



Eastside Community Area Planning Team Meeting No. 10

Wednesday, February 12, 2020
St. Philip's College
Campus Center Building Heritage Room
6:00 to 8:00 PM



Auxiliary Marketing Services
Bowtie
Cambridge Systematics, Inc.
Economic & Planning Systems, Inc.
Mosaic Planning and Development Services
Ximenes & Associates

Eastside Community Area Project Team



- Garrett Phillips, Project Manager
City of San Antonio
- Jay Renkens, Principal
MIG, Inc.
- Krystin Ramirez, Senior Project Associate
MIG, Inc.
- Hannah Santiago, Associate
Cambridge Systematics, Inc.

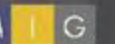
Today's Meeting



- Welcome and Introductions
- Project Process & Schedule
- Planning Team Meeting No. 8 Recap
- Mobility Framework Draft Map Review
- Table Exercise & Discussion
- Amenities Recap & Completion
- VIA UDC Update
- Wrap-up and Next Steps

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Project Process and Schedule



Sub-Area Planning Project Phases

1

Analysis & Visioning

Existing conditions; existing plans review; vision and goals; focus areas and corridors; Community Meeting #1

Early 2019

2

Plan Framework

Develop plan elements; focus areas and key corridors; transformative projects; Community Meeting #2

Mid 2019-Early 2020

3

Recommendations & Implementation

Action and phasing strategies; draft Plan elements; Community Meeting #3

Late 2019-Early 2020

4

Documentation & Adoption

Public Hearings, adoption, final summary and ePlan

Early-Mid 2020

Overall Schedule of Planning Team Meetings

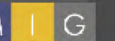
- ✓ **Meeting #1:** Kick-Off and Orientation; Sub-Area Plan Overview
- ✓ **Meeting #2:** Preliminary Identification of Opportunities of Challenges; Preliminary Visioning
- ✓ **Meeting #3:** Confirm Vision and Goals; Focus Areas and Corridors
- ✓ **Meeting #4:** Housing and Job Projections; Land Use (1 of 2)
- ✓ **Meeting #5:** Land Use (2 of 2)
- ✓ **Meeting #6:** Housing and Economic Development Strategies (1 of 2)
- ✓ **Meeting #7:** Housing and Economic Development Strategies (2 of 2)
- ✓ **Meeting #8:** Mobility (1 of 2)
- ✓ **Meeting #9:** Infrastructure and Amenities
- **Meeting #10: Mobility (2 of 2)**
- **Meeting #11:** Transformative Projects; Design Character

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Planning Team Meeting No. 8 Recap



Defining Linkages – Planning Team No. 8



People, Pedestrian, and Transit



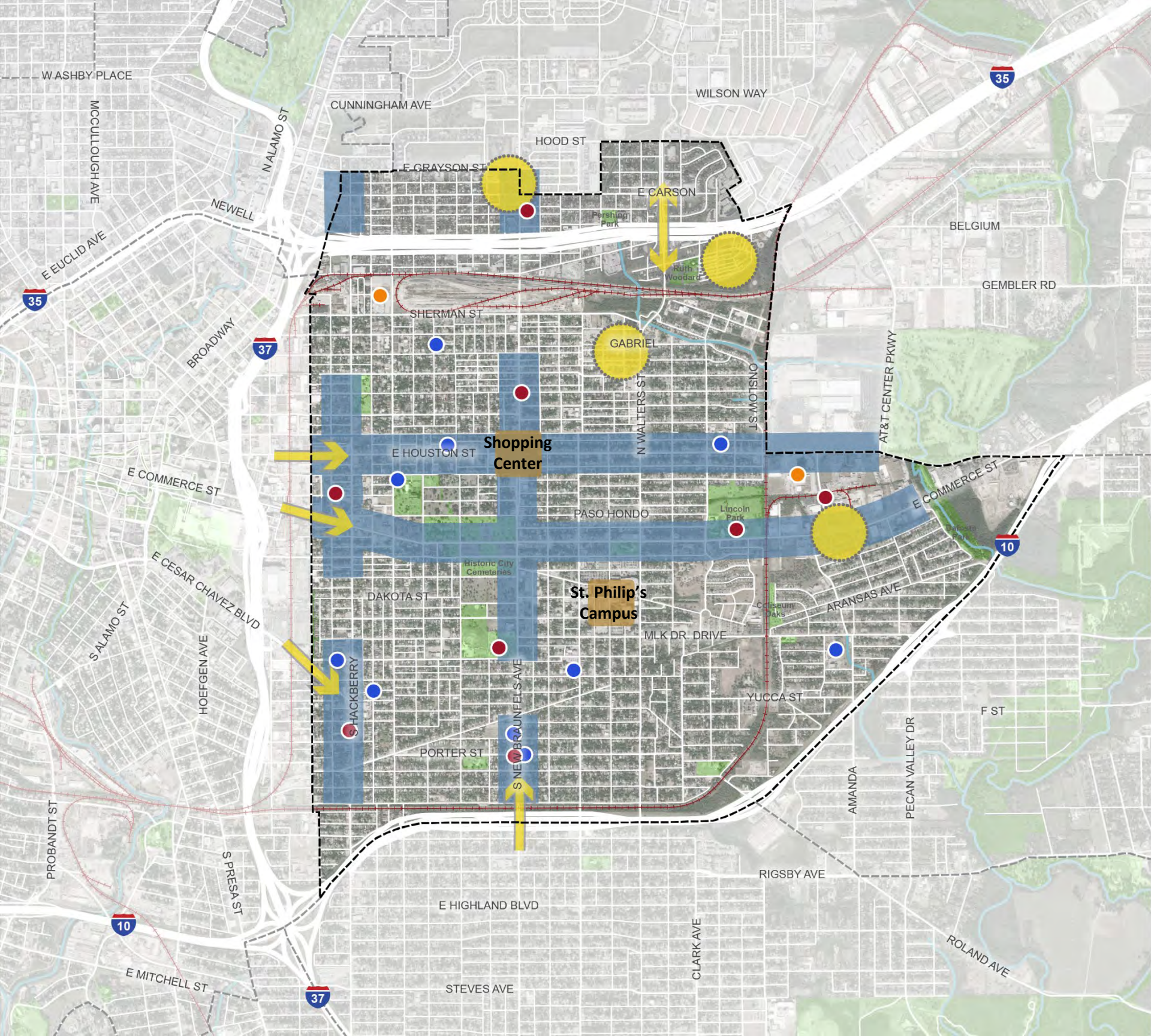
Cycling and Micromobility



Motor Vehicles and Freight

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Mobility Framework Draft Map Review



Eastside
COMMUNITY AREA PLAN

MOBILITY
FRAMEWORK

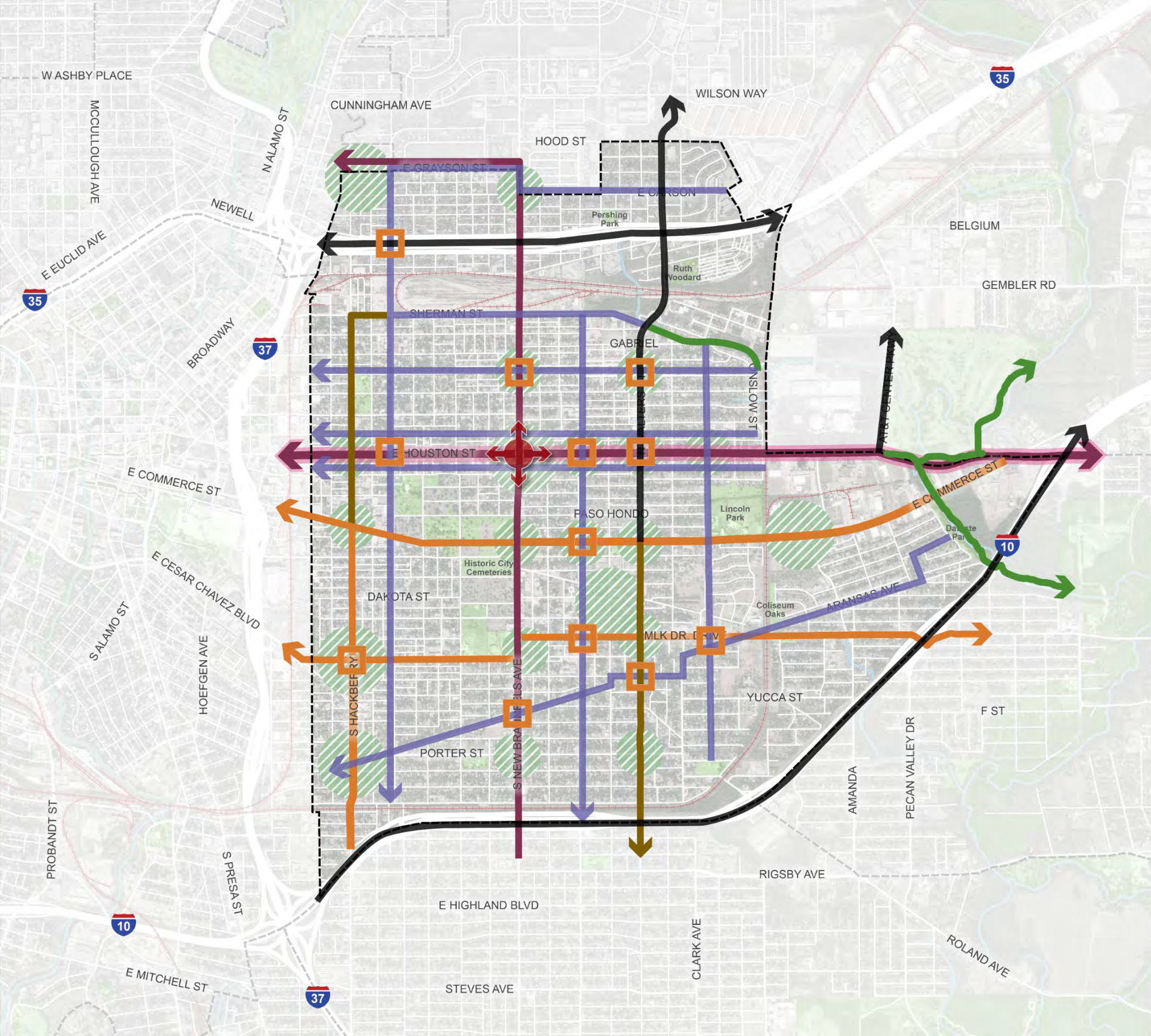
- LEGEND
- Community Plan Area Boundary
 - Rail Line
 - Park or Open Space
 - Stream
 - Major Destination
 - Focus Area
 - Minor Destination
 - Potential Freight Origins
 - Schools
 - Neighborhood (Origin)
 - Neighborhood (Outside Origin)





Discussion

- Do the modal **priorities** make sense?
- Are we missing key **linkages**?
- Does the mobility framework meet your expectations?
- Which elements are the **most pressing or urgent**?

