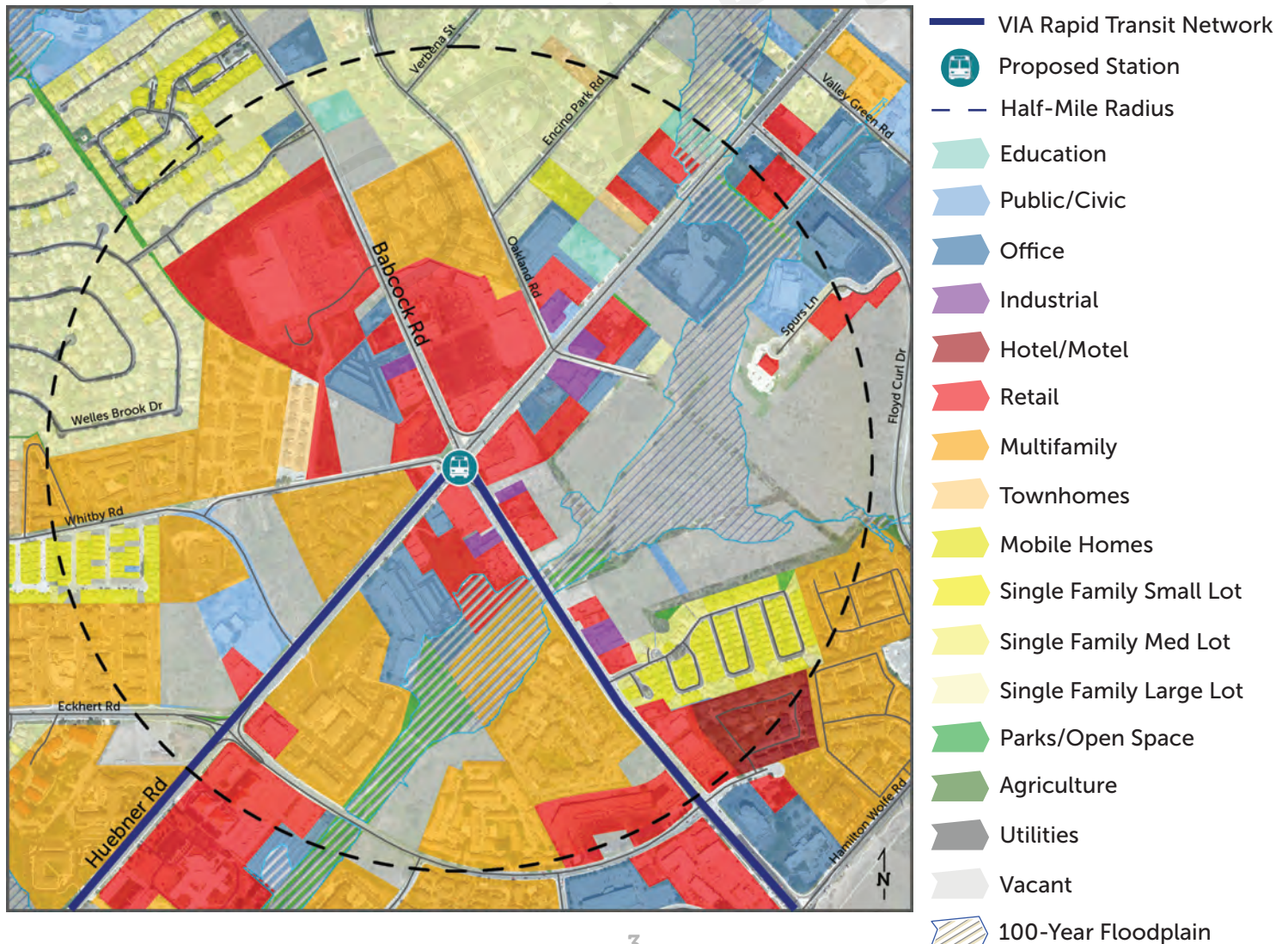
HUEBNER/GRISSOM CORRIDOR

The proposed Huebner/Babcock Station Area includes a mix of commercial and residential uses at a range of densities. Beyond its two main commercial corridors (Huebner Rd. and Babcock Rd.) a mix of garden-style apartments and single-family neighborhoods predominate. Two active neighborhood associations (Oakland Estates and Alamo Farmsteads) cover the residential areas on the east and west sides of Babcock Rd., north of Huebner Rd. Much of the vacant land remaining in this station area is south of Huebner Rd. but is significantly impacted by the Huebner Creek floodway.

TYPICAL DEVELOPMENT STYLE



EXISTING LAND USE



Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

The Huebner/Babcock Station Area features wide roadways, parking lots, and uses with large setbacks. As shown below, the environment is auto-dominated, and is not designed in a way that is especially comfortable for pedestrians.

Buildings are generally oriented away from the road and large parking lots front sidewalks. In most stretches of the two primary roadways there is no buffer between sidewalks and the street, and there are few trees and little landscaping. While some safety improvements have been provided for pedestrians, the high volume of traffic and single signalized crossing in the area create a dangerous, unpleasant pedestrian environment.

TYPICAL CROSSING CONDITIONS



PEDESTRIAN ENVIRONMENT



LACK OF SHADE

NO BUFFER

SIGNALIZED CROSSING

PARKING LOTS

PEDESTRIAN REFUGE

Station Area Plan:

