



SA TOMORROW SUB-AREA PLANNING: BROOKS AREA REGIONAL CENTER PLAN

THIS IS A PROPOSED DRAFT SUBJECT TO COMMUNITY INPUT, LEGAL AND ADMINISTRATIVE REVIEW AND WILL BE REPLACED BY THE FINAL PLAN ADOPTED BY THE CITY COUNCIL.

Administrative Draft: January 30, 2019

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1 Introduction

Process and Timeline

The process of developing the Brooks Area Regional Center Plan was approximately 24-months, from project chartering to City Council adoption. Staff from the Planning Department worked with a wide range of community members that included neighborhood associations, business and property owners, employers, educational and cultural institutions, partner organizations, and City departments to create a realistic and implementable plan for this important southside Regional Center for San Antonio and the larger metropolitan area.

[See **Figure 1: Plan Location Map** (page 80) and **Figure 2: Study Area Map** (page 81)]

Phase 1: Project Chartering

April - June 2017:

The first phase of the project focused on project chartering, which included determining the Planning Team membership and finalizing the detailed plan area boundaries. Phase 1 also included an analysis by the Project Team to refine estimates for capture of growth in all regional centers and to determine how total projected growth for the City should be allocated into each Regional Center, and more generally to the future high capacity transit corridors as delineated in the adopted Comprehensive Plan for San Antonio.

Phase 2: Analysis and Visioning

June - September 2017:

The second phase of the project focused on assessing the existing conditions and growth capacity of the Brooks Area Regional Center. The Planning Team and community members provided direction on visioning and goal setting for the Brooks area. The analysis and refinement of existing conditions helped ensure that the vision and goals for the Brooks Area Regional Center are grounded in the proper context.

Phase 3: Plan Framework

September 2017 - January 2018:

The third phase of the project focused on working with the community and stakeholders to establish the Plan Framework. The Framework includes land use and urban form, identification and planning for catalytic sites, infrastructure and utilities planning, mobility and connectivity for all modes, public realm and placemaking, and place types.

Phase 4: Recommendation and Implementation Strategies

January - October 2018:

The fourth phase developed specific projects, programs, and policies to affect change in the Brooks Area Regional Center. This phase also included the development of specific, action-oriented implementation strategies and recommendations for potential funding sources.

Phase 5: Documentation and Adoption

November 2018 - May 2019:

The last phase of the project was devoted to converting this project website into the final ePlan for the Brooks Area Regional Center, creating the Executive Summary, and guiding the plan through the approval and adoption process. The Project Team met with City departments and other partners to develop critical next steps to support implementation of the plan.

Stakeholders

The Brooks Area Regional Center planning process incorporated over 100 engagement activities such as interviews, intercepts and focus groups with stakeholders from the following groups:

- Alamo Area Council of Governments (AACOG)
- Alamo Area Metropolitan Planning Organization (AAMPO)
- American Association of Retired Persons (AARP)
- Bexar County
- Brooks City Base Tax Increment Reinvestment Zone (TIRZ) Board of Directors
- Brooks Development Authority
- Calumet Specialty Products
- Chick-Fil-A
- City Council District 3
- City of San Antonio Aviation Department
- City of San Antonio Center City Development and Operations
- City of San Antonio Department of Arts and Culture
- City of San Antonio Development Services Department
- City of San Antonio Economic Development Department
- City of San Antonio Fire Department, Station #3529
- City of San Antonio Neighborhood and Housing Services Department
- City of San Antonio Transportation and Capital Improvements Department
- City of San Antonio Metropolitan Health District
- City of San Antonio Office of Historic Preservation
- City of San Antonio Office of Innovation
- City of San Antonio Office of Sustainability
- City of San Antonio Parks and Recreation
- City of San Antonio Police Department
- City of San Antonio World Heritage Office
- DisabilitySA
- Discount Tire
- East Central Independent School District
- EcoDistricts
- HEB
- Heritage Oaks
- Highland Forest Neighborhood Association
- Highland Hills Neighborhood Association
- Holy Name Catholic School

- Hot Wells Conservancy
- Hot Wells Mission Reach Neighborhood Association
- Joint Commission on Elderly Affairs
- Kennedy Apartments
- Lifschutz Companies
- Los Vecinos de Las Misiones
- Met Health Environmental Health & Safety
- Mission Kayak
- Mission Solar
- National Park Service
- NRP Group
- Pape-Dawson
- Parents as Partners
- Pecan Valley Neighborhood Association
- Pre-K for SA
- San Antonio Independent School District
- Successfully Again and Living in San Antonio (SALSA) – San Antonio Area Foundation
- San Antonio Food Bank
- San Antonio Public Library
- San Antonio State Hospital
- San Antonio River Authority (SARA)
- San Antonio Water System (SAWS)
- South Central Alliance of Neighborhoods (SCAN)
- Southeast Community Outreach for Older People
- South Central Good Neighborhood Crime Watch Group
- Southside First Economic Development Council
- South Side Lions Senior Center
- University of Incarnate Word (UIW)
- U.S. Department of Veterans Affairs
- VIA Metropolitan Transit
- Southside Chamber of Commerce
- Woodbridge at Monte Viejo