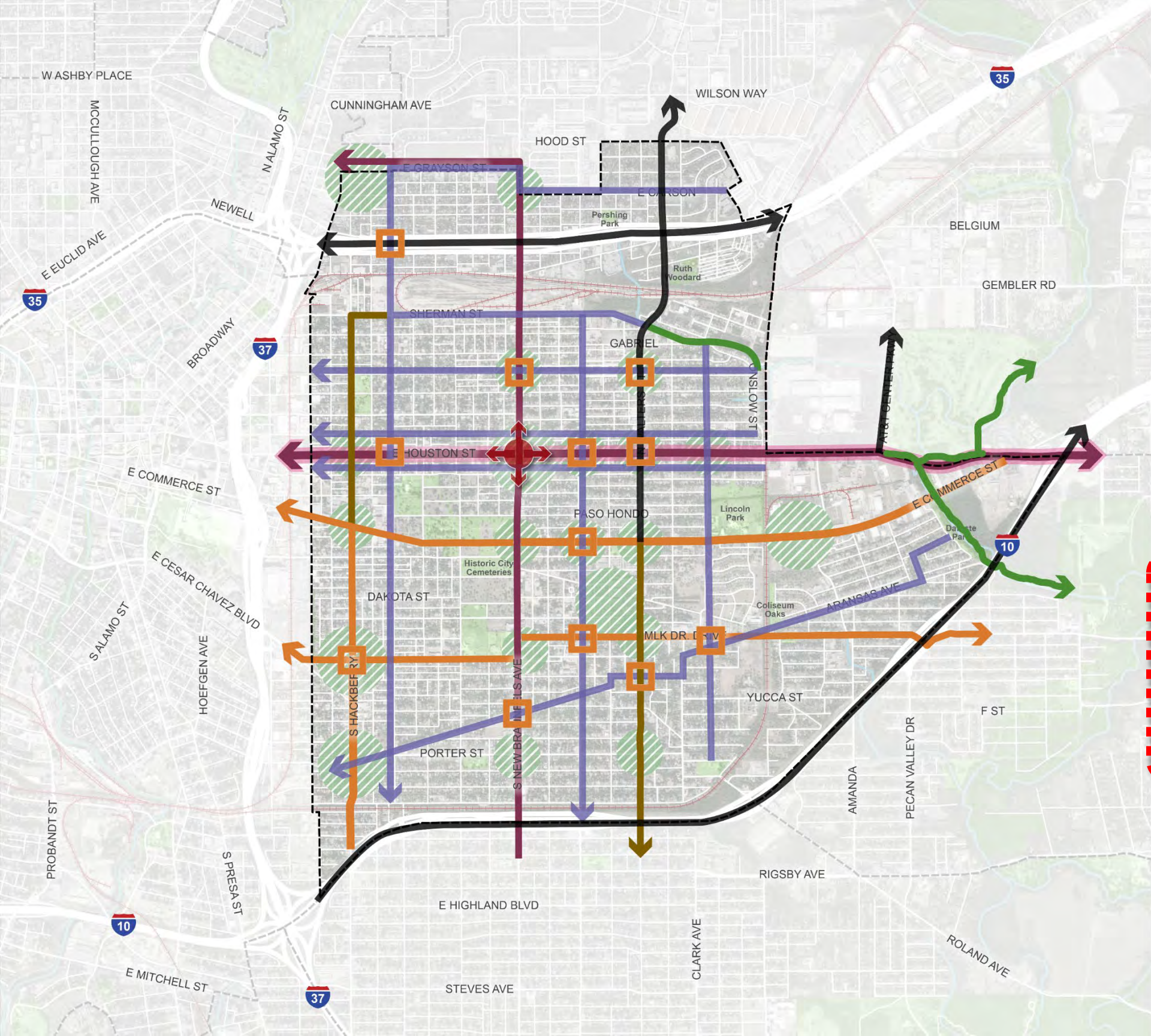


Eastside COMMUNITY AREA PLAN

MOBILITY FRAMEWORK

- LEGEND
- Community Plan Area Boundary
 - Rail Line
 - Park or Open Space
 - Stream
 - Existing Greenway
- Important Linkages / Focus Areas
- Automobile
 - Automobile + Freight
 - Bicycles / Micromobility
 - VIA High Capacity Transit Corridor
 - Transit / Pedestrian
 - Balanced / Multimodal
 - Pedestrian Focus Area
 - Intersection / Crossing Enhancement
 - Mobility Hub

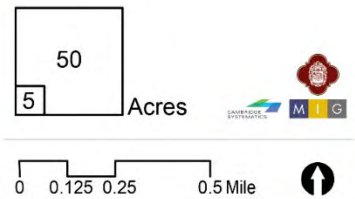




Eastside
COMMUNITY AREA PLAN

MOBILITY
FRAMEWORK

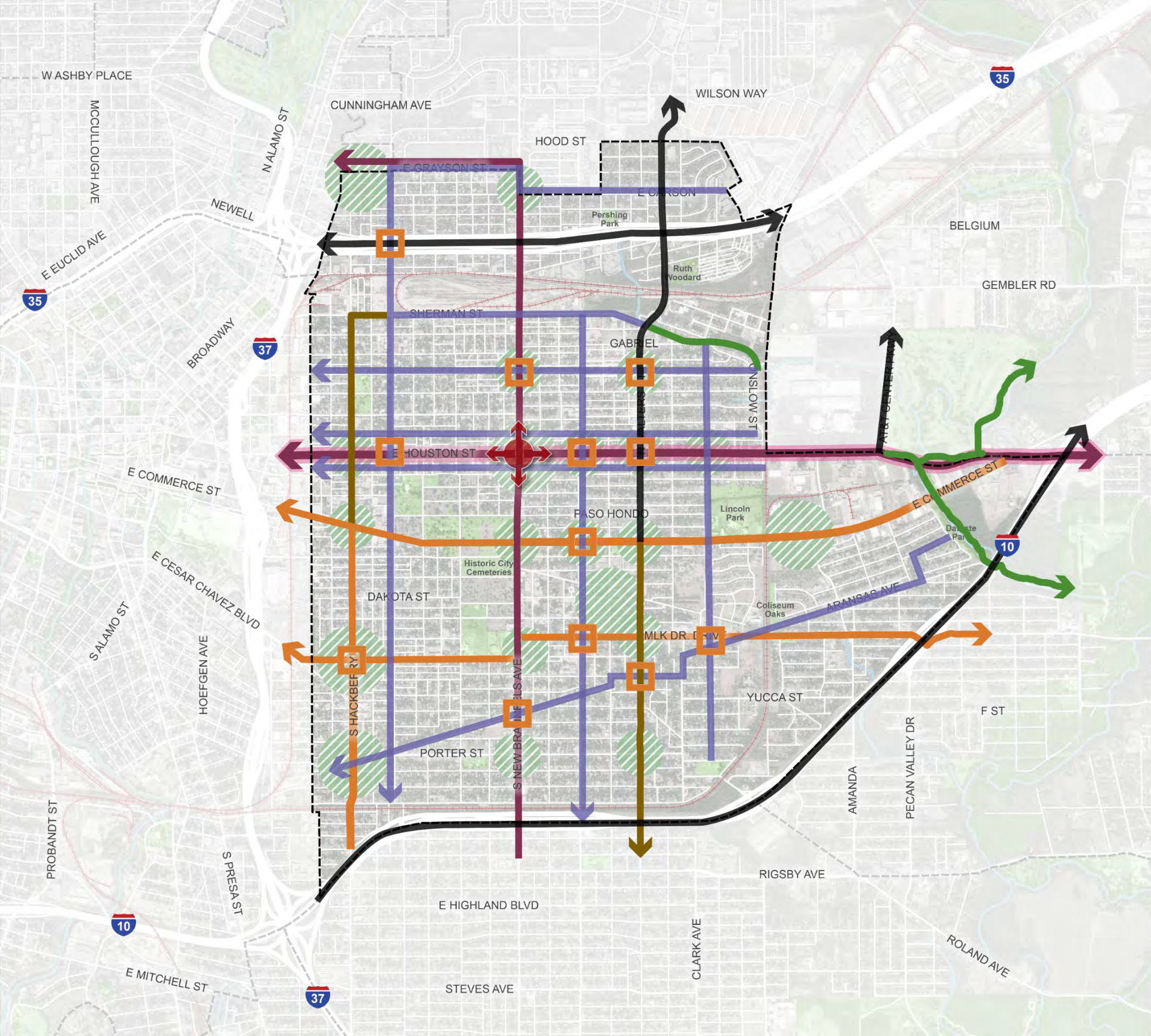
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Priority/Emphasis Corridors



- Emphasis on specific mode
- Design treatments
- Tradeoff decisions (limited ROW)
- Does not exclude other users