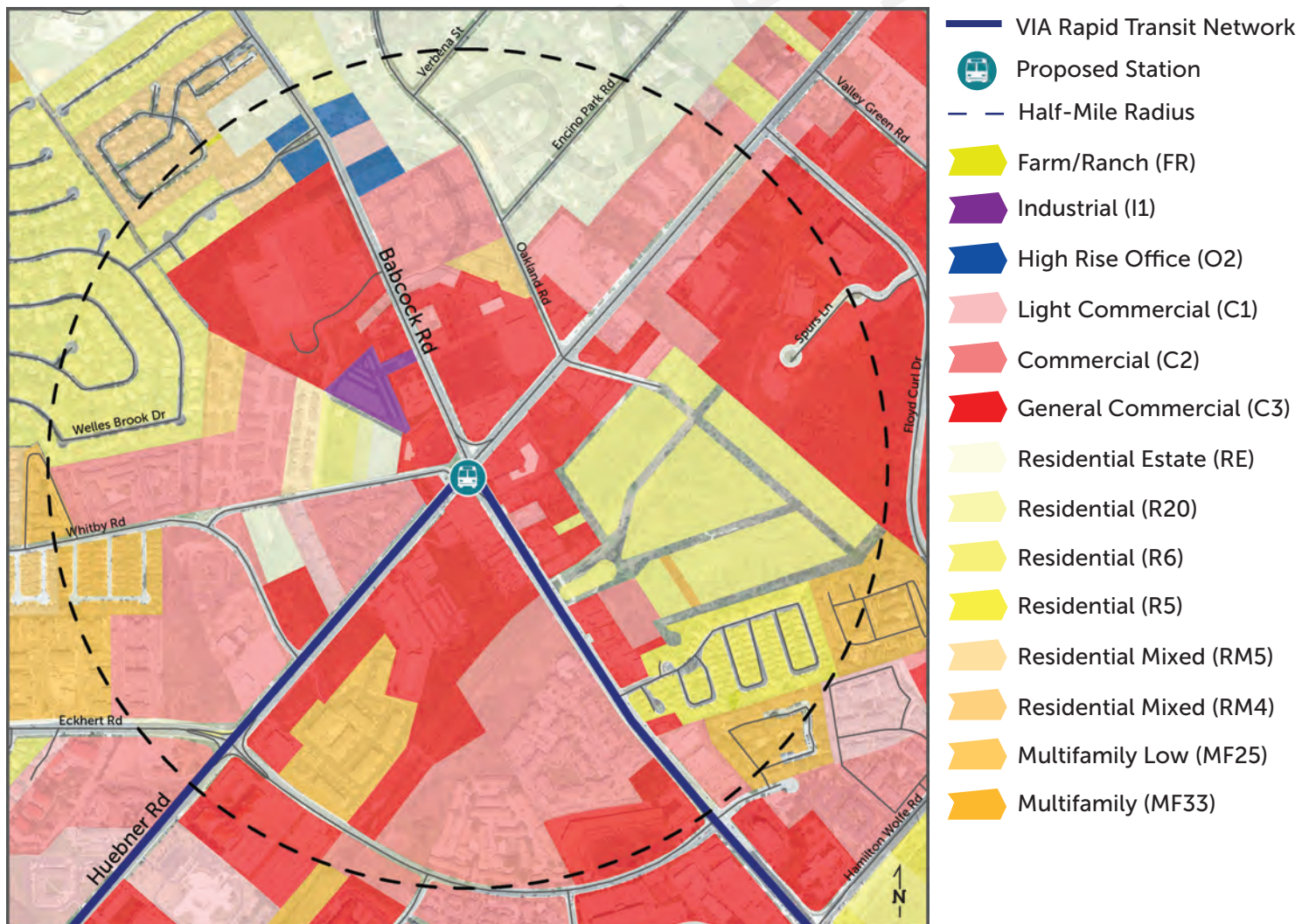
HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

The core of the Huebner/Babcock Station Area is zoned commercial - both C3 and C2. While C2 allows some limited residential (10 units per gross acre maximum), C3 does not allow residential outside of retrofits of existing buildings. Many of the existing multifamily developments in the station area are zoned C2 and are likely non-conforming. Oakland Estates, in the north-central portion of the station area is zoned for large-lot single family homes and is likely to remain so for the foreseeable future.

Note that a large portion of vacant residentially-zoned land exists along Huebner Creek, but is impacted by frequent flood events. While most of the station area's commercial corridors allow very little housing by right, they have significant potential for redevelopment if more flexible standards are implemented.

EXISTING ZONING



Station Area Plan:

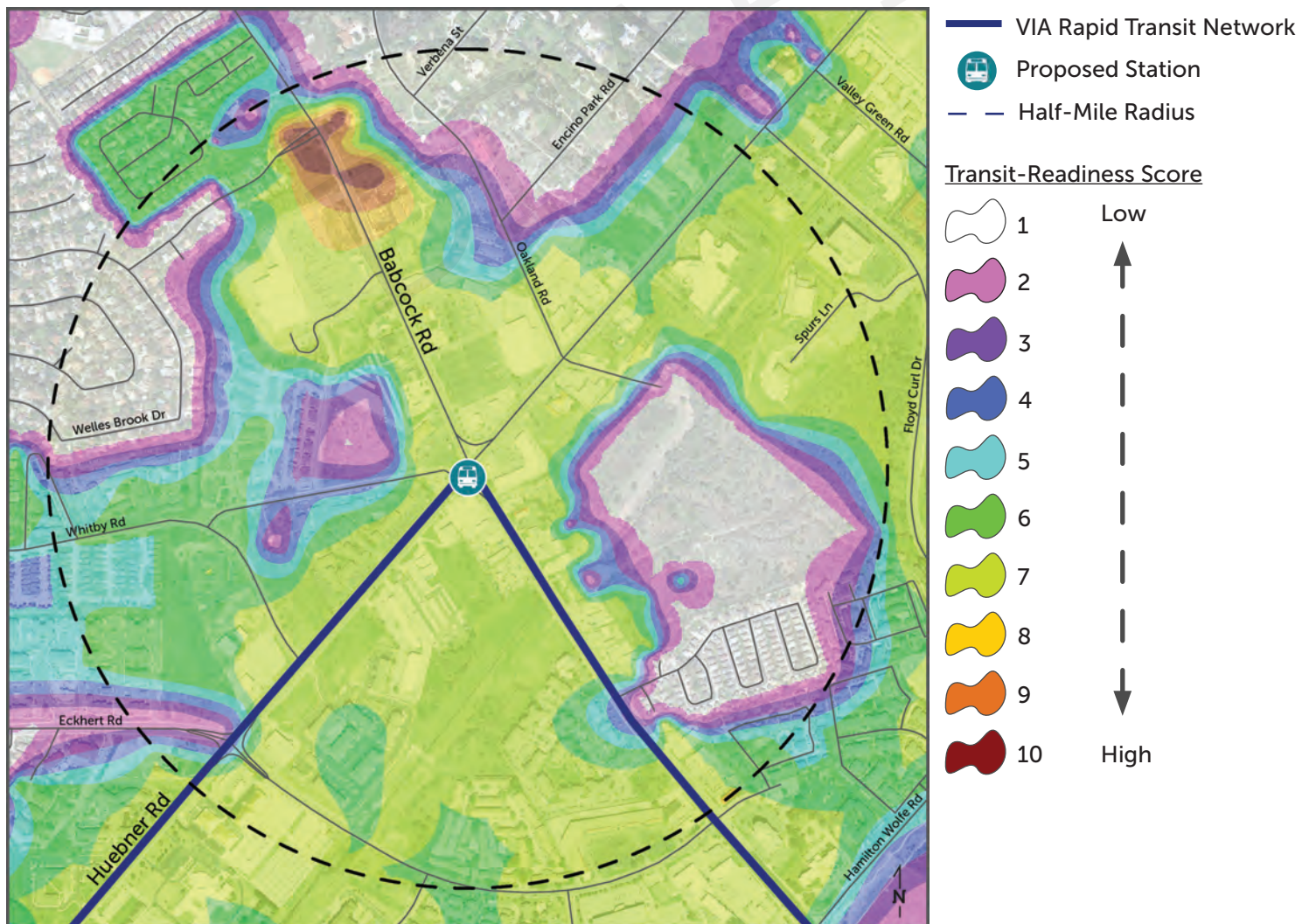
HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

Entitlements, or what developers are allowed to build, play a large role in shaping how a station area might develop. Large-lot residential zones, while appropriate in some areas, do not tend to produce enough activity (people + jobs) to make transit service work efficiently. Commercial or infill residential zoning allow for uses with high activity levels and tend to produce better ridership. SA's Unified Development Code was analyzed and scored according to the potential activity that can be accommodated within each zone. The map below shows a scoring of the station area's existing zoning. To learn more about the transit-supportive potential of San Antonio's existing zoning, see the **SA Corridors TSLU Framework**.