The Planning Team

- Andrew Aguiano
 - South San Antonio Chamber of Commerce
- Kathy Jo Almenderez
 - Mission Trail Baptist Hospital
- Joanie Barborak
 - Bond Initiative
- Linda Cavazos
 - East Central Independent School District
- Belinda Gonzalez
 - Pre-K 4 SA
- Officer Sgt. Curtis Walker/ Officer Carlos Guillen

- San Antonio Police Department - South
- Yvette Hernandez
 - SATX Social Ride / Monte Viejo
- Dr. Mary Hogan
 - University of Incarnate Word School of Osteopathic Medicine
- Nicole Hoyt
 - Southeast Community Outreach for Older People
- Captain Wes Jendrusch
 - San Antonio Fire Department
- Kyle Knickerbocker
 - San Antonio River Authority
- Michelle Krupa
 - Monte Viejo Neighborhood
- Ken Kuwamura
 - Hot Wells Conservancy
- James Lifschutz
 - Lifschutz Companies
- Marques Mitchell
 - Brooks Development Authority
- Pamela Morganroth
 - Highland Forest Neighborhood Association
- Katie Otten
 - Hot Wells Resident
- Jesse Pacheco
 - South Central Alliance of Neighborhoods
- Patti Rangel
 - San Antonio State Hospital
- Dolores Rios
 - Parents as Partners
- Angela Saenz
 - Heritage Oaks at Brooks
- Frank Salinas, Jr.
 - Calumet Specialty Products Partners, LLP
- Alfred Segura, Jr.
 - New Frontiers Public Schools
- Jennifer Tiller
 - Holy Name Catholic School
- Liz Trainor
 - Highland Hills Neighborhood Association
- Christina Vina
 - VIA Metropolitan Transit
- Anthony Willis
 - Mission Solar
- Jay Renkens
 - Principal-in-Charge, MIG
- Ellie Fiore

- Project Manager, MIG
- Jana Punelli
 - Project Manager – City of San Antonio
- Kimberly Collins
 - Former Project Manager – City of San Antonio

The Selection Process

Each of the SA Tomorrow sub-area plans was developed with regular input and participation from local residents, business owners, property owners, institutional representatives, and other key partners and stakeholders. In addition, a formal Planning Team was created for each sub-area that provided more frequent, in-depth, and consistent advice and guidance throughout the planning process. The composition of the Planning Team for each area is drawn from the representatives and stakeholders described above, and varies depending on the existing uses, assets, challenges and opportunities associated with each area.

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2 Existing Conditions

A History of the Brooks Area

Brooks is a trail-blazing, pioneering community; the area lays claim to a pedigree of such projects throughout history which have influenced its creation from the Paleolithic era, to the Spanish colonial missions to early flight schools to aerospace medicine.

Just like a true pioneer, the Brooks area is resilient, adaptive, and has persevered through adversity; turning times of crisis into times of opportunity such as redeveloping the closed Brooks Air Force Base into the vibrant Brooks community for which the planning area is named.

Family, history, and the environment are all deeply respected in the innovative spirit of the area; rejecting the status quo and motivated by those that came before them, the Brooks area honors their history by discovering new ways to enhance and improve the community holistically.

In this way the Brooks area continues to be cutting edge and forward-thinking; placing emphasis on collaborative strategies which benefit the environment, health and wellbeing, education and overall quality of life for the future.

[See **Exhibit 1: Existing Conditions Atlas** (following page 105)]

Assets

Many of the assets in the Brooks Area tend to fall in to one of two categories: brand-new, tangible developments and amenities provided a combination of tangible and intangible or , legacy assets such as well-established natural, recreational, cultural, and historical resources, many of which are co-dependent or mutually influential to one another. Educational and environmental resources are heavily prioritized and respected in the area.

Challenges

The Southside, including the Brooks Area Regional Center, has experienced less recent investment than other parts of the City. There have been historically constrained land use opportunities in this area due to past military activities and some projects that could have had better outcomes for the community. There are a disproportionately high number of negative socio-economic determinants of health in this planning area. For example, there is a lack of safe, walkable neighborhoods and poor access to parks and other natural amenities. Flooding and drainage are also major issues on many fronts. There is also a desire to support housing that is affordable for those who work in the Brooks Area without further concentrating subsidized housing projects in the area.

Opportunities

While the Brooks Area has historically seen less development than other parts of the city, this has left room for new growth on undeveloped land and around some historic resources. A balance will need to be found between protecting these resources while allowing for the area to revitalize.

Additionally, of note, the area has a strong collective identity not present in all other parts of the city; the community should build upon this Southside identity to form a community network of resources which in turn builds the entire community's capacity. The Brooks planning area contains a large variety of public and private, state and local organizations resulting in prime opportunities for partnerships.

Collective strategic collaboration on shared issues (such as sustainability/resilience/ health and wellness/education) could create a larger, and otherwise, unrealized beneficial impact.

Sub-Area Plans and Existing Neighborhood and Community Plans

Sub-Area Plans are intended to provide a more coordinated, efficient and effective structure for neighborhood planning. Existing and future neighborhood planning will be integrated into the planning for regional centers and community planning areas. Neighborhoods will become integral sub-geographies of these sub-areas while also receiving special attention through chapters and/or sections in each Sub-Area Plan, reflecting specific opportunities, challenges, recommendations and priorities from each participating neighborhood. Neighborhood and community plans should be respected, as appropriate, as they are integrated into the Sub-Area Plans.