Eastside COMMUNITY AREA PLAN

MOBILITY FRAMEWORK

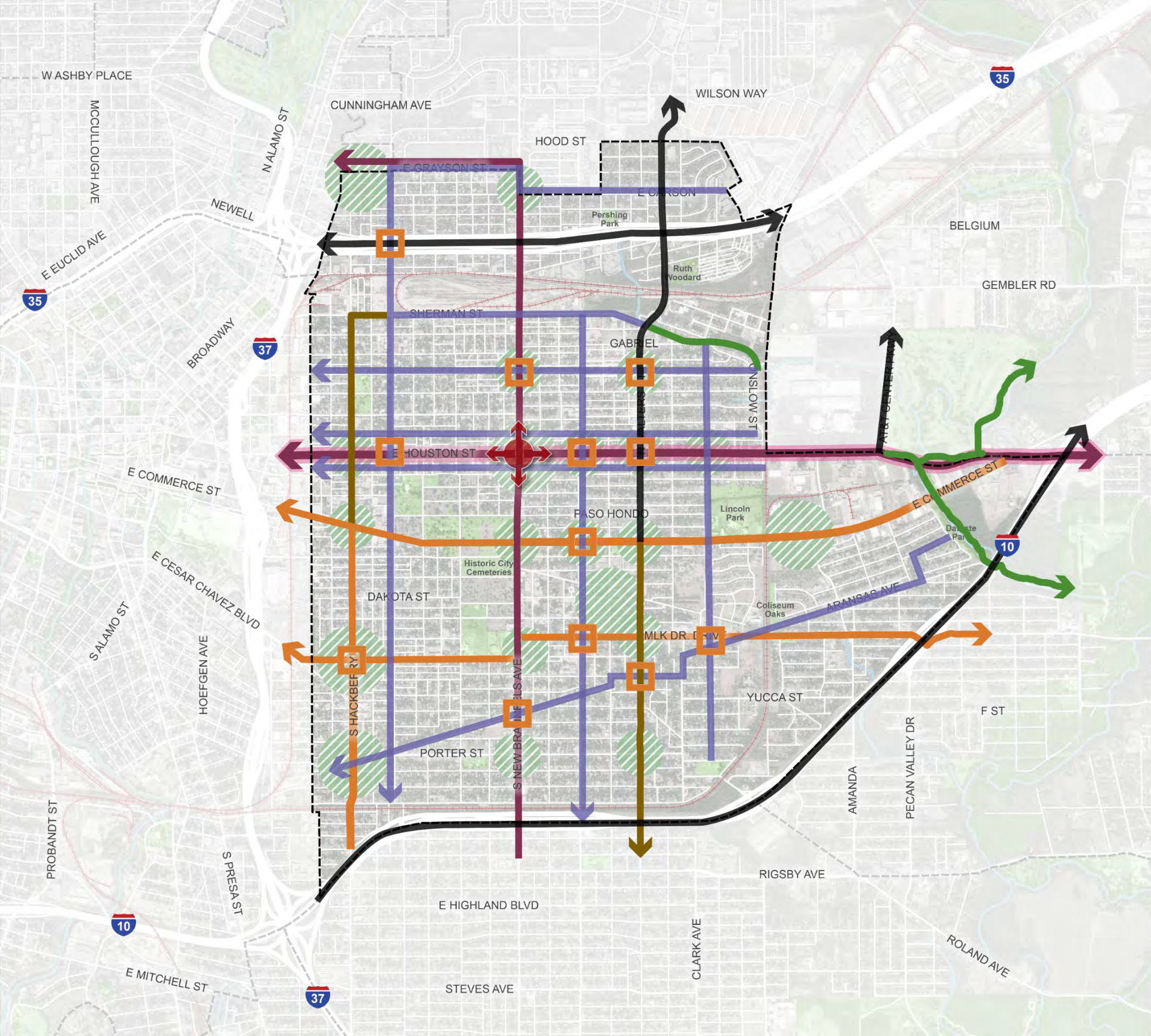
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Pedestrian Focus Areas

- Specific “nodes” of pedestrian activity
- Good sidewalks
- Safe, balanced intersections
- Ample crossing opportunities

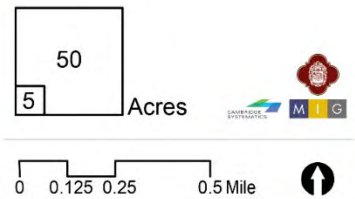




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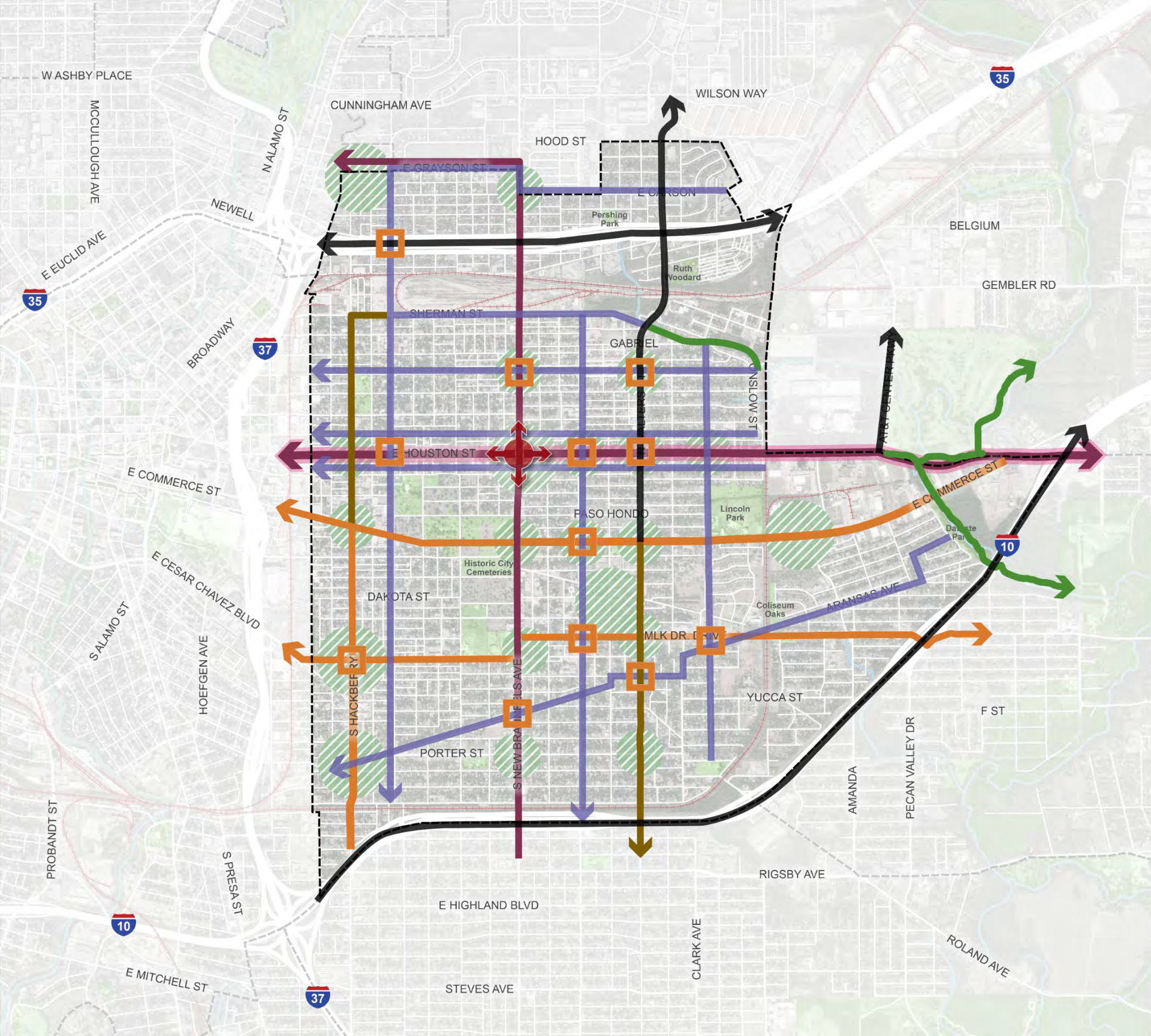




Crossing Enhancements

- Specific locations where crossing is a priority
- High visibility
- Lower motor vehicle speeds
- Multimodal
- Signalized or unsignalized

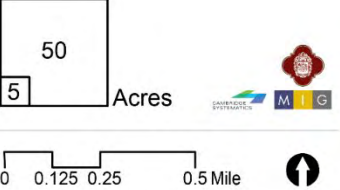




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 - Mobility Hub





Mobility Hubs

- Emphasis on modal access and connectivity
- Intuitive and user friendly
- Scalable



Discussion

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- Are we missing key **linkages**?
- Does the mobility framework meet your expectations?
- Which elements are the **most pressing or urgent**?