Note the relatively strong scoring along commercial corridors, with relatively weak scores in residential neighborhoods. This tells us that current zoning makes this station area best suited for redevelopment on commercial parcels, rather than for infill in residential neighborhoods.

TRANSIT READINESS OF EXISTING ZONING



Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

In most cities, the broadest pool of affordable housing is in renter-occupied single-family and older multifamily buildings. This “naturally affordable” housing stock has aged into affordability over time, but is also very susceptible to redevelopment, especially when transit and other investments are made. Roughly one-third of rental units in the Huebner/Babcock Station Area are affordable to those making 50% or less of Bexar County’s median income. Of those units, roughly two-thirds lack any long-term affordability protection. As the City and VIA make investments in this area, they should pursue strategies that prevent displacement of existing renters.

RENTAL UNITS WITH AFFORDABLE RENTS (LESS THAN \$740/MO)

29%

Huebner/Babcock

42%

City of San Antonio

AFFORDABLE UNITS WITHOUT LONG-TERM PROTECTION

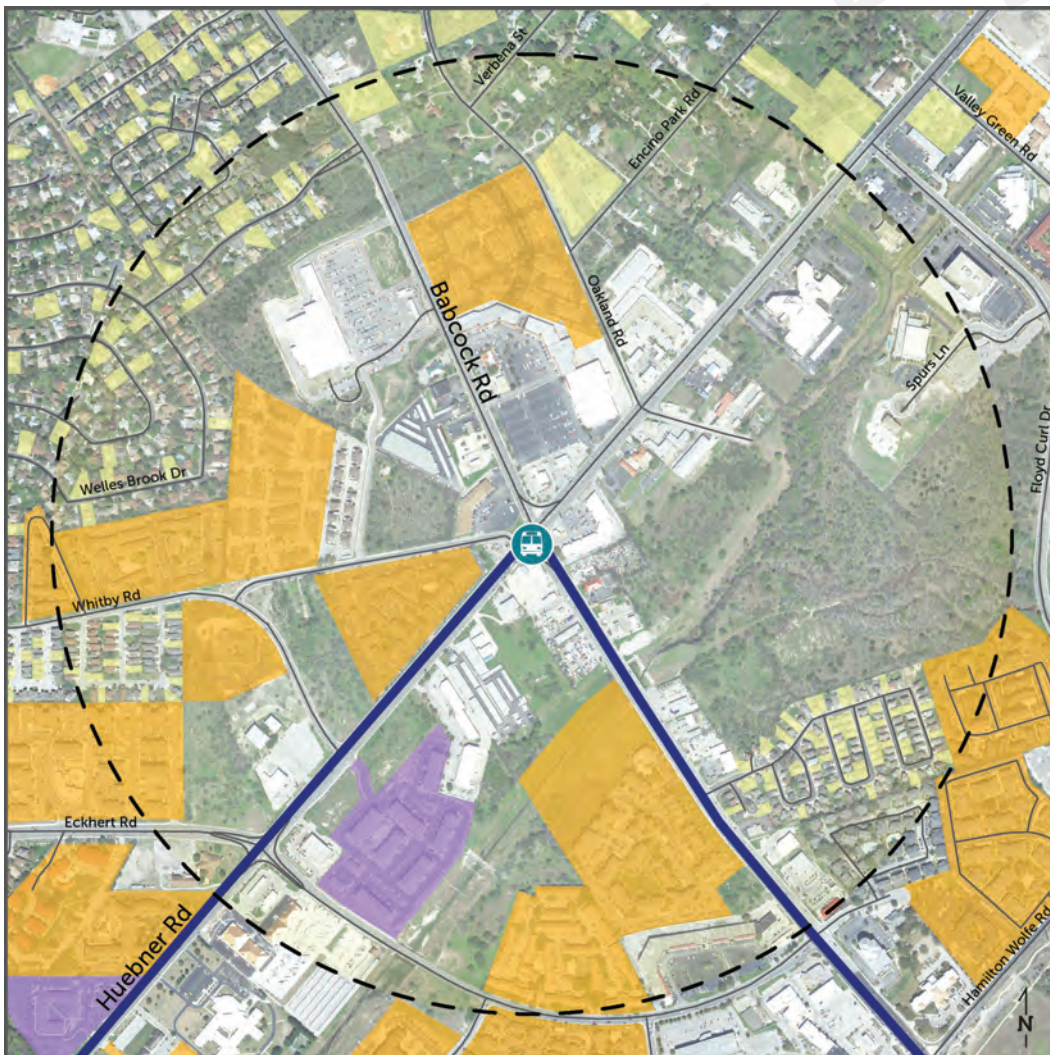
70%

Huebner/Babcock

76%

City of San Antonio

RENTAL HOUSING STOCK



— VIA Rapid Transit Network



Proposed Station



Half-Mile Radius

Rental Housing Stock



Market-Rate
Apartments



Long-Term Affordable
Apartments



Renter-Occupied
Single Family

Station Area Plan:

HUEBNER & BABCOCK

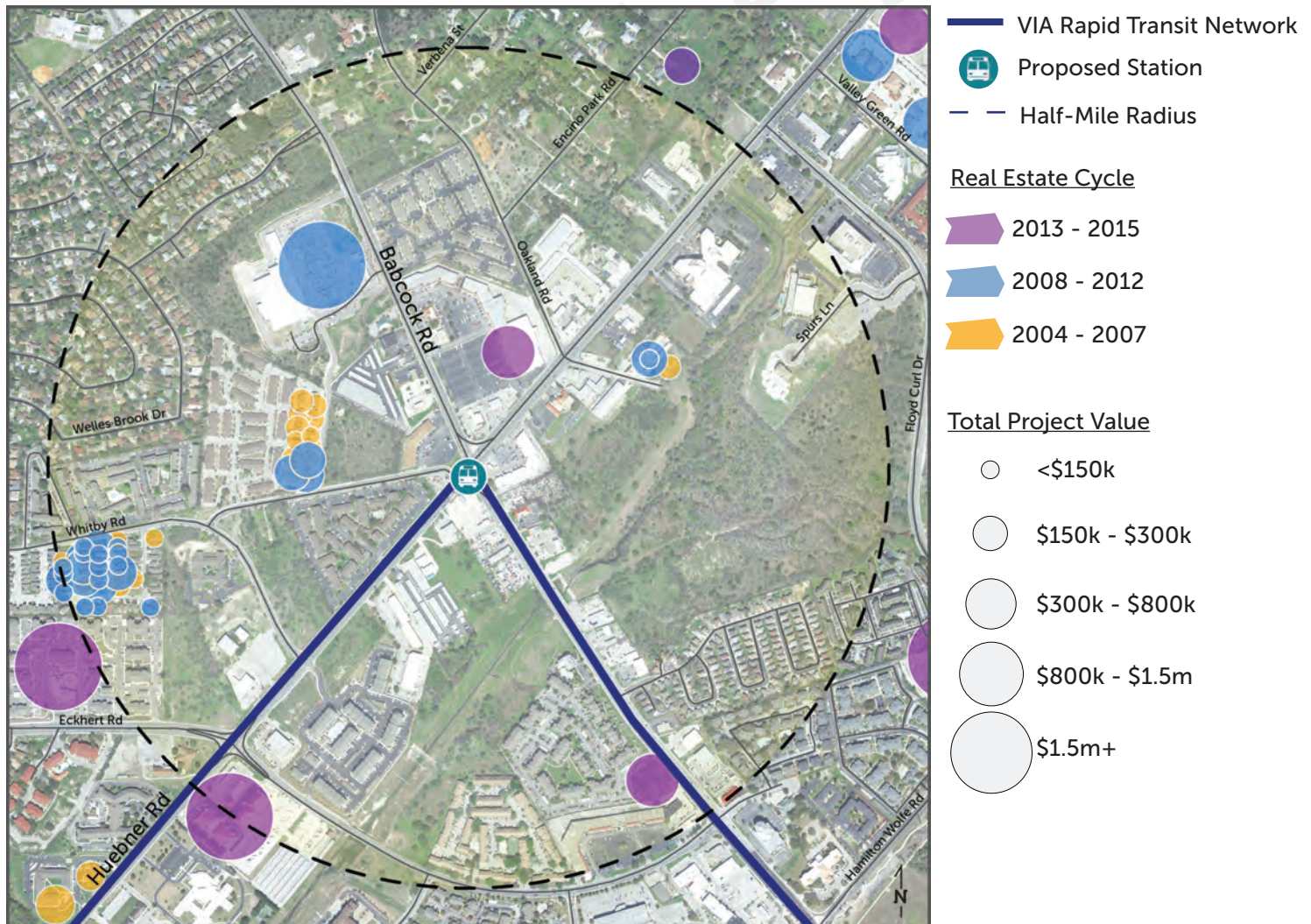
HUEBNER/GRISSOM CORRIDOR

Huebner/Babcock is anchored by a retail power center which includes an H-E-B Grocery Store and several national retail tenants. While much of the single-family residential development occurred before the 1990s, a significant amount of retail and multifamily development sprung up in the early 2000s. Since the recession, multifamily development has accelerated. The Huebner/Babcock Station Area is not growing as rapidly as areas further to the north such as Stone Oak and Alamo Ranch. However, its proximity to major employers, such as the UT Medical Center, will continue to make it an attractive location for multifamily and retail developers.

MARKET STRENGTH



RECENT DEVELOPMENT



Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

A station area workshop was held on January 18th, 2017 for members of the Oakland Estates neighborhood association. Participants agreed that significant development should not occur in Oakland Estates because of its rural character. Participants focused development primarily on vacant land south of Huebner Road and east of Babcock Road. There was general acceptance for more intense development if it is constrained to commercial corridors. Participants cited traffic concerns associated with residential and retail uses as their primary concern.

Neighborhoods such as Oakland Estates are likely to protect minimum lot size regulations and to resist denser forms of development. However, like in closer-in parts of San Antonio, there is a recognition that capacity for new development exists along major thoroughfares. Looking at existing uses and finding ways to balance trip production and attraction in land uses may help overload these corridors as more growth chooses to locate there.

STATION AREA WORKSHOP RESULTS



Station Area Plan:

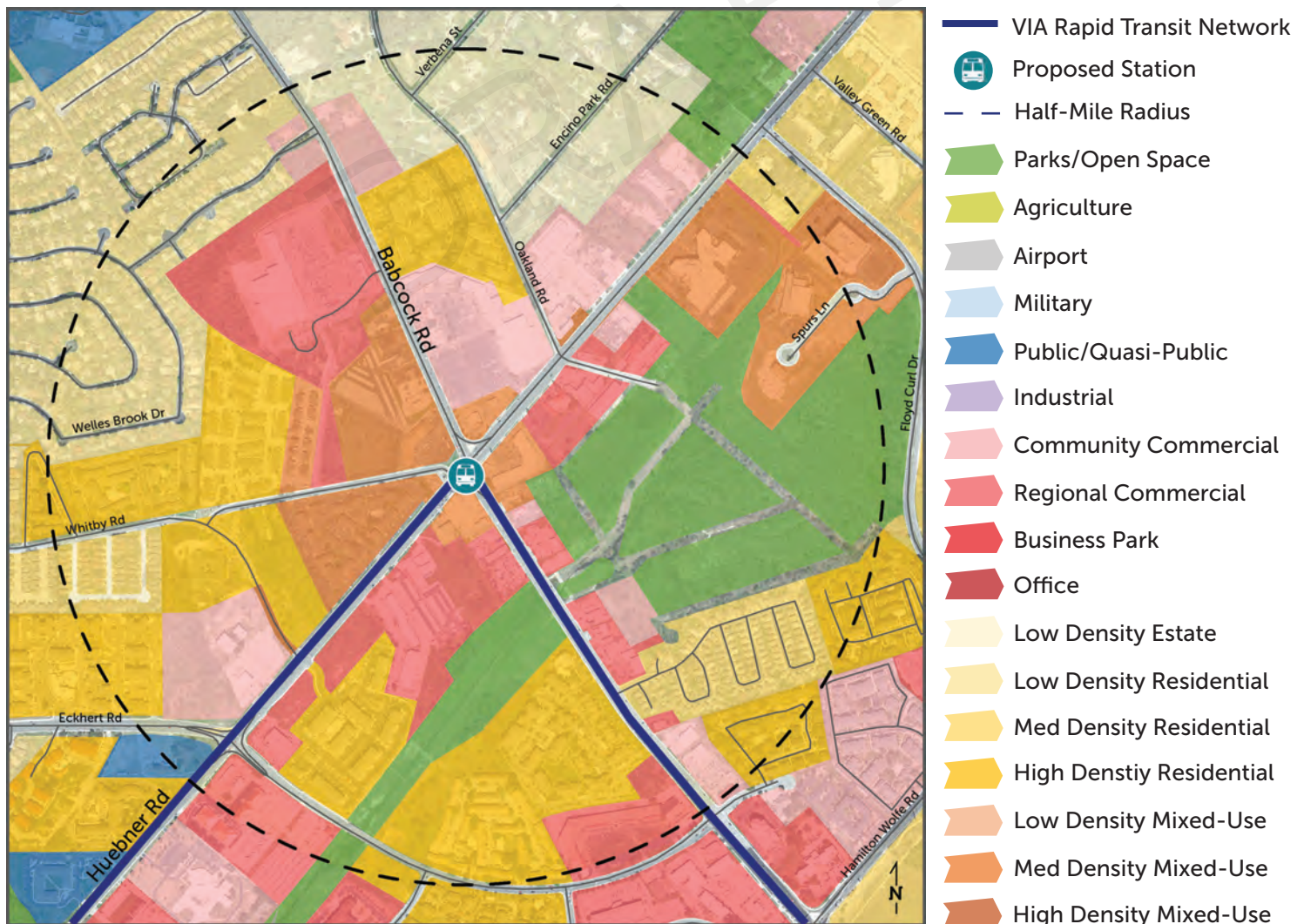
HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from local residents, 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 the Huebner/Babcock Station Area matures, the majority of land use changes should happen along existing commercial thoroughfares. Once VIA's transit investments are implemented, redevelopment will transform the auto-oriented retail uses at the intersection of Huebner Rd. and Babcock Rd. into mid-rise mixed-use buildings. These uses will have active ground-floor uses with residential or office above and will provide less parking that new development tends to provide today.