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3 Vision and Goals

What is a Vision Statement?

A vision statement describes the desired state of a place in the future. With community support, an effective vision can influence decisions and inspire action to move toward that idealized future. Goals further describe the outcomes that will support the realization of the vision. These, in turn, are supported by more specific strategies and actions that will implement the bigger-picture vision and goals. These strategies will involve specific proposed projects, programs, policies, and other means of achieving the community vision.

The Brooks Area Regional Center Vision and Goals were developed with input from residents and community stakeholders through an iterative process of developing and refining these concepts. During preliminary community engagement efforts, community members articulated important values and identified the Brooks Area's assets, challenges, and opportunities. This community input became the basis for the Brooks Area Vision and Goals which were refined with feedback from the Planning Team and participants at the second Community Meeting.

Establishing the Vision and Goals

The success of the SA Tomorrow Sub-Area Plans depends on broad participation from area stakeholders. To ensure this success, City Staff worked with a wide range of community members throughout the planning process. These included neighborhood associations, business and property owners, residents, employers, educational and cultural institutions, public and nonprofit organizations, and other City departments to create a realistic and implementable plan for the Brooks Area.

The planning process was designed to create a “feedback loop” between the City and the community as the plan was developed. This approach ensures that the Sub-Area Plan reflects community values and priorities. A variety of tools and techniques were used to ensure that those interested were well-informed about the SA Tomorrow Area Plans; encouraged to participate in a range of stimulating events and activities; and engaged in providing constructive feedback on a preferred future.

For each public input exercise, this document describes what was asked, how the input was presented back to the stakeholders, and carried forward in further engagement exercises and eventually incorporated into the plan.

Results from the exercises and surveys are available in the website Documents Library and as an appendix to the Plan. In some cases, results have been summarized. Throughout the process, complete raw results from exercises have been posted on the plan webpage.

To facilitate public information and community participation, the Brooks Area Regional Center website was created and made available to the general public. The website includes a section for leaving comments which are sent directly to the project manager

Exercise 1: Draft Assets, Challenges, and Opportunities

An initial Planning Team kick-off meeting was held on June 28th, 2017 at San Antonio College, Nursing & Allied Health Complex. At the kick off meeting, the Planning Team discussed assets, challenges, and opportunities in the Brooks Area as well as strategies for outreach efforts. Results of Exercise 1 were posted to the website's Documents Library. This information helped inform draft plan vision elements, priorities & goals.

Exercise 2: Draft Vision Elements

The second Planning Team meeting was held on July 31st, 2017 at the Embassy Suites Hotel in the Brooks Area. Planning Team members started to develop a vision and goals for the Brooks Area Regional Center through an exercise in which the group was presented with a large wall map of the Brooks Area and asked to identify and discuss areas experiencing change, areas with opportunity for positive change, and areas to protect. These preliminary areas of opportunity led into a discussion on how to ensure that growth aligns with SA Tomorrow's vision and guiding principles and how those Comprehensive Plan themes can be applied to the Brooks Area.

The Planning Team also broke into small groups to work on a visioning exercise for the Brooks Area. Planning Team members were asked to brainstorm their vision for the future of the area and to complete the sentence "Brooks is...". Following these group discussions, the large group reconvened for reports from each group. Highlights of these visions were recorded on the large wallgraphic.

Results of Exercise 2 were posted to the plan website and presented to the Planning Team at the next meeting. This exercise helped inform the draft plan vision and goals statements.

Exercise 3: Develop Area Vision and Goals

The first Brooks Area Community Meeting was held August 24th, 2017 at the Kennedy Apartments. Spanish interpreters were available. One of the objectives of this meeting was to develop a draft vision and goals for the Brooks Area Regional Center. Community members participated in several facilitated small group exercises. The vision and goals exercise asked community members to write a statement describing how they envision the future of the Brooks Area. Facilitators encouraged community members to think about elements such as housing, connectivity, mobility, parks and open space, shops, restaurants, employment and other amenities. Small group members identified common themes and words amongst the group's individual vision statements. From these common themes, each group completed a summary of their ideas which was then read aloud by one spokesperson from each group to the entire audience. All group summary images can be seen here. Results of Exercise 3 were posted to the plan website. These results directly informed the draft vision and goals statement.

Exercise 4: Review Draft Vision and Goals

During Planning Team Meeting #3, Planning Team members were presented with a summary of the community feedback received to date which formed the basis of the draft vision statement. The initial draft vision statement and goals were presented for discussion and comments. Each Planning Team member was asked to take home printed paper versions) in order to make specific edits and additional comments. Results of Exercise 4 were discussed at the Planning Team Meeting #4 and incorporated into the revised draft vision and goals statement. Results were included in the meeting summary posted to the plan website. These results further refined the Brooks Area's vision and goals statements for the draft plan.

Exercise 5: Review and Confirm Draft Vision and Goals

During Planning Team meeting #4 on October 26th, 2017, there was a recap on the changes made to the vision and goals to date and the revised vision and goals were reviewed for approval by the Planning Team. Planning Team members were made aware that this revised draft version of the vision and goals would be presented to the public for input during this phase. The revised draft vision and goals were presented, and feedback was gathered from various area stakeholders' meetings including registered neighborhood association meetings, business group functions and non-profit fundraisers. Planning Team

members reviewed resulting vision statement changes based on public feedback from these events. Two alternative draft vision statements were created and put to a vote to both the Planning Team members and the public. Results of Exercise 5 were posted to the plan website here. These results further informed refinement of the Brooks Area vision and goals statements for the draft plan.