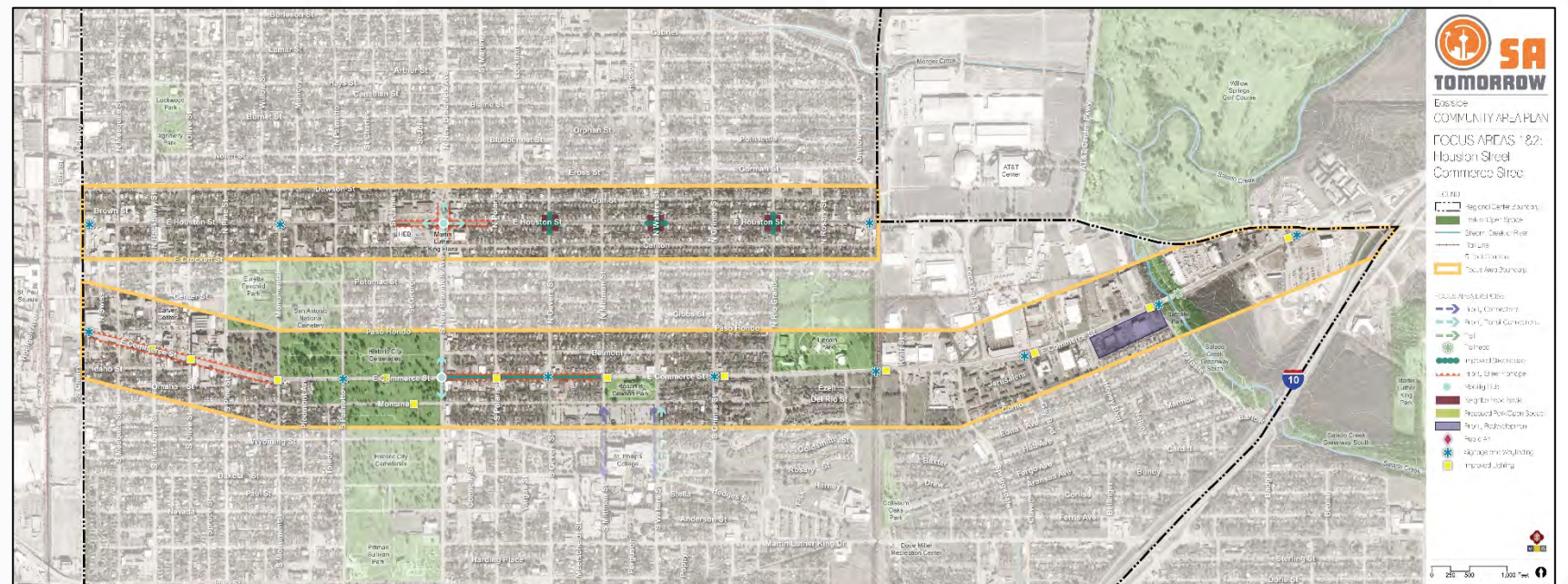
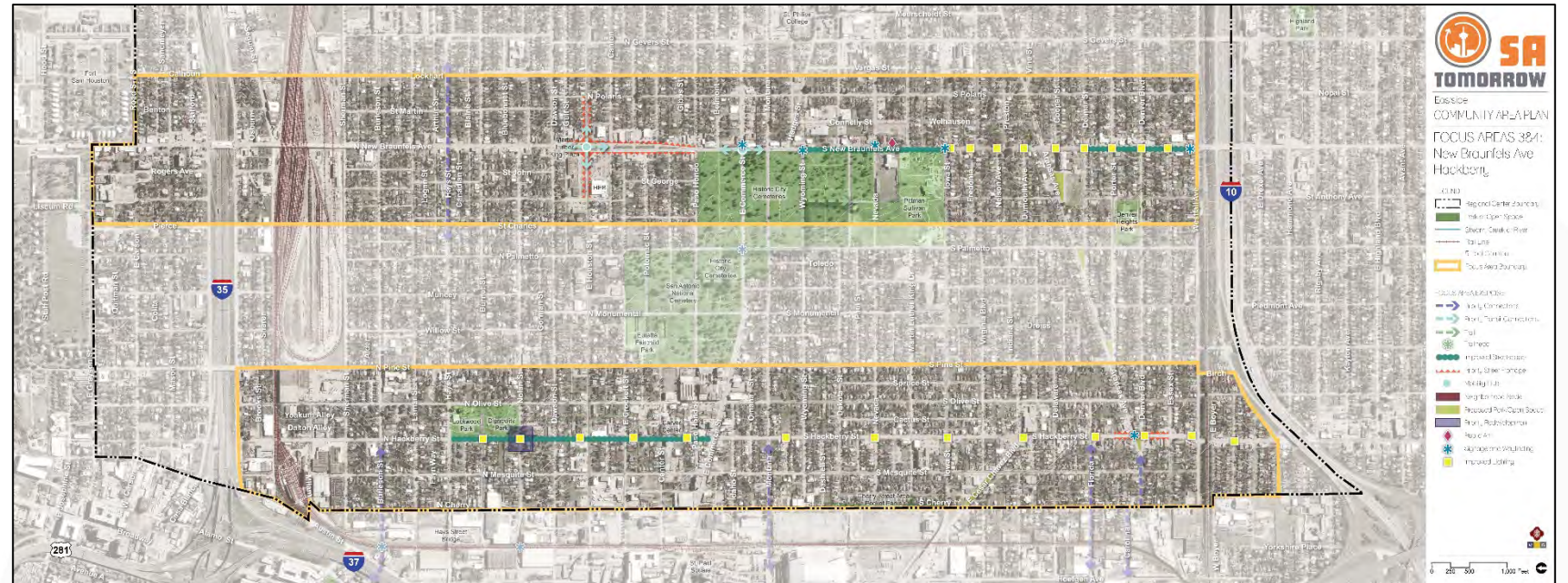


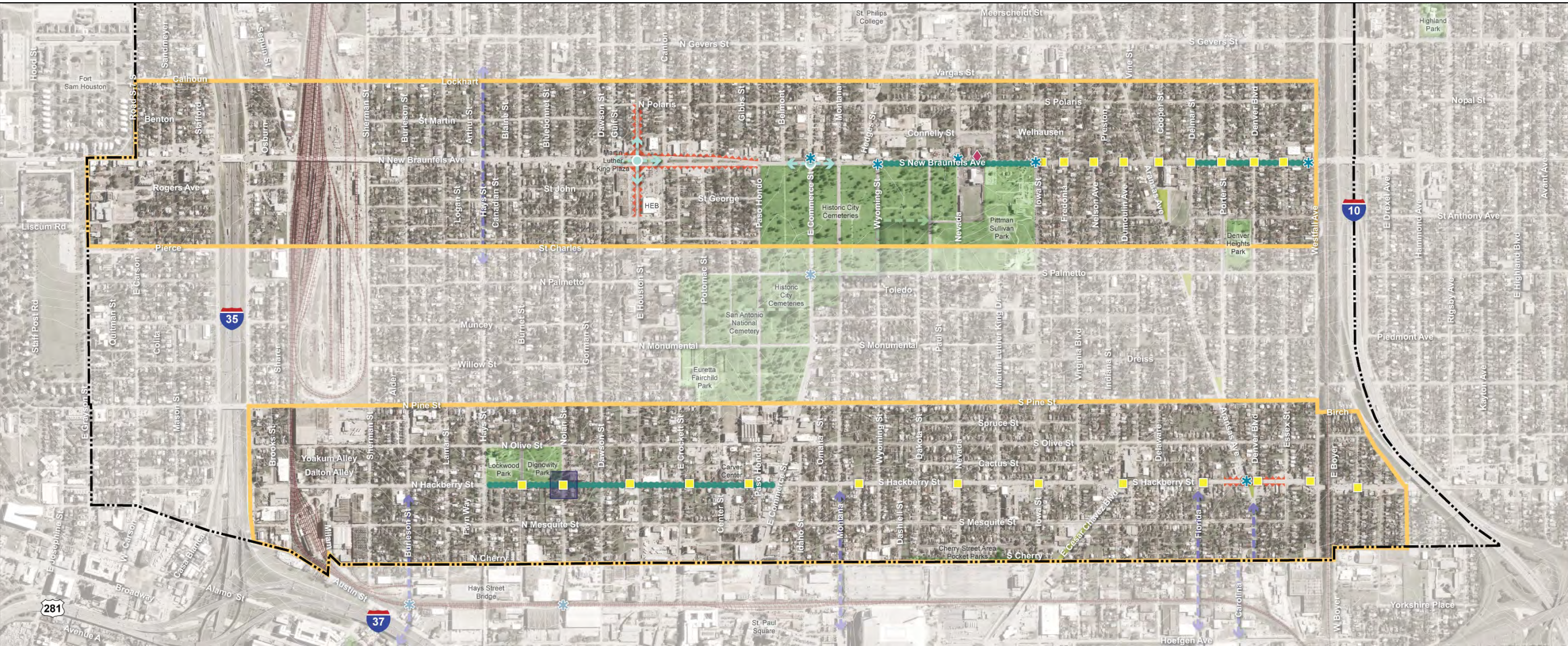
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Amenities & Public Space
Draft Map Review







Eastside
COMMUNITY AREA PLAN

FOCUS AREAS 3&4:
New Braunfels Ave
Hackberry

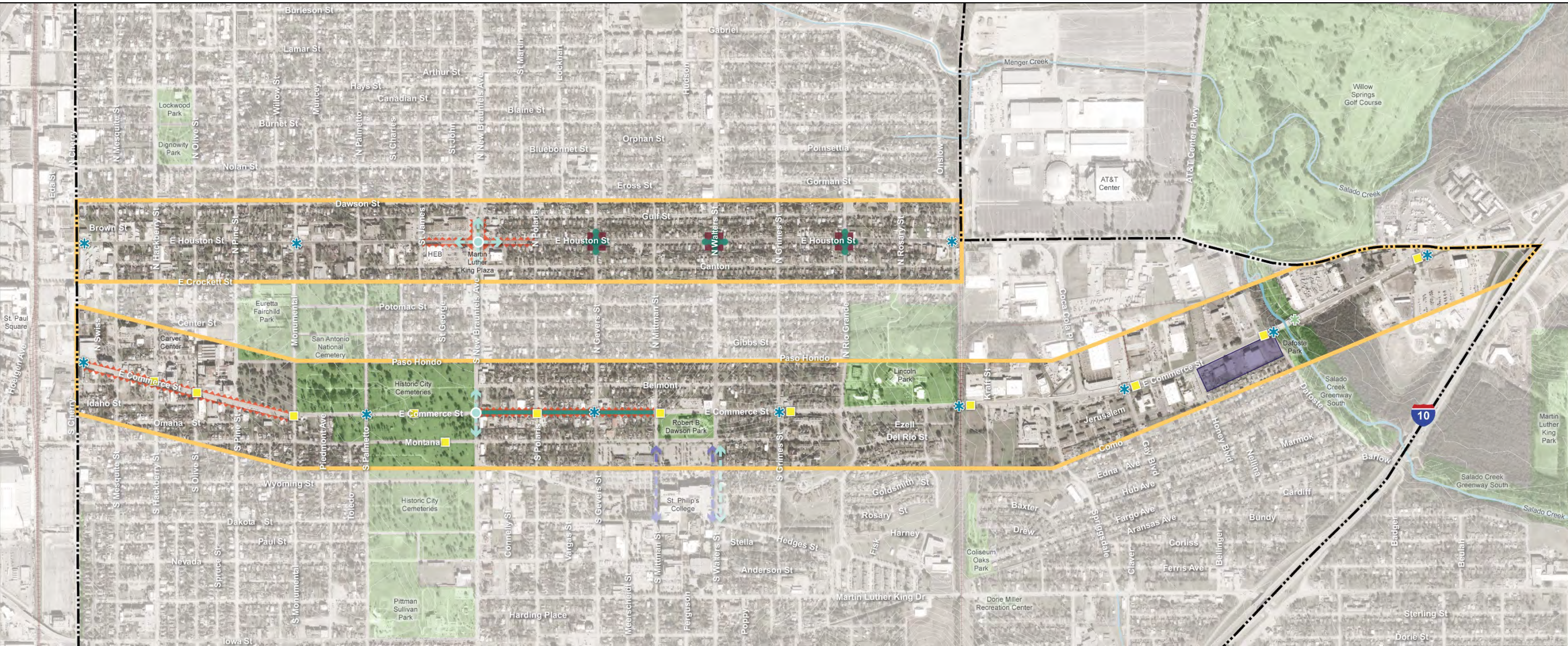
LEGEND

- Regional Center Boundary
- Park or Open Space
- Stream, Creek or River
- Rail Line
- 5 Foot Countour
- Focus Area Boundary

FOCUS AREA EXERCISE

- Priority Connections
- Priority Transit Connections
- Trail
- Trailhead
- Improved Streetscape
- Priority Street Frontage
- Mobility Hub
- Neighborhood Node
- Proposed Park/Open Space
- Priority Redevelopment
- Public Art
- Signage and Wayfinding
- Improved Lighting







Eastside
COMMUNITY AREA PLAN

FOCUS AREAS 1&2:
Houston Street
Commerce Street

LEGEND

- Regional Center Boundary
- Park or Open Space
- Stream, Creek or River
- Rail Line
- 5 Foot Countour
- Focus Area Boundary

FOCUS AREA EXERCISE

- Priority Connections
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Information on VIA Unified
Development Code
Amendment



UDC REVISION RECOMMENDATIONS for TRANSIT ORIENTED DEVELOPMENT

Introduction

February 2020



SA TOMORROW COMPREHENSIVE PLAN



Growth and
City Form



Transportatio
n &
Connectivity



Housing



Jobs &
Economic
Competitivenes
s



Community
Health &
Wellness



Public
Facilities &
Community
Safety



Natural
Resources &
Environmenta
l
Sustainability



Historic
Preservatio
n & Cultural
Heritage



Military

Population
increase of
1 million people
by 2040
*SA Tomorrow
Comprehensive
plan*



City Planning Department's Amendment



JOIN THE CONVERSATION!