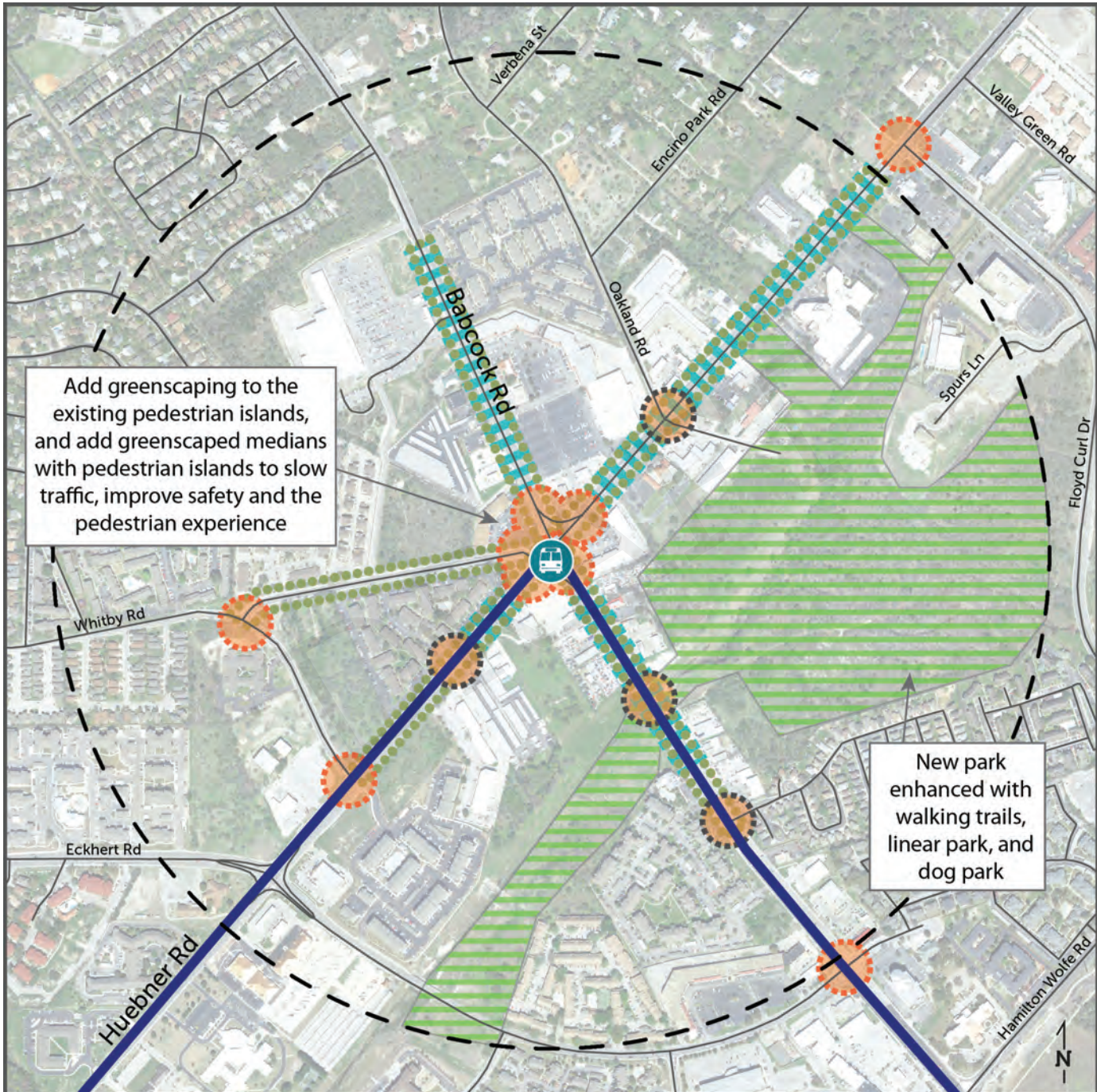
RECOMMENDED FUTURE LAND USE



HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



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

Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

The map on the preceding page shows recommended infrastructure improvements for the Huebner/Babcock Station Area. Crossings should be enhanced at major intersections throughout the station area. Of particular importance is improving crossing conditions at the intersection of Huebner and Babcock. Crossing distances are long and pedestrian signal cycles infrequent. Access management is also a major concern as vehicles exiting and entering developments along Huebner and Babcock pose a major threat to pedestrians and cyclists. As redevelopment of large retail pad sites occurs, the City should work with developers to realign and close unnecessary curb cuts. By far the largest and most costly feature of the infrastructure investments depicted is the creation of a park around the floodway created by Huebner Creek. Much of the land in the floodway is privately owned and zoned residential. Development in the floodplain should be avoided at all costs and the addition of a park to the station area could bolster surrounding land values and spur development.

In the view below, the islands that create dedicated turning lanes for vehicles would be removed to allow for continuous direct bicycle and pedestrian facilities. A pedestrian/bicyclist median would be installed on Babcock Road to the north of Huebner Road, and on Huebner Road to the northeast of Babcock Road. The medians should extend for one-quarter mile to prevent vehicles from turning across oncoming traffic to enter driveways on the opposite side of the street. This left-turn prevention mid-street would serve as a traffic calming function, would reduce the number of conflicts points along the roadway for pedestrians, bicycles and vehicles, and would support traffic flow.



LANDSCAPED
BUFFER

CONTINUOUS
BIKE/PEDESTRIAN FACILITY

STREET TREES

HI-VIZ CROSSING

RAPID TRANSIT GUIDEWAY

Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR



HUEBNER/BABCOCK TODAY



HUEBNER/BABCOCK FUTURE



Proposed Station



Access Management



New Pedestrian Crossing



Priority Pedestrian Crossing



Priority Complete Streets



New Park / Green Space



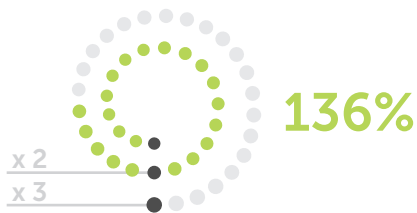
New Development

Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 4%

Increase in Total Transit
Trips

↑ 152%

Increase in Total Walk
Trips

↑ 153%

Increase in Total Bike
Trips

↑ 22%

STATION AREA IMPACTS

Investments in transit, streetscapes, and other urban amenities will spur new development in the Huebner/Babcock Station Area. As this development comes on-line, the station area will become a more active place.

Rather than driving for most trips, workers and residents will be able to walk to daily destinations. Commuting by transit will become more competitive with driving and trips will become shorter overall.