Exercise 6: Finalize Draft Vision and Goals

A public community meeting was held on Saturday, November 18th, 2017. Participants were asked to comment and vote for their preferred draft Brooks Area vision and goals statement. The exercise asked participants to use colored markers to highlight (or add comments) words or statements of interest to them: Green= Like, Blue = Add, Red = Dislike. Results of Exercise 6 were posted to the plan website via the Community Meeting #2 Summary. These results finalized refinement of the Brooks Area vision and goals statements for the draft plan unless further public input is received requesting additional changes.

Vision

In 2040, the Brooks Area Regional Center is a friendly, prosperous, healthy, engaged, and educated family. The Brooks Area is strong and supportive; pulling together not only in times of crisis but celebrating wins — big and small.

Its evolution will be a leading example of how innovation, equity, quality growth, and environmentally-responsible practices paired with the inherent traits of the South-eastside, no longer born of necessity but a continued community identity—pride, hard work, perseverance, tolerance, gratitude and a desire to be of service to one another, will have phenomenal positive impacts.

The Brooks Area Regional Center cultivates positive and authentic human experiences and seeks to improve both day-to-day living in conjunction with the long-term quality-of-life for the community.

Goals

Goal 1: Belonging, Bonding & Balance

- Cultivate the tangible and intangible culture and history of the Brooks Area, enabling traditions and culture to be resilient over time.
- Provide an inclusive, welcoming, friendly, and safe atmosphere.
- Ensure a balance of owner-occupied housing options as well as quality rental options for all members of the community.
- Support a healthy and desirable community, social and dining options which provide opportunity for meaningful interactions, and strengthen the cohesive Brooks Area identity; welcoming, pioneering, innovative and resilient.

Goal 2: Attachment, Access, Authenticity & Accountability

- Build in impactful and equitable ways to encourage authentic attachment between people and places.
- Support innovative multi-modal transit options that provide access for all ages and abilities.
- Support a high-quality digital/technology network providing equitable opportunities for attachment, connectivity, and access.
- Support creative solutions that lead to real change and improved outcomes; begin to “bend the curve,” “move the needle” or “shift the indexes” towards positive socio-economic change.

- Support an innovative atmosphere where failure is a stepping stone towards eventual success.
- Provide access to places for communal ‘attaching and belonging’ and ‘learning and doing’ at unique, community social gathering places with universal design elements.

Goal 3: Reinvestment, Retention & Responsibility

- Incentivize high-paying, socially, environmentally, and fiscally responsible employers who reinvest in the Brooks Area community and its spirit of innovation.
- Incentivize equitable education, housing, and economic opportunities that re-invest in and build the community’s prosperity while being socially and environmentally responsible.
- Honor the history of innovation and technology by supporting incubators, start-ups, and local business.
- Retain and invest in innovation and creativity to dissuade migration of talent, youth, and economic resources to other geographies.
- Support programs which benefit maternal and early childhood investments, investments in teachers and schools, and build family financial stability to address age, race, and education disparities.

Goal 4: Competence, Collaboration & Collective Resilience

- Advance equitable health outcomes by increasing access to affordable healthcare and local fresh foods, remediating environmental concerns, and strengthening public safety.
- Ensure people, animals, trees, water, soil, and air co-exist in a healthy, safe, and productive system using the most innovative tools and best practices available.
- Support, protect, integrate, and ensure access to natural systems and environmental processes.

Goal 5: Prioritize Parks, Public Health & Preservation of Green

- Preserve and encourage green spaces and reduce impervious surfaces.
- Create more and safe, multi-generational public parks and organized programming in recreational spaces.
- Ensure convenient, equitable access to and distribution of parks and open spaces.
- Improve physical and mental wellbeing by providing places for play, respite, and relaxation and for healing and rehabilitation.
- Enhance and create trails and greenways that act as connections while also providing direct community health, social, and environmental benefits.

4 Plan Framework

Establishing the Plan Framework and Recommendations

The Plan Framework map includes key physical improvements and strategic concepts that will influence development in the Brooks Area Regional Center. These include priority focus areas for (re)development; pedestrian, bicycle, and street improvements; parks and open space recommendations; and priority areas to encourage mixed-use development.

The Brooks Area Regional Center Plan Framework was developed through a combination of technical analysis and community input. The Framework illustrates and outlines the overall long-term vision for the Brooks Area Regional Center, including areas where new development will be focused, key mobility improvements, opportunities for more parks and open space, and other “big moves” that will shape the future of the area.

At the beginning of the planning process, the project team developed an in-depth study and analysis of the Brooks Area Regional Center to understand the history and development of the area as well as existing conditions. The Planning Team shared their input regarding area assets, opportunities, and challenges to develop a more nuanced understanding of the Regional Center and the community’s values and priorities. City staff also conducted additional stakeholder and public outreach to capture input from a broad range of Brooks Area residents. Through a series of facilitated work sessions and interactive exercises, the Planning Team provided input and direction that is reflected in the Plan Framework.