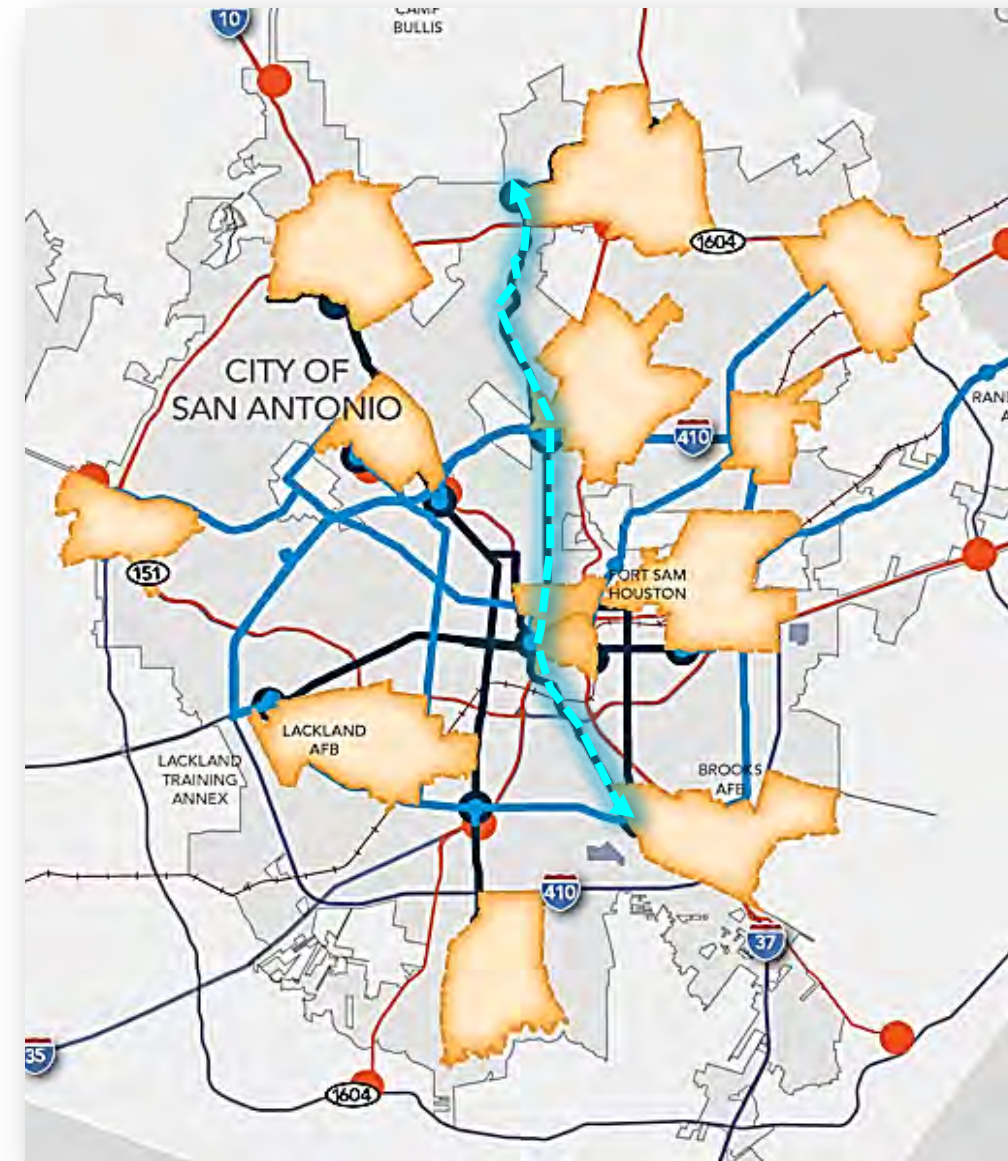


Federal Transit Authority (FTA) OPPORTUNITY



❑ FTA FUNDING

- Pilot Program for TOD Planning
- FTA Mission to improve public transit
- **Integrate Land Use and Transportation** w/ fixed guideway or core capacity capital investment
 - Improve Economic Development/Ridership
 - Foster Multi-modal Connectivity/Accessibility
 - **Improve Transit Access for all users**
 - Engage Private Sector
 - Identify Infrastructure Needs
 - **Enable Mixed-Use Development near Transit Stations**



*VIA will work with the City of San Antonio to **plan for TOD** along the North-South/ Central Rapid Transit Corridor Project **between the San Antonio International Airport and Roosevelt Avenue & Steves Avenue***

Transit-Oriented Development (TOD) Planning



❑ Step One: Revise the City Code (Unified Development Code):

- Comprehensive set of TOD Unified Development Code (UDC) text revision recommendations for consideration by the City
- Amendment Submission Deadline: May 1, 2020

Existing code information

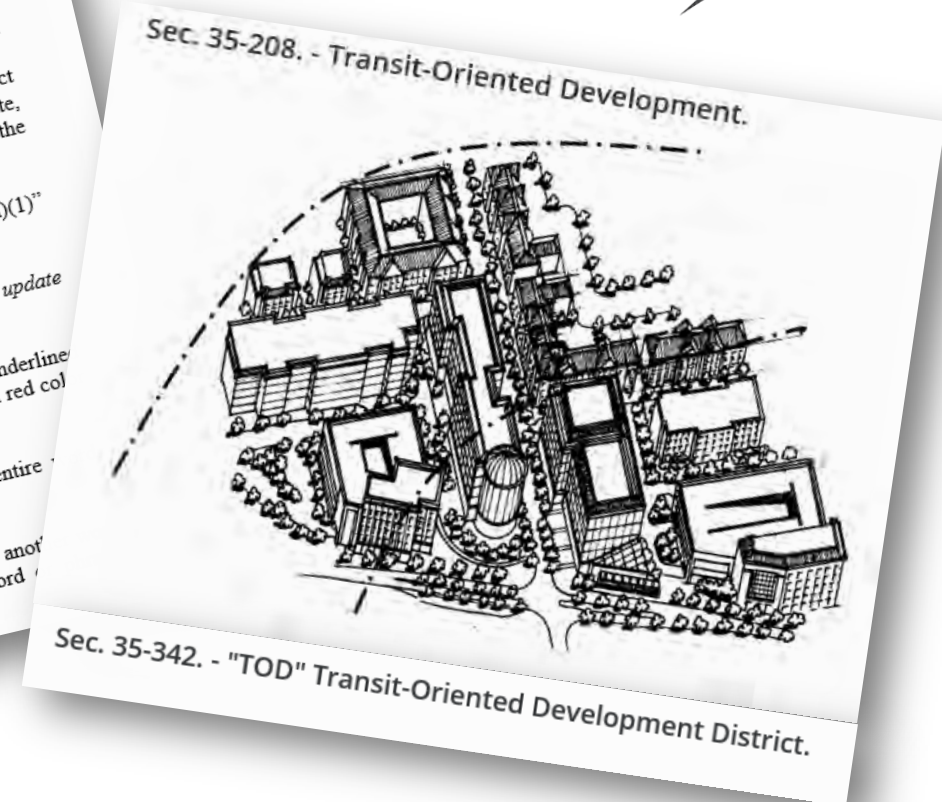
2.) Review of Proposed Amendments

All external requests for UDC amendments shall be submitted to the Policy Administrator by email and shall include the following documents and shall comply with the following formatting:

- ☐ Completed UDC Update Request Application indicating the point of contact name, organization (if applicable), address, phone number, email, signature, date, the basis for update, the reason for the update, and a brief summary of the proposed amendment.
- ☐ Include the entire code section in your submittal. [Example: "35-378(a)(1)"] instead of just "(a)(1)"]

Note: Only Chapter 35, the UDC, can be updated through the 5-year update process

- ☐ Language of the proposed changes to the UDC with added language underline and in blue color (*example*) and stricken language struck through and in red color (*example*)
- ☐ When a portion of a word is proposed to be deleted, delete the entire word. (Example: "*example exempt*" instead of "*exemptample*")
- ☐ When a word or phrase is proposed to be deleted and replaced with another word or phrase, place the new word or phrase before the deleted word. (Example: "*example exempt*")



Transit-Oriented Development (TOD) Planning



❑ Step Two: Create Plans for Station Areas

- Define Station Area Typologies for ART corridors
- Creating a development guide



c. Bulk & Mass

Build-to	
A Front street build-to (min)	90%
B Side street build-to (min)	50%
Building Height	
C Height (max)	60' / 5 stories
D Height in required build-to (min)	30'
Story Height	
E Ground floor elevation (min/max)	0' / 2'
F Ground story, floor to floor (min)	14'
Articulation	
Building articulation	Required see Sec. 295-1207.1

d. Activation

Glazed Area		
A Ground story		
Sill height (max)	2.5'	2.5'
Window height (min)	6'	6'
Glazed area (min)	70%	35%
B Upper story		
Sill height (max)	4'	4'
Window height (min)	4'	4'
Glazed area (min)	35%	35%
C Blank wall area (max)	20'	40'
Pedestrian Access		
D Street-facing entrance	Required	Required
E Street-facing entrance spacing (max)	50'	n/a