Station Area Plan:

HUEBNER & BABCOCK

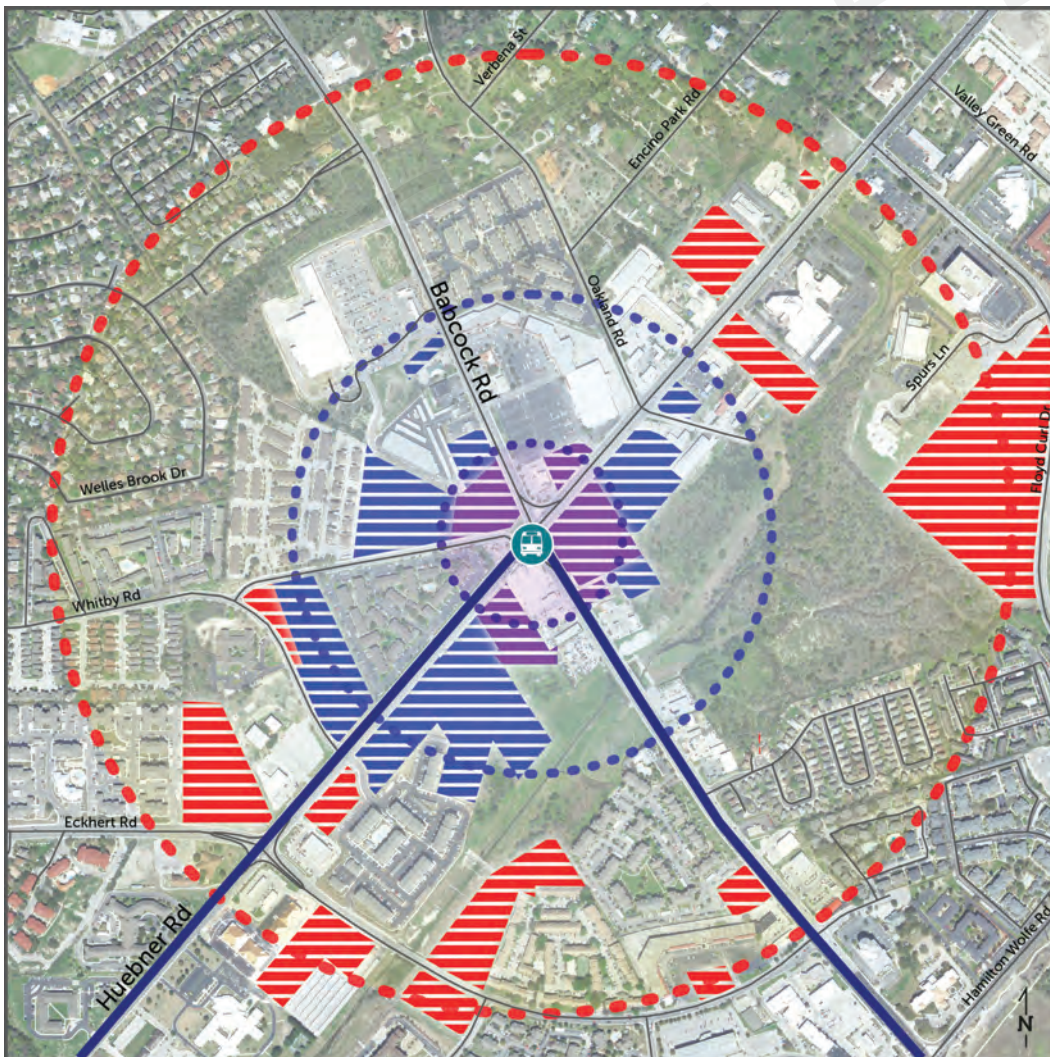
HUEBNER/GRISSOM CORRIDOR

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

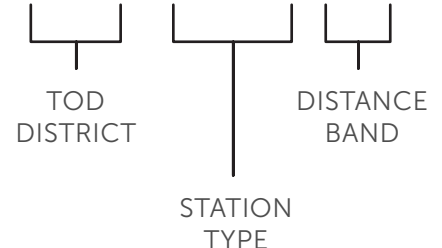
- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

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

TOD ZONE STRING EXAMPLE :

TOD-NMS-C2



Station Area Plan:

HUEBNER & BABCOCK

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.

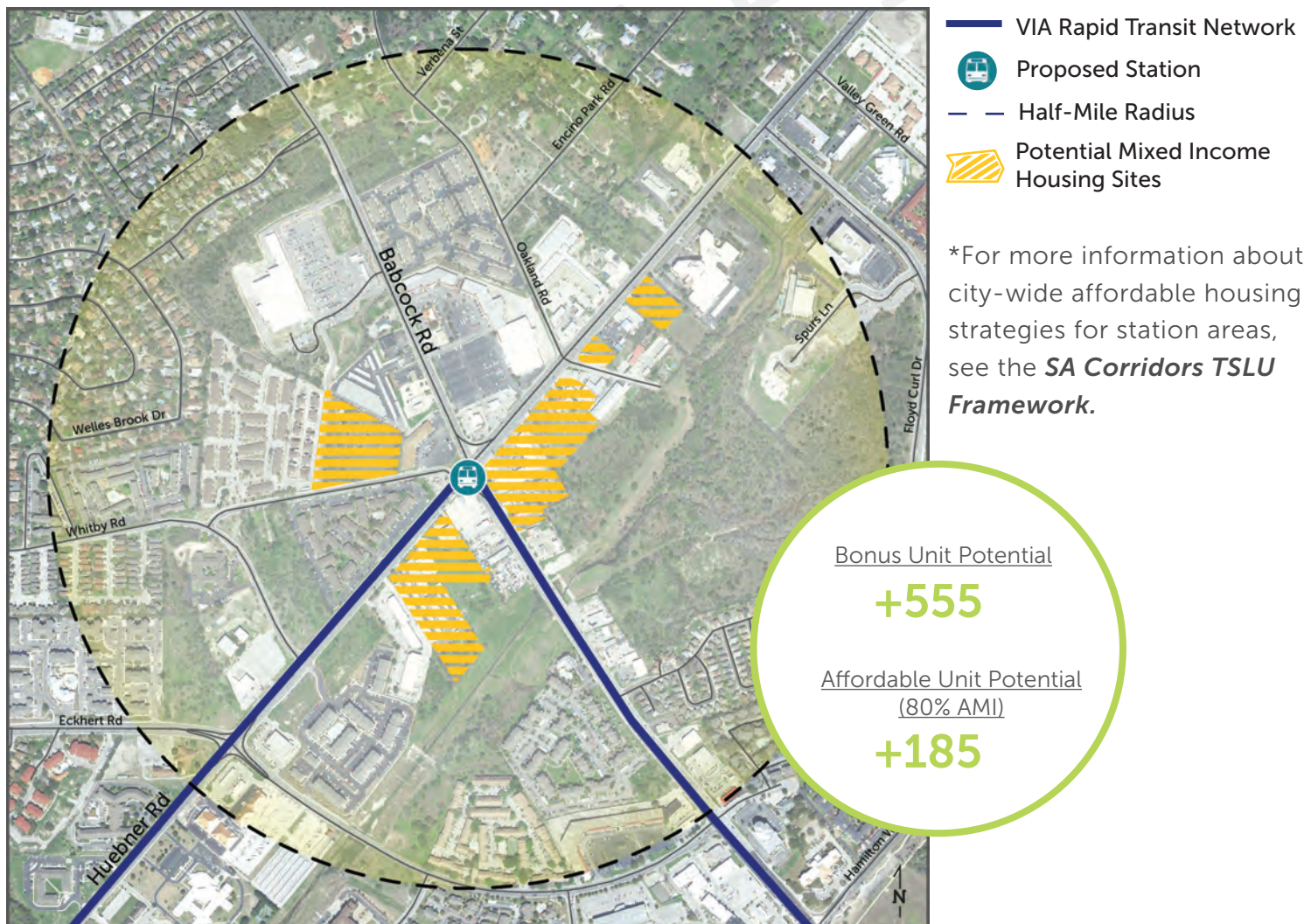
PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