Over several months, project staff and Planning Team worked collaboratively to build upon the Framework to identify the key priorities, improvements and strategies that will shape the Sub-Area Plan and guide growth, development and investment in the Brooks Area Regional Center. A series of Draft recommendations on several topics were developed for stakeholder feedback and are reflected in the Sub-Area Plan.

Plan Framework

The Planning Team met for their third meeting on September 13th to develop key plan concepts such as focus areas, mixed use corridors, parks, open space, and recreation, trails, priority transit routes, priority bicycle routes, and priority streetscape improvements. Meeting attendees split into groups to create their own framework diagrams which were then synthesized by City Staff to create the base for the plan framework diagram.

At the first community meeting, community members participated in small group exercise to map strengths, weaknesses, opportunities, and threats which were described verbally and then symbolized on a map. This feedback was also incorporated into the framework diagrams.

At Planning Team Meeting #6, the Planning Team discussed several catalytic sites which also became part of the plan framework diagram. The catalytic sites were chosen from the Focus Areas identified at previous meetings.

Focus Areas

At Planning Team Meeting #3 held on September 13th, 2017, the Planning Team completed an exercise to identify areas within the Brooks Area that they would like to see improvements, additional parks, plazas, corridors, and streetscape improvements among other items. These elements were drawn on

trace paper over transportation and amenity maps. The Planning Team members worked in small groups to complete and present these maps.

The Planning Team identified multiple areas and streets in need of improvements. These were then mapped on the plan framework diagram.

At Planning Team #4 on October 26th, 2017, the Planning Team further refined the focus areas. For the selected focus areas, the Planning Team identified purpose, future character, appropriate building heights and areas of transition. This exercise was also completed at Community Meeting #2 on November 18th, 2017.

Mobility

Mobility was discussed at Planning Team #3 as part of drafting the plan framework. A variety of transportation options were considered when planning for the Brooks Area. Trails, transit routes, bicycle routes, streetscape improvements, pedestrian safety, and traffic congestion were discussed in order to create layered multimodal transportation network.

At Community Meeting #2, participants were asked to complete two activities to help City Staff prioritize different routes for different types of transit, and to see what type of street features are desired by the community.

Major corridors were identified on the mobility framework diagram. Participants then voted using stickers with bus, car, and bicycle icons to symbolize what mode of travel they thought needed to be prioritized on each street. The other activity featured two major thoroughfares in the area. Participants then chose elements such as bike lanes, turn lanes, and medians to design streets for their preferred modes of transportation.

Amenities and Infrastructure

The Planning Team discussed amenities and infrastructure on February 21st, 2018 at Planning Team Meeting #7. Meeting participants were first briefed by city staff on what elements make up a complete neighborhood such as active recreation opportunities, natural features, social spaces, and stormwater management, among other things.

After seeing examples of the elements that create complete neighborhoods, Planning Team Members discussed which elements were most critical and should be prioritized to create complete neighborhoods in the Brooks Area. After thoroughly discussing and prioritizing amenities, Planning Team members worked together to create an amenities and infrastructure framework diagram.

Land Use

The Planning Team met for Meeting #6 on February 5th, 2018 to discuss future land use. The meeting began with an overview of the proposed land use classifications to be used throughout San Antonio, the methodology behind the draft maps, and then a presentation of the draft land use map created by city staff. The topic of future land use was discussed again at Planning Team Meeting #7 on February 21st.

On March 23rd, the Planning Team met to review the most recent land use map and discuss proposed changes from City Staff. By the end of the meeting, attendees had come to a consensus on changes to the future land use map.

At Community Meeting #3, the draft land use map was displayed to the public for comment. Participants were invited to fill out comment cards about the proposed recommendations, strategies, and any additional comments they had about the land use map.

Housing

On January 4th, 2018, the Planning Team met for Meeting #5 to discuss preliminary housing concepts and strategies. During a robust discussion, Planning Team members explored key issues and potential strategies such as affordability, opportunity, safety, sustainability, and quality of life. Notes from the discussion were recorded on flip charts.

At Meeting #8 on April 12th, 2018, the Planning Team revisited housing with a stronger focus on strategies. Planning Team members were asked to review the proposed recommendations and then provide suggestions on how to strengthen the recommendations and identify strategies and partnerships to help implement the recommendations.

Economic Development

On January 4th, 2018, the Planning Team met for Meeting #5 to discuss preliminary economic development policies and implementation. Planning Team members explored key issues and potential strategies such as key industries, tourism, small businesses, and education. The notes from this discussion were recorded on flip charts for future reference.

Plan Framework Overview

[See Figure 3: Plan Framework Map (page 82)]

The Plan Framework map identifies and shows the interrelatedness of key physical concepts and strategies in the plan. These include priority focus areas for (re)development; recommended pedestrian, bicycle, and street improvements; parks and open space recommendations; and priority areas to encourage mixed-use corridors. These recommended physical improvements and investments are complemented by other supportive plan strategies related to housing; economic development; infrastructure; and neighborhood priorities.

The Brooks Area Regional Center focuses growth and new development in appropriate areas, while ensuring protection of established single-family neighborhoods, sensitive lands, and natural features. Gateway treatments along South Presa Street and at the intersection of Goliad Road and SE Military Drive will announce and celebrate the entry to the creeks, greenways and mixed-use centers throughout the area. The largely rural character of the southernmost parts of the plan area will be preserved.