Connecting Regional Centers with Transit

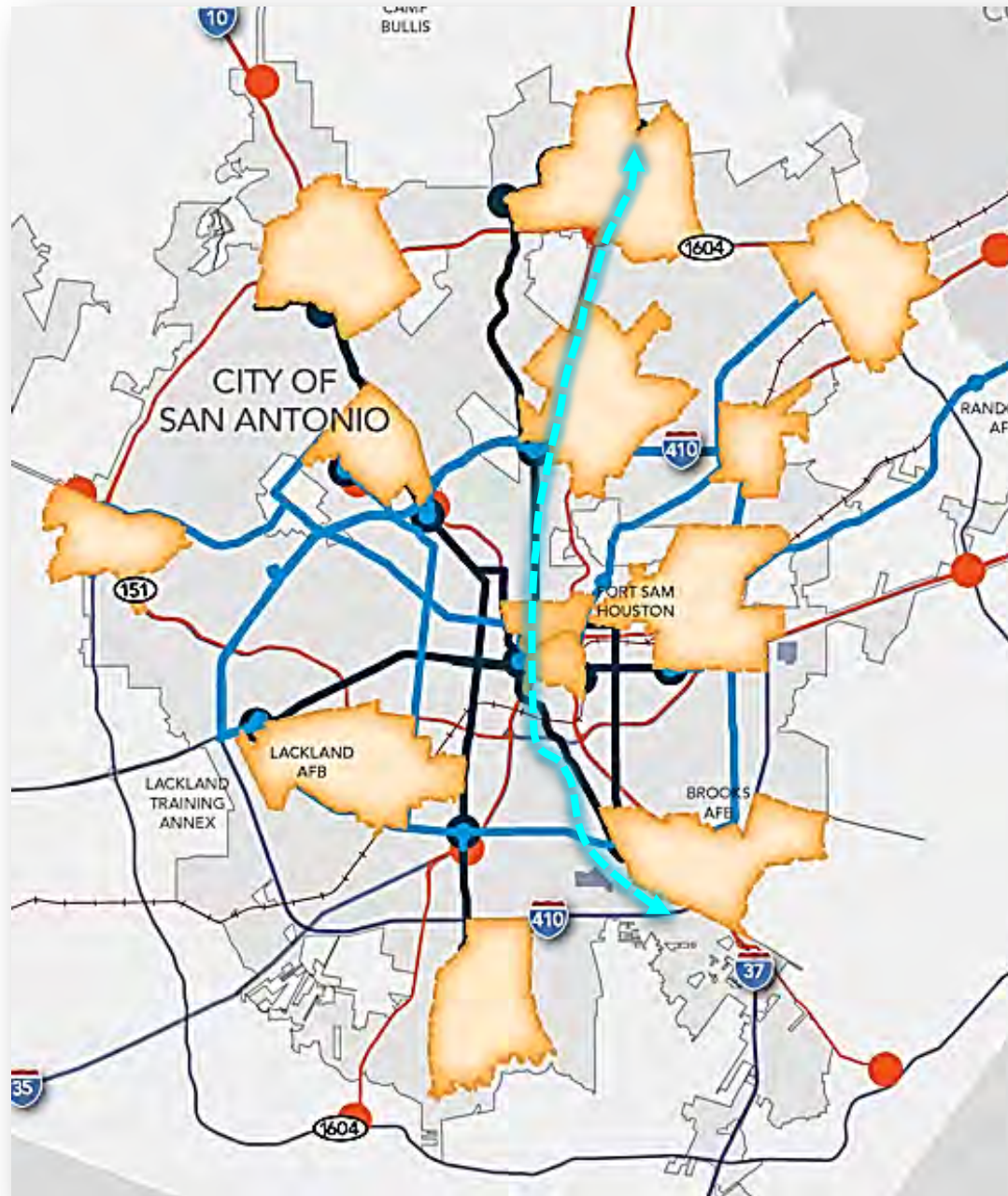


Image Source: SA Tomorrow



Low Intensity Station Area



High Intensity Station Area

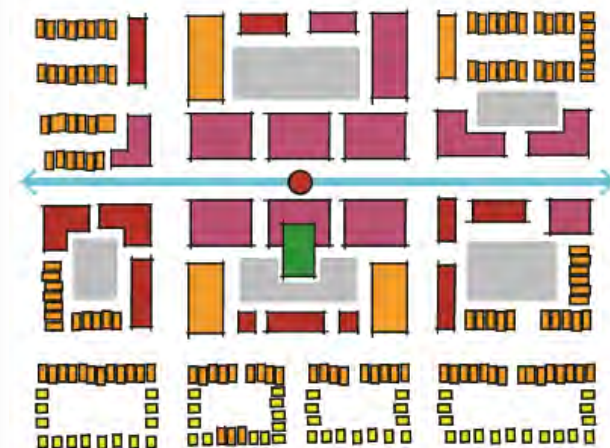
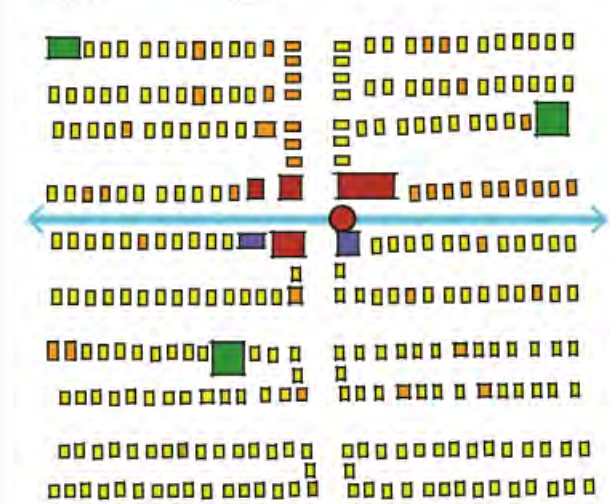


Image Source: VIA Guide to Transit Supportive Land Use

Station Typology Approach

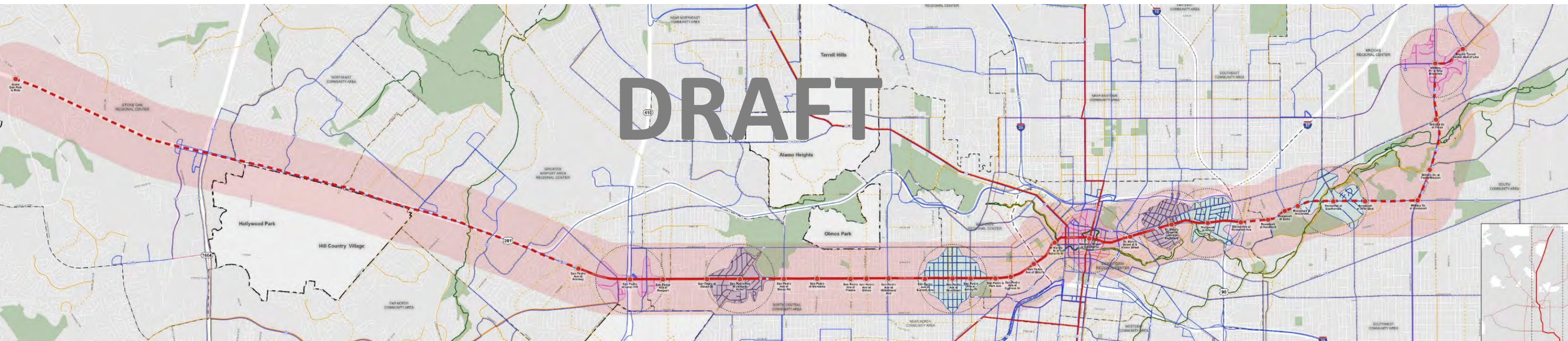


❑ PUBLIC REALM

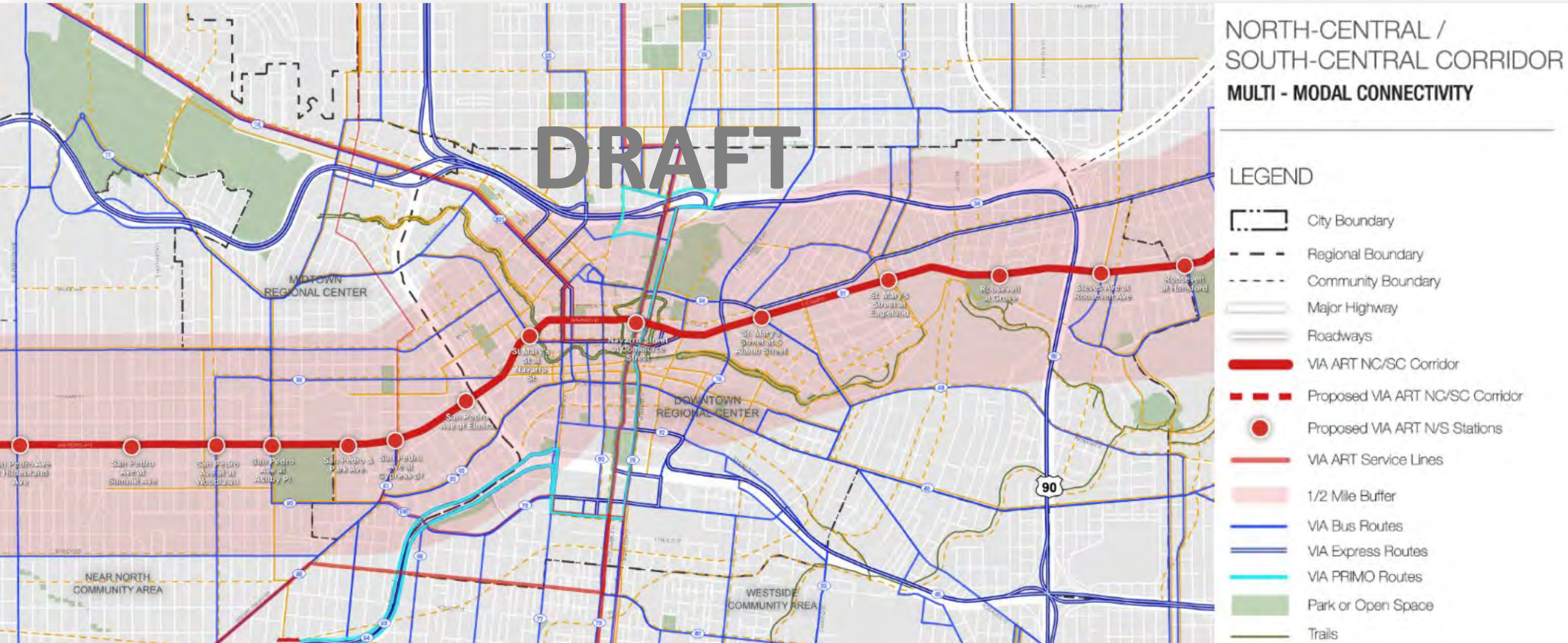
- ROW
- Traffic and Number of Lanes
- Multi-Modal Connectivity