70% 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 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 Huebner/Babcock Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



Station Area Plan:

HUEBNER & BABCOCK

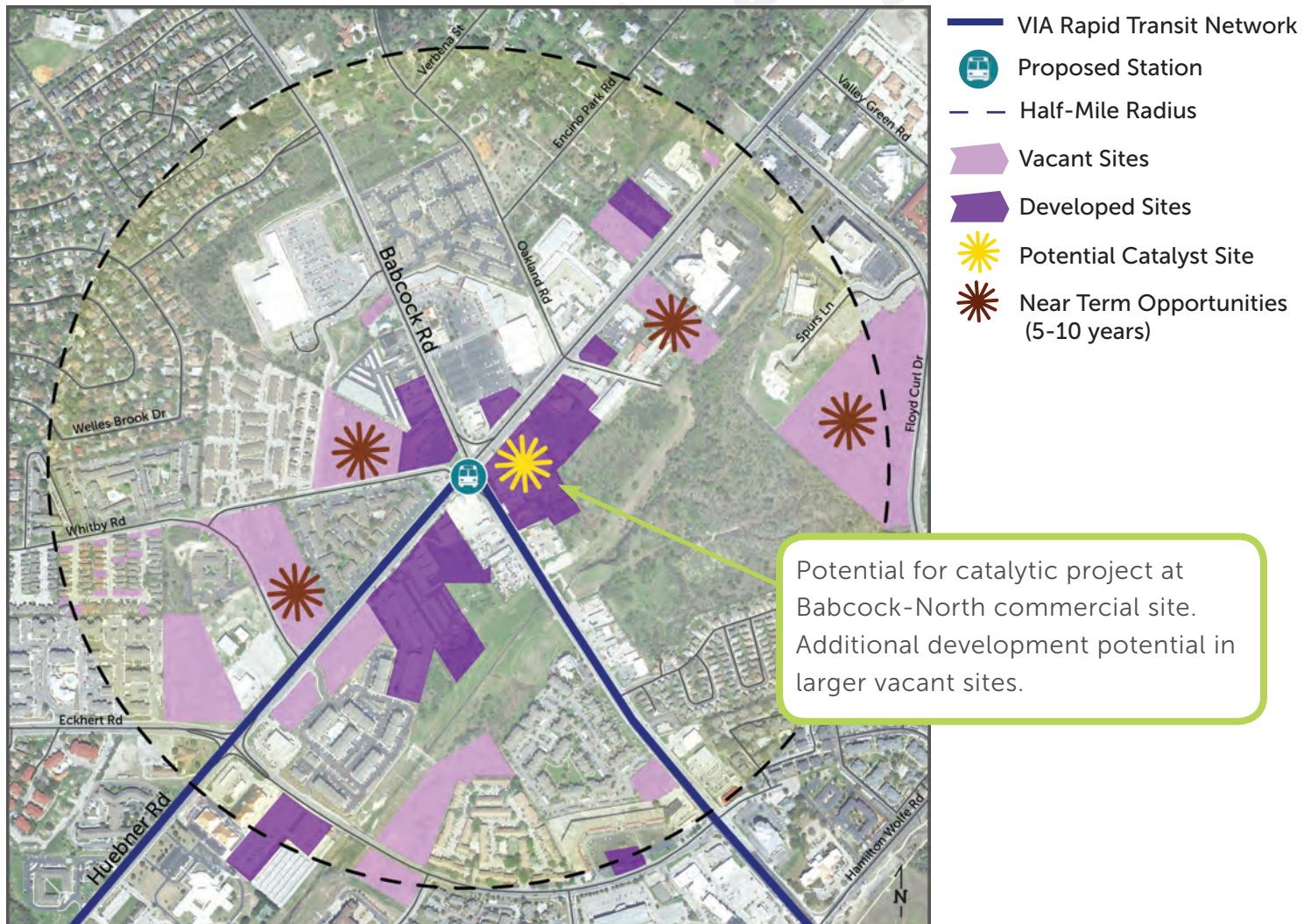
HUEBNER/GRISSOM CORRIDOR

No City of San Antonio incentives are identified as currently applicable to the proposed Huebner/Babcock Station Area. Redevelopment to transit-supportive densities and design standards in the near term will require that gap financing tools available in the central city be made available in station areas. Incentives to proactively address environmental constraints, incorporated as major site amenities, may also be needed. The market for transit-supportive development in the Huebner/Babcock Station Area is untested. The City of San Antonio should consider investing in catalytic projects that demonstrate the viability of transit-supportive development to future developers.

Key implementation steps suggested for Huebner Station include:

- Catalytic projects that include significant public financing and help provide development comps.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Extension of CCHIP and/or TIRZ-type funding to include identified station area sites.

REDEVELOPMENT OPPORTUNITIES



Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR



PROTOTYPE SITE DEVELOPMENT

This section highlights how changing zoning regulations and applying development incentives could spur catalytic development in the Huebner/Babcock Station Area. Consider a 2.5 acre site located at the south-east corner of Babcock and Huebner. The existing zoning on the site is C3* which does not allow residential uses in new construction. The three scenarios in table xx below show what could be built under existing standards and optimized TOD standards, with and without a density bonus.

Table xx: Prototype Site Development Scenarios			
Development Scenario	Existing Standards	Optimized TOD	Optimized w/30% Bonus
Building Type	3-story apartments	3-story res. over retail	4-story res. over retail
Zone	MF-50	TOD-NMS-C1	TOD-NMS-C1
Lot Size	2.5 Acres	2.5 Acres	2.5 Acres
Density	50 Units per Acre	60 Units per Acre	78 Units per Acre
Total Units	125	150	196
Affordable Units	0	0	19 at 80% AMI
Average Unit Size	750 sqft	715 sqft	700 sqft
Average Rent (market)	\$1.60 / sqft	\$1.60 / sqft	\$1.60 / sqft
Average Rent (affordable)	n/a	n/a	\$1.17 / sqft
Internal Rate of Return (IRR)	2.2%	4.4%	5.3%

**for illustrative purposes, a rezoning from C3 to MF50 was assumed in the existing standards case.*

Given current market rents, the approximately \$41 million project achieves only a 5.3% return on cost in the best scenario. To realize a minimum 10% rate of return drawing private investment capital, a CCHIP-type incentive tool would need to be extended to this station area.