Mobility improvements focus on enhancing east-west connectivity, including improved access to the San Antonio River and Salado Creek. Improved pedestrian and bicycle infrastructure are key priorities for existing and new neighborhoods, especially around community destinations such as schools, parks, libraries, and community and senior centers. Key corridors will be improved to create pedestrian-friendly environments for residents and businesses as well as increase safety and comfort for all. Greenways that follow and extend from existing creeks will connect open spaces, parks, and community destinations and create opportunities for environmental protection and environmentally-sensitive development.

Land Use

Future Land Use

[See **Figure 4: Future Land Use Map** (page 83)]

The Brooks Area Regional Center land use plan supports the SA Tomorrow Comprehensive Plan, Multimodal Transportation Plan and Sustainability Plan, draws on recommendations from the SA Corridors Strategic Framework Plan and implements the Vision, Goals, and Plan Framework for the Brooks Area. The land use plan supports stability in existing neighborhoods, enhancement of mixed-use corridors and destinations within the Regional Center, preservation of both agricultural/floodplain and employment uses, and development patterns sensitive to natural and open space assets such as the San Antonio River and Salado Creek. Generally speaking, as directed by the goals and policies of the adopted SA Tomorrow plans, the land use plan encourages growth and increased density at various scales in mixed-use centers and focus areas and along key transit and community corridors.

The following sections describe the general land use patterns of the Brooks Area Regional Center. Recommendations for implementing the land use plan follow, and the full catalogue of land use categories (including descriptions and allowable zoning districts) adopted in the Unified Development Code (UDC) are found at the bottom of the page.

Neighborhood Areas

Neighborhood Areas in the Brooks Area Regional Center consists of older established neighborhoods like Highland Hills, Highland Park, and the Hot Wells area, as well as the more recent development of Woodbridge at Monte Viejo. These areas are generally stable, quiet areas limited to residential uses except where bordered by a major cross street or corridor. The land use plan designates these areas as either Low Density Residential or Urban Low Density Residential and intends that these areas generally retain their current character in the future, with any added density coming primarily in the form of Accessory Dwelling Units (ADUs) or “missing middle” housing such as duplexes, triplexes, quadplexes, and bungalow courts as appropriate and as allowed by zoning. In Low Density Residential areas commercial uses are not allowed except along adjacent corridors as noted above. The Urban Low Density designation in Woodbridge at Monte Viejo and in the area around Hot Wells reflects the current pattern of smaller lot sizes and, where appropriate would allow small, neighborhood serving businesses embedded in the residential areas. Small pockets of Medium Density Residential are generally designated where apartments currently exist.

Mixed-Use Centers and Corridors

In contrast to preserving the character of lower density residential neighborhoods, the land use plan encourages more dense and intense land uses in appropriate areas including mixed-use centers, designated focus areas and primary corridors. Each mixed-use area should have different qualities, design, and intensity based on surrounding uses, the type of the roadways in the area, and the amount of available land. The land use plan accounts for this by utilizing three different mixed-use categories, each of which encourages a different mix of allowable uses, density, and intensity, promoting developments that best serve the needs of, and complement, the surrounding areas. Mixed-use areas can also support appropriate transitions to adjacent neighborhoods while spurring local economic vitality. Mixed-use areas in the Brooks Area Regional Center include those at a neighborhood, an urban, and a regional scale. All mixed-use areas prioritize pedestrian and bicycle access, and the creation of

great public spaces. Mixed-use areas are also intended to support various levels of transit service based on density and expected level of activity.

Neighborhood Mixed-Use

Neighborhood Mixed-Use is designated primarily along sections of E Southcross, between the McCreless Market area and Pecan Valley Drive. These mixed-use areas are anticipated to have smaller buildings and a lower level of activity, amenities, and transit service that serves the immediately adjacent neighborhoods.

Urban Mixed-Use

Urban Center Mixed-Use is designated on several key corridors and intersections, including Goliad Road, S New Braunfels Avenue, and sections adjacent to I-37 and SE Military Drive near the intersection of those two roadways. Mixed-use is encouraged along these corridors (in contrast to purely commercial uses) to support VIA's transit investments and to create more vibrant areas with a variety of active uses throughout the day. This intermediate mixed-use category is also designated for focus areas and potential redevelopment sites like the Fair Avenue/ McCreless Commercial Center, and areas around the perimeter of the State Hospital that offer significant opportunities for development and provision of new housing types and amenities for the area.

Regional Mixed-Use

Finally, portions of the Brooks campus and portions of the area between Goliad Road and I-37 are designated as Regional Mixed-Use. These focus areas are intended to be centers with the highest intensity of uses and activity, serving not just nearby neighborhoods, but the entire region. The University of Incarnate Word - School of Osteopathic Medicine, Mission Trail Baptist Hospital, DPT, Mission Solar energy, and others attest to the employment potential of the Brooks campus. Recent and planned residential developments are beginning to increase the number of residents in the area as well, creating a more cohesive community, and supporting a greater variety of shopping, recreational, and transit amenities and services. Collectively, this growth is transforming Brooks into an "18-hour" place with near constant activity throughout the day.