❑ PRIVATE REALM

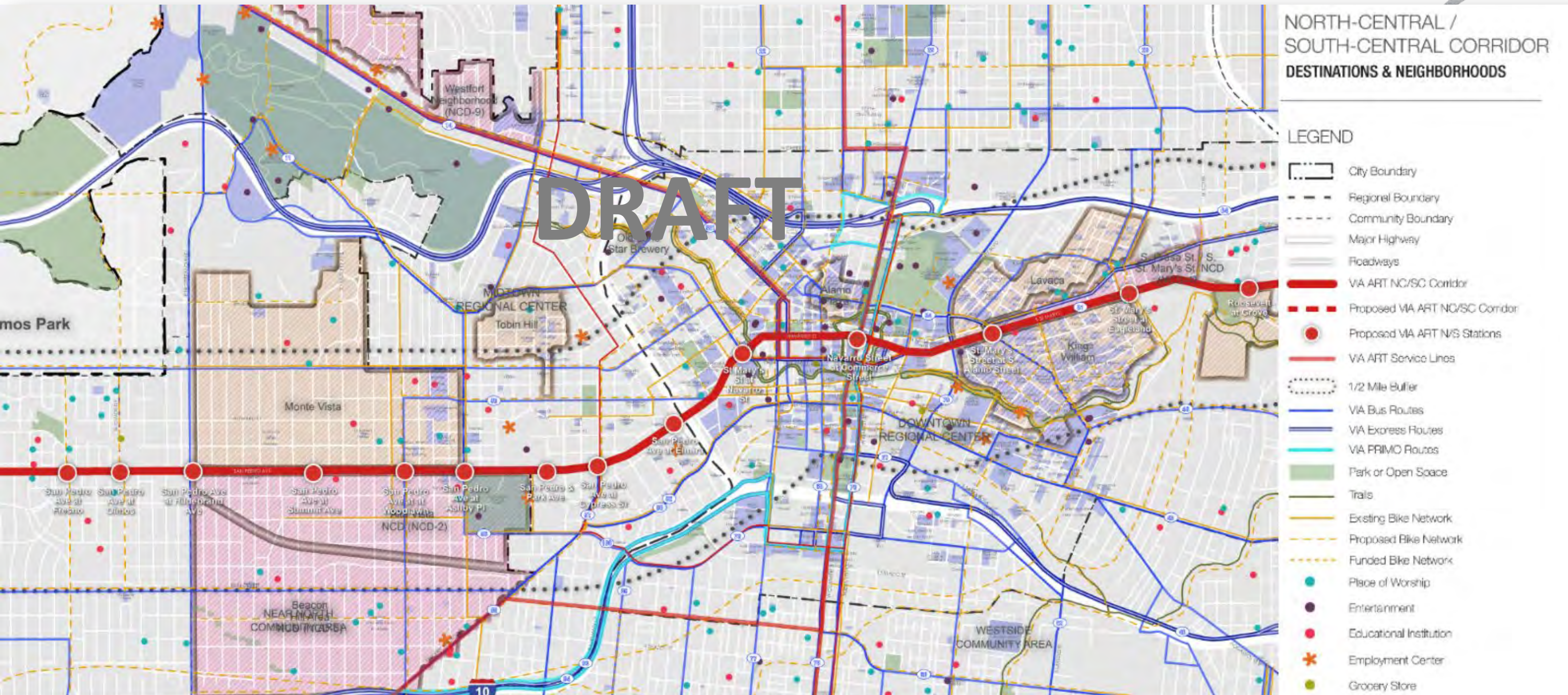
- Land Use Context
- Neighborhood Context/Character
- Destinations



Station Typology Approach



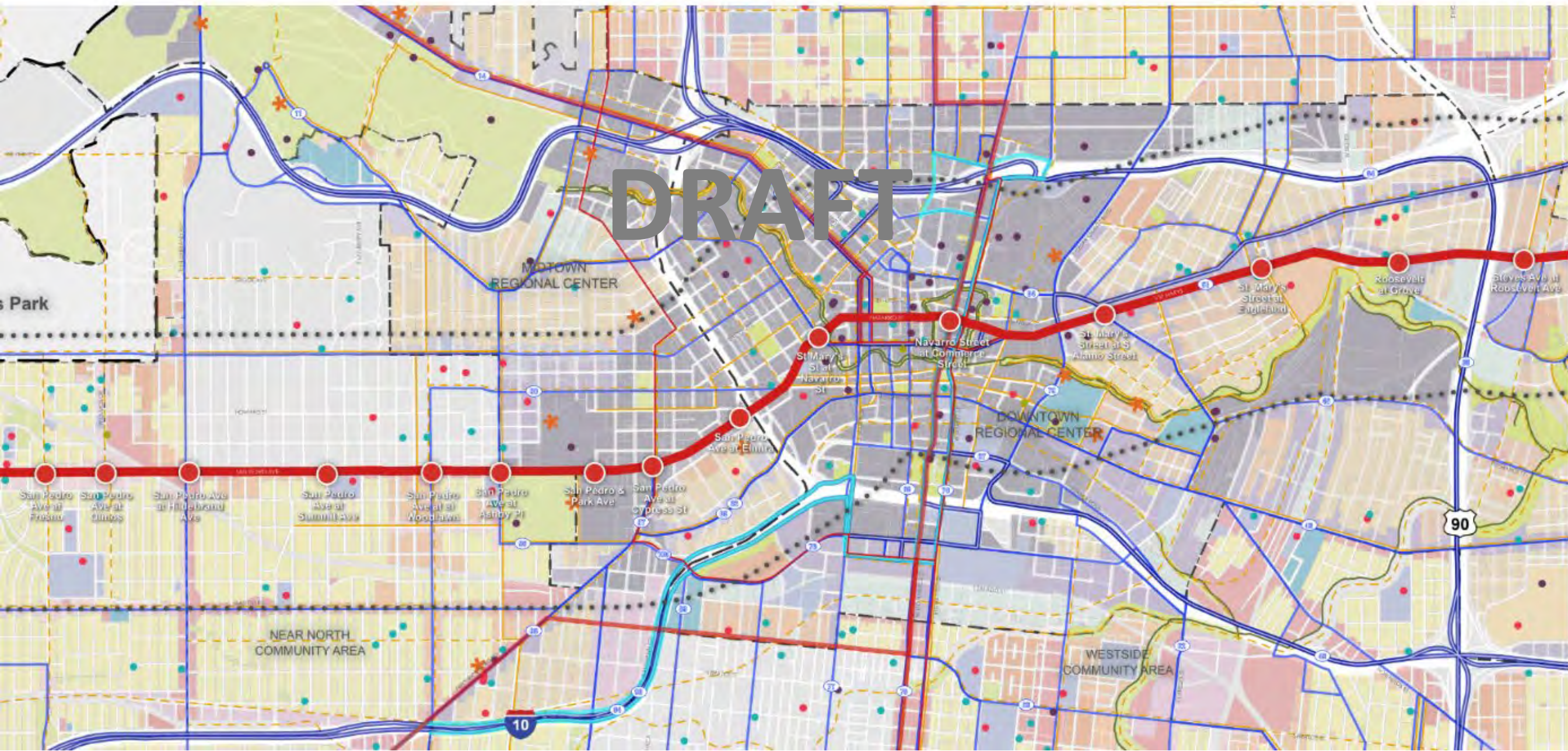
Station Typology Approach



Station Typology Approach



NORTH-CENTRAL /
SOUTH-CENTRAL CORRIDOR
FUTURE LAND USE



LEGEND

- City Boundary
- Regional Boundary
- Community Boundary
- Major Highway
- Roadways
- VA ART NC/SC Corridor
- Proposed VA ART NC/SC Corridor
- Proposed VA ART N/S Stations
- VA ART Service Lines
- 1/2 Mile Buffer
- VA Bus Routes
- VA Express Routes
- VA PRMO Routes
- Park or Open Space
- Trail
- Existing Bike Network
- Proposed Bike Network
- Funded Bike Network
- Place of Worship
- Entertainment
- Educational Institution
- Employment Center
- Grocery Store

FUTURE LAND USE

- Residential Estate
- Low Density Residential
- Urban Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Mixed-Use
- Urban Center Mixed-Use
- Regional Center Mixed-Use
- Employment / Flex Mixed-Use
- Business and Innovation Mixed-Use
- Light Industrial
- Heavy Industrial

Emerging Station Typologies



- ☐ Neighborhood Node
- ☐ Community Connector
- ☐ Regional Node



Image Source: SA Tomorrow

Emerging Station Typologies

Neighborhood Node



Emerging Station Typologies

Community Connector



Emerging Station Typologies

Regional Node





JOIN THE CONVERSATION!





**EMERGING STATION TYPOLOGY : Neighborhood Node**

Place a  beside the image you believe are appropriate for this station type.

Use a sticky note for additional comments.

The neighborhood station areas are proposed to be located along the main streets of residential neighborhoods. Future development will allow a diverse mix of mixed-use buildings and community gathering spaces to compliment existing and future local amenities such as schools, parks and shops. The character and scale of buildings respects the human scale and historic fabric of adjoining residential neighborhoods. Tree lined sidewalks, well defined crosswalks and bike facilities, and artistic transit stops provide multi-modal connectivity to existing neighborhoods and local destinations.