Making this project economically viable requires:

- 10-year property tax abatement on residential component only (excluding retail)
- Total subsidy is \$10.7 million over ten years (26% of total project cost)
- Net public revenue on this project still positive at \$2.5 million over 10 years.

Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

To create a more walkable environment, a series of recommendations are provided in the table below. These recommendations are intended to make Huebner/Babcock Station more accessible and safer for all users. To implement these recommendations, consider VIA's Guide to TSLU for roadway improvement types, and when complete in 2018, reference the VIA Urban Design Guide.

Infrastructure	Existing Condition	Recommended Improvements
Transit Facility	Bus stops currently exist along Huebner Road, Babcock Road, and Whitby Road.	<ul style="list-style-type: none"> Add shelters with lighting, trash cans, and seating for those bus stops currently without access to the proposed high capacity station.
Intersection	The wide crossing distance (Huebner Road with 6 lanes, Babcock Road with 5 lanes), can be challenging to for non-motorized users of the roadway to cross and can feel unsafe for non-motorized users of the transportation system.	<ul style="list-style-type: none"> Provide greenscaping to the existing pedestrian islands. This betterment will also have the potential to serve as a stormwater management feature. Consider widening and adding landscaping to the refuge island in the median. This function protects the pedestrian while also slowing vehicles (calm traffic), raise driver awareness of pedestrians in the roadways, and provide refuge for pedestrians. Consider adding add enhanced markings to the existing crosswalks such as tinted asphalt, thermoplast, etc.).
Driveways / Curb Cuts	Multiple business entrances along the corridor with individual driveway access creates numerous points of conflict. It also impacts the function of the sidewalk as the sidewalk is interrupted by sloped driveways that are often sloped beyond ADA standards.	<ul style="list-style-type: none"> Add signage to make drivers aware of pedestrians. Add colored paint to driveway/sidewalk/roadway to call out pedestrian and bicycle use of this shared space. Prohibit left turns into and out of driveways, provide a barrier in the roadway to prevent left turns. Add signage to communicate this restraint to drivers. Where appropriate, this median barrier can also serve as a midblock crossing. If frontage redeveloped as a larger assembled parcel, provide one driveway access point and move parking to behind the new development, which could be oriented toward the street, consistent with pedestrian-oriented urban design.
Crossings	The study area is comprised of very large blocks with minimal pedestrian crossings.	<p>Reduce block sizes during redevelopment by creating landscaped pedestrian walkways to services within large new development. When redeveloping large lots, create a real block system by requiring actual streets (with sidewalks, trees, etc.) instead of internal driveways.</p> <ul style="list-style-type: none"> Add new actuated, signaled, pedestrian crossing at: <ul style="list-style-type: none"> Huebner and the apartment complex, Landmark at Atrium Commons Eckhart Road Huebner Road and Whitby Road. Whitby Road, where it creates a 3 way intersection with other roadways by the name of Whitby. Add a new pedestrian crossing of Babcock at the creek crossing.

Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

Infrastructure	Existing Condition	Recommended Improvements
Complete Streets	Sidewalks exist along Huebner and Babcock Road, however, there are additional features that would improve the pedestrian environment along Huebner Road.	<ul style="list-style-type: none"> • Increase pedestrian crossings (determine a minimum number of crossings per distance for transit station areas) improve safety for all users. • On high volume roadways (>3000 Average Daily Traffic) actuated signalized crossings are recommended over non-signalized crossings. • Streets should also include street furniture, pedestrian lighting, landscaping and shading devices.
Landscaping	Limited shade or buffer for pedestrians.	<ul style="list-style-type: none"> • Relocate sidewalk to back edge of ROW. Replace with planting strip and street trees (assuming they meet clearance requirements). Plant shade trees near current and future stations and add greenscaping as a buffer between roadway and pedestrians, and parking and pedestrians. • Within 1/8 mile of the primary intersection, add a landscaped median. • Add landscaping/stormwater retention features to existing pedestrian islands.
Lighting	There is street lighting along north and south sections of corridor on power poles, lighting is designed for automobiles.	<ul style="list-style-type: none"> • In the planting strip between relocated sidewalk and road, add lighting that is pedestrian-oriented in scale and design.
Bicycle Parking	There is no evidence of bicycle parking in the study area, except for 1 rack at HEB.	<ul style="list-style-type: none"> • Provide a variety of bicycle parking options proximate to the station to provide secure parking and easy access to the station for those people that choose to arrive by bicycle. • For a major bicycle parking facility, identify potential bike parking locations early, so that if redevelopment of the station site occurs, the site can be wired with the electrical utilities necessary to serve the station. • Consider siting a bicycle corral and small park between Whitby Road and Babcock Road along the north side of Huebner Road. For examples of bicycle corrals, please see http://bike.lacity.org/what-we-do/bicycle-parking/bicycle-corrals/ • Coordinate with local businesses to place high quality bicycle parking facilities in front of their businesses, or as a replacement for one parking place. • Consult the APTA Design Guidelines for Bicycle Parking at Transit Stations (expected publication date, 12/2017) for best practices, bike parking facility options, costs, and program and security considerations.

Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

Infrastructure	Existing Condition	Recommended Improvements
Bike Share Stations	There are no bike share stations in the study area.	<ul style="list-style-type: none"> As the regional Bike Share program expands, coordinate with the program regarding opportunities to provide additional bicycle mobility for short trips in the station area by encouraging placement of Bike Share stations in the study area. Identify potential locations early, so that if redevelopment of the Bike Share station site occurs, the site can be wired with the electrical utilities necessary to serve the station in advance, rather than retrofitted with these services at the time of station installation.
Sidewalk / ADA	Sidewalks tend to range from 4-6 feet wide, many sidewalks are interrupted by driveways.	<ul style="list-style-type: none"> Ensure all sidewalks are designed and maintained to provide the least running slope possible. During future reconstruction, widen sidewalks to be able to accommodate one person using a mobility device alongside one other person.
	In several locations sidewalks have obstructions found within the sidewalk pathway.	<ul style="list-style-type: none"> Where appropriate, move power poles and other obstacles outside the footprint of the sidewalk so that the sidewalk is continuous and unobstructed from intersection to intersection.
	Pedestrian-actuated signals and ramps consistent with ADA standards are provided at 4 corners of the Huebner and Babcock Roads intersection.	<ul style="list-style-type: none"> Ramps appear to meet ADA standards in most locations. Several locations, would benefit from installing the ADA truncated domes on the surfaces of the walkway ramps. This includes locations such as on 3 of the four ramps at the intersection of Huebner Road and Oakland Road., and on the ramps at Whitby and Huebner Roads near the main study intersection.
	Only access to most services is by use of driveways, many of which are likely sloped more than 2%.	<ul style="list-style-type: none"> Add pedestrian/ADA pathways to services. The path to Whataburger at 4646 W Commerce Street and Walgreens at 4703 W Commerce Street (access from W Commerce Street) provide good examples of this type of improvement.