Commercial Areas

There is a considerable amount of variability among the commercial areas of the Brooks Area Regional Center, ranging from big-box shopping centers along SE Military Drive to older commercial corridors, such as Goliad Road, with smaller, family-owned businesses that have been in operation for generations. Many of these commercial areas are intended to evolve into mixed-use areas as described above, in order to create more vibrant corridors and small-scale centers connection the neighborhoods of the Brooks Area. However, a few areas are designated for purely commercial uses, including existing and potential big-box shopping areas adjacent to Brooks campus across SE Military Drive and Goliad Road, as well as a small area of commercial surrounding the Hot Wells interchange of I-37.

Employment Areas

While designated mixed-use and commercial areas will support a variety of businesses and employment opportunities, several areas have been identified in the Brooks Area Regional Center as especially important for employment-generating uses. The southeastern section of the Brooks campus is designated with both Heavy Industrial and Business/Innovation Mixed-Use categories to reflect existing manufacturing businesses as well as to preserve land uses that can support future large scale employers interested in locating in the area. A Business/Innovation Mixed-Use employment area is also envisioned

for a large area south of Loop 410 and east of I-37. Continued job capture remains part of the Brooks campus mission and is vital to achieving the employment goals for the Brooks Area Regional Center. Incremental plan amendments and rezonings that allow residential encroachment into these areas are discouraged.

The area between S Presa Street and Old Corpus Christi Road south of SE Military is designated as Employment/Flex Mixed-Use, recognizing the potential of the area for small- to mid-scale businesses including light service industrial uses, creative work spaces, cottage industrial and fabrication uses, and others. Adaptive reuse of vacant or underutilized structures and Live/work opportunities are encouraged in Employment/Flex Mixed-Use areas.

Agricultural and Open Space Areas

Agricultural uses in the Brooks Area Regional Center are designated primarily in the southeast part of the area, on the north and south sides of Loop 410. These areas also overlap with FEMA 100-year Floodplain designations for Salado Creek and Rosillo Creek. Because of proximity to these two important creeks, future land use in these areas plays an especially important role for stormwater management, flood control, and protecting the health of the creeks and their associated ecosystems. Any proposed changes to land use in these areas must avoid filling or other modifications to the floodplain.

Land Use Recommendations

Four land use recommendations are identified to support the land use plan for the Brooks Area Regional Center. In the implementation section of the plan, specific strategies are provided for each recommendation.

Land Use Recommendation #1: Prioritize City-initiated rezonings for single family residential areas that are currently over zoned.

The primary function of designating future land use is to guide and inform zoning practices. The future land use plan intends that zoning decisions made by the City align with the community's vision, as expressed in the SA Tomorrow Comprehensive Plan and this Brooks Area Regional Center Plan. Once the future land use plan is adopted, the City should rezone properties where current zoning districts do not align with those allowed under the new land use category designations.

Due, in many cases to past zoning code conversions, there exist pockets of parcels for which zoning was never updated to reflect the actual build out of the community. This misalignment of zoning and land use is of particular concern in stable, built out residential neighborhood areas where parcels are still zoned to more intense multi-family (MF) or even industrial districts. Where the Brooks Area Regional Center land use plan designates Low Density Residential and Urban Low Density Residential uses, the Planning Department will conduct an analysis to identify parcels currently zoned to districts that are not allowed in those categories. Planning Department staff will then work with property owners and the community to rezone these parcels in a manner consistent with the lower density residential uses indicated by the plan.

Land Use Recommendation #2: Use City-initiated large area rezonings in mixed-use focus areas and corridors to support implementation of designated new land uses, support catalytic development, and encourage transit-supportive development near future VIA stations.

Mixed-use centers and corridors have not been envisioned as priorities in most of the previous adopted land use plans that overlap with the Brooks Area Regional Center. Consequently, the zoning of many

parcels in the designated mixed-use areas of this plan will not align with these desired land uses. Successfully implementing the Brooks Area Regional Center Plan requires that the Planning Department lead City-initiated rezonings of targeted parcels in these areas to encourage development that is consistent with the principles of SA Tomorrow and the community's vision for change in the Brooks Area. Rezoning parcels in mixed-use centers and corridors will not only ensure such successful development, but will also contribute to creating appropriate transitions between more intense development areas and existing stable neighborhoods.

Finally, as development at this scale can take many years to come to fruition, the Planning Department should continue working with the Development Services Department to monitor requested land use plan amendments in designated mixed-use areas, and work with applicants to mitigate negative impacts on the desired urban form expressed in the Brooks Area Regional Center Plan.

Land Use Recommendation #3: Evaluate, and update as needed, zoning and development regulations that impede implementation of Brooks Area Regional Center Plan land uses and desired urban form.

Implementing the Brooks Area Regional Center land use plan will require a coordinated approach to updating multiple sections of the Unified Development Code (UDC) including zoning districts tailored to new mixed-use land uses, potential adjustments to tree preservation, stormwater, green infrastructure, and parking ordinances, and recalibration of and prioritization for development incentives.

New mixed-use and transit-oriented zoning districts should be developed and adopted into the Unified Development Code as additional tools to support the City-initiated mixed-use center and corridor rezonings proposed in Land Use Recommendation #2. The new transit-oriented and mixed-use zoning districts should encourage vertical mixed-use development, with public-facing commercial activity on ground floors, and offices and/or residences above. Automobile-oriented uses and site designs should be discouraged or prohibited in these zoning categories.