Character Of Buildings

Uses



Tuesday: 5 Wednesday: 7	Tuesday: 2 Wednesday: 4
TOTAL: 12	TOTAL: 6
Picture 1: 2 Picture 2: 8 Not Specified: 2	Picture 1: 2 Picture 2: 2 Not Specified: 2

Character



Tuesday: 5 Wednesday: 6	Tuesday: 4 Wednesday: 6
TOTAL: 10	TOTAL: 10
Picture 1: 1 Picture 2: 10 Not Specified: 0	Picture 1: 3 Picture 2: 5 Not Specified: 2

Public / Private Street Interface



Tuesday: 7 Wednesday: 13	Tuesday: 5 Wednesday: 6
TOTAL: 20	TOTAL: 11
Picture 1: 11 Picture 2: 7 Not Specified: 2	Picture 1: 8 Picture 2: 1 Not Specified: 2

Character Of Public Spaces

Transit



Pedestrian / Bike



Auto





VIA EMERGING STATION TYPOLOGY : Community Connector

Place a inside the image you believe are appropriate for this station type.
Use a sticky note for additional comments.

The community connector station areas are proposed to be located around auto-oriented commercial corridors that are served by two or more transit lines and regional trails. Future development will allow a mix of local and regional destinations to coexist with multi-family and single-family buildings. The character of future buildings and open spaces activate the commercial corridors. The scale of buildings provide a sense of enclosure to wide roadways and transition back to adjoining residential neighborhoods. Shaded sidewalks and crosswalks provide protected/buffered bike facilities connect nearby destinations and regional trails. Well defined bus stations in the middle of roadway serve as animated transit gateways to the station areas.

Character Of Buildings

Uses

Character

Public / Private Street Interface

Tuesday: 3 Wednesday: 3 TOTAL: 6 REFERENCE Picture 1: 0 Picture 2: 6 Not Specified: 0	Tuesday: 5 Wednesday: 3 TOTAL: 8 REFERENCE Picture 1: 2 Picture 2: 3 Not Specified: 0
Tuesday: 3 Wednesday: 2 TOTAL: 5 REFERENCE Picture 1: 4 Picture 2: 0 Not Specified: 1	Tuesday: 8 Wednesday: 7 TOTAL: 15 REFERENCE Picture 1: 0 Picture 2: 15 Not Specified: 0
Tuesday: 6 Wednesday: 6 TOTAL: 12 REFERENCE Picture 1: 2 Picture 2: 9 Not Specified: 1	Tuesday: 2 Wednesday: 6 TOTAL: 8 REFERENCE Picture 1: 6 Picture 2: 1 Not Specified: 1



Existing / Potential Station

Character Of Public Spaces

Transit

Pedestrian / Bike

Auto

VIA EMERGING STATION TYPOLOGY : Regional Node

Place a inside the image you believe are appropriate for this station type.
Use a sticky note for additional comments.

The regional node station areas are proposed to be located at major mixed use city-wide employment centers that contain a diverse mix of regional destinations and amenities. Future development will allow a mix of local and regional destinations to coexist with mixed-use residential buildings. The character of future buildings and open spaces animate the public roadways and open spaces. The scale of buildings strengthen the quality of regional centers. Tree lined sidewalks and crosswalks connect transit stops to adjoining destinations and bike facilities. Bus stations in the middle of roadway or along the sidewalk serve as animated transit gateways to the regional centers.

Character Of Buildings

Uses

Character

Public / Private Street Interface

Tuesday: 7 Wednesday: 7 TOTAL: 14 REFERENCE Picture 1: 9 Picture 2: 2 Not Specified: 3	Tuesday: 7 Wednesday: 4 TOTAL: 11 REFERENCE Picture 1: 1 Picture 2: 6 Not Specified: 4
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Tuesday: 11 Wednesday: 7 TOTAL: 18 REFERENCE Picture 1: 8 Picture 2: 6 Not Specified: 4	Tuesday: 6 Wednesday: 1 TOTAL: 7 REFERENCE Picture 1: 3 Picture 2: 1 Not Specified: 3



Existing / Potential Station

Character Of Public Spaces

Transit

Pedestrian / Bike

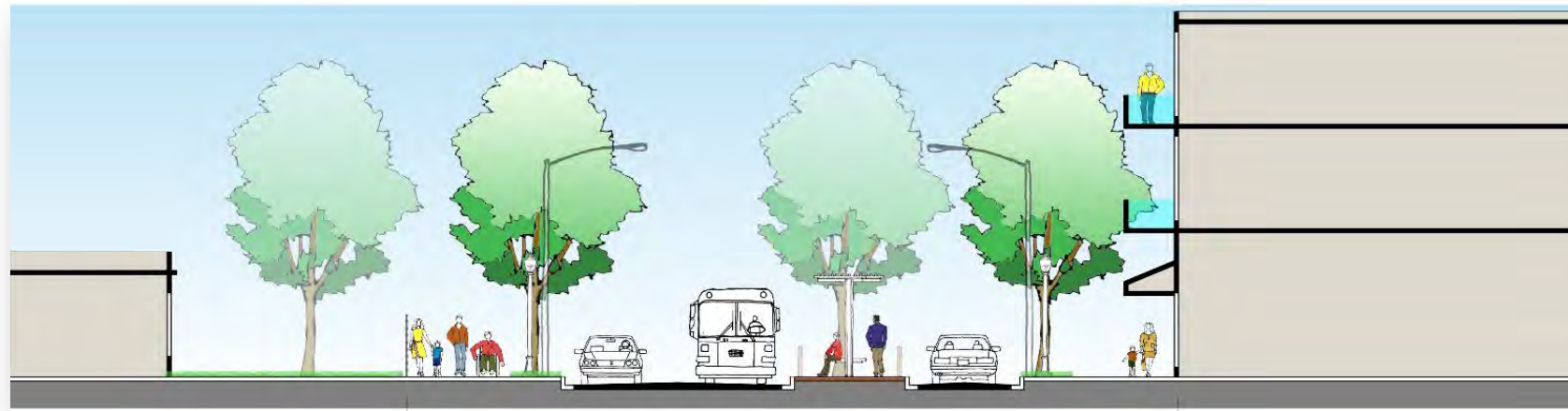
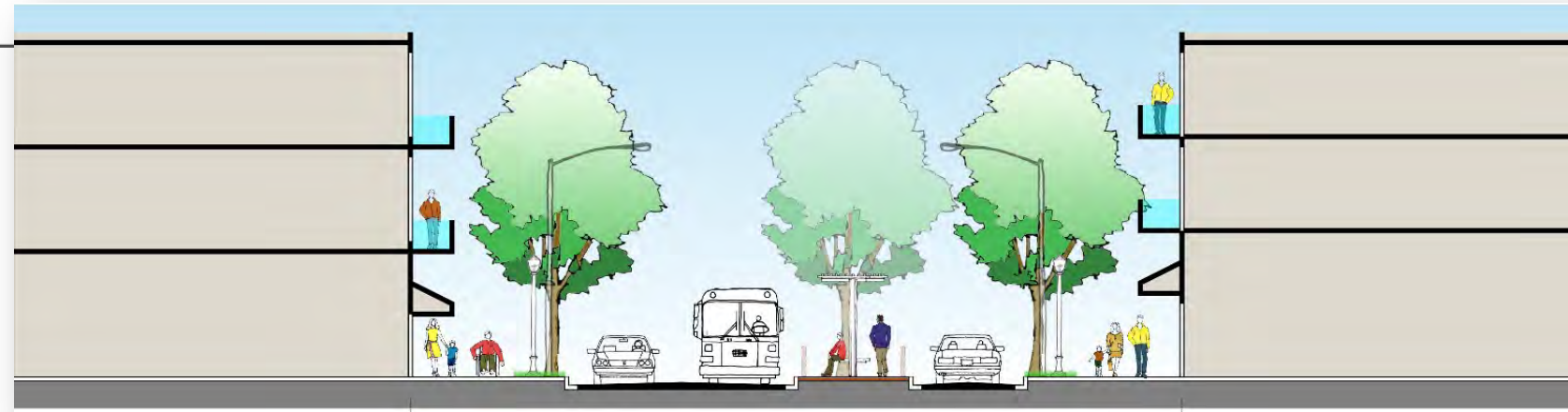
Auto

Next Steps

❑ PUBLIC REALM

- Integration with City's Transportation & Capital Improvements Department on:
 - Defining UDC amendment text for ART Roadways and Right-Of-Way improvements, to support transit

- ## ❑ AFFORDABLE HOUSING/NEIGHBORHOOD:
- Integrate San Antonio's Housing Policy Framework



Next Steps

SEPTEMBER – November 2019

- Internal Interagency Interviews

DECEMBER 2019

- Community/Stakeholder Engagement Public Meeting
- Interagency Coordination

JANUARY/FEBRUARY 2020

- Code Revisions Development
- Interagency Coordination/Stakeholder Engagement

MARCH 2020

- TOD Code Amendment Recommendation Submittal to City Planning Department & TCI

May 2020

- Official TOD Code Amendment submitted with ReadySA (Planning Dept) & TCI Code Amendment Packages

Summer 2020

- City Technical Advisory Review of All Code Amendments Submitted





Questions?

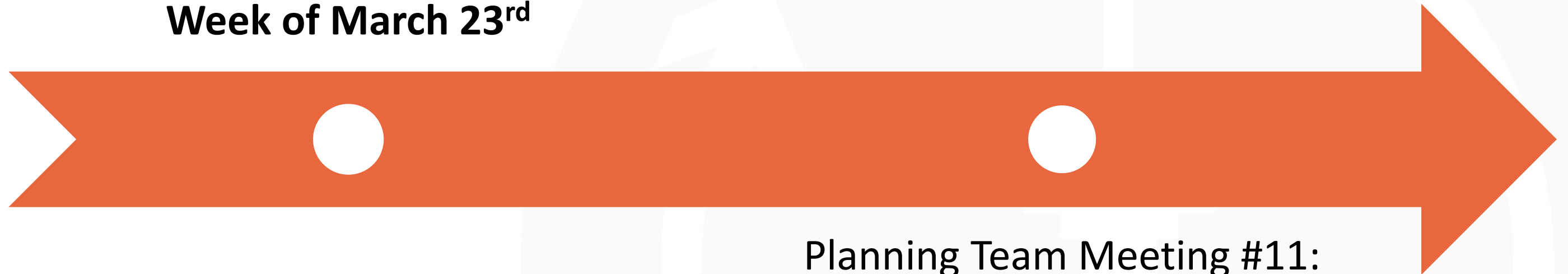


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Wrap-up and Next Steps

Up next...

Digital Design Charrette
Week of March 23rd



Planning Team Meeting #11:
Transformative Projects & Design
Mobility

Week of April 27th



Eastside Community Area Planning Team Meeting No. 10

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