In addition to updated zoning and land use regulations, a variety of other UDC regulations contribute to or detract from efforts to build developments, design streets, and create public spaces as envisioned in the SA Tomorrow plans and the Brooks Area Regional Center Plan. Tree preservation requirements, stormwater management regulations, and green infrastructure guidelines all impact site and street design decisions. The Planning Department should work with other relevant City departments and community and private stakeholders to evaluate positive and negative impacts on desired development patterns and recommend updates that preserve the intent of these regulations while mitigating unintended consequences of lower density, automobile-centric development. Such updates may be targeted to the City's regional centers, focus areas and catalytic sites identified in SA Tomorrow Sub-Area plans, or identified priority transit corridors and station areas.

The continued prevalence of large surface parking lots in many parts of the city, including the Brooks Area, detracts from efforts to create more the compact, walkable places called for by the SA Tomorrow plans and specifically identified as focus areas and key corridors in the Brooks Area Regional Center Plan. These lots can create unfriendly and uncomfortable environments for pedestrians, contribute to storm water runoff and water quality concerns, and aggravate heat island impacts. Off-street parking regulations and ratios, and possible shared parking incentives should be evaluated and updated to facilitate development and street design that reflects urban design and climate adaptation goals of the City. Reduced parking ratios, shared parking programs, and the ability to "unbundle" parking from housing and commercial rents can also decrease costs for developers and contribute to more affordable housing options. Adjusted parking regulations, ratios, and incentives should be targeted to, or calibrated

for greatest impact in the City's Regional Centers, along key corridors, and in transit station areas where non-automobile travel options may be more readily available.

Development incentives such as the San Antonio Fee Waiver Program and CCHIP help to encourage desired development types in parts of the City where it might not otherwise occur. Both programs were revised in late 2018. As these programs are updated every two years by State mandate, target area recalibration should consider SA Tomorrow Sub-Area focus areas, corridor revitalization areas, and VIA Primo and Rapid Transit station areas to encourage desired density, mix of uses, and urban design.

Land Use Recommendation #4: The Planning Department should continue to work with the Brooks Development Authority and developers of the State Hospital Focus Area to provide land use and zoning designations that facilitate the growth, vitality, and economic prosperity.

The Brooks campus and the parcels of land that the State Hospital has already, or might in the future, dispose of, are the largest (re)development opportunities in the Brooks Area Regional Center, and represent significant opportunities to capture the population and employment growth anticipated for the area. As these larger development sites evolve, the Planning Department will continue to work with these entities to facilitate land use and zoning requests that support the overall vision of the Regional Center Plan and the community's vision for these important focus areas. As the Brooks Development authority continues to evolve its land use plan to implement its mission to both attract employment anchors as well as build a thriving community, adjustments may be needed to allow a more fine grained approach to land use and zoning across the campus. The Planning Department will facilitate future changes to land use and zoning for these two focus areas.

Future Land Use Categories

As described above, the Brooks Area Regional Center Plan includes a range of land use designations that represent the unique character of the area, while encouraging and supporting development patterns that reflect the goals of the SA Tomorrow Comprehensive Plan and the preferences of the Brooks Area Regional Center community. Listed below is the full list of land use categories adopted by City Council into the Unified Development Code (UDC), Chapter 35, on October 11, 2018. Each category listed includes a description, general guidance on where the land use designation is most appropriate, and a list of allowable zoning districts.

Residential Estate

Residential Estate includes large lot single-family detached houses on individual estate-sized lots or in conservation subdivisions. This form of development should be located away from major arterials, and can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access. Permitted zoning districts: FR, R-20, RE, and RP.

Typical densities in this land use category would be up to 2 dwelling units per acre.

Low Density Residential

Low Density Residential includes single-family detached houses on individual lots, including manufactured and modular homes. This form of development should not typically be located adjacent to major arterials. This land use category can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access. Permitted zoning districts: R-4, R-5, R-6, NP-8, NP-10, and NP-15.

Typical densities in this land use category would range from 3 to 12 dwelling units per acre.

IDZ and PUD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Urban Low Density Residential

Urban Low Density Residential includes a range of housing types including single-family attached and detached houses on individual lots, small lot residences, duplexes, triplexes, fourplexes, cottage homes, manufactured homes, low-rise garden-style apartments, and manufactured home parks. This land use category may also accommodate small scale retail and service uses that are intended to support the adjacent residential uses. Other nonresidential uses, including, but not limited to, schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. Permitted zoning districts: R-3, R-4, R-5, R-6, RM-5, RM-6, MF-18, MH, MHC, MHP, and NC.

Typical densities in this land use category would range from 7 to 18 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Medium Density Residential

Medium Density Residential accommodates a range of housing types including single-family attached and detached houses on individual lots, manufactured and modular homes, duplexes, triplexes, fourplexes, and low-rise, garden-style apartments with more than four (4) dwelling units per building. Cottage homes and very small lot single-family houses are also appropriate within this land use category. Higher density multi-family uses, where practical, should be located in proximity to transit facilities. Certain nonresidential uses, including, but not limited to, schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility.

Permitted zoning districts: R-3, R-4, RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, MH, MHC, and MHP.

Typical densities in this land use category would range from 13 to 33 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

High Density Residential

High Density Residential includes low-rise to mid-rise buildings with four (4) or more dwelling units in each. High density residential provides for compact development including apartments, condominiums, and assisted living facilities. This form of development is typically located along or near major arterials or collectors. High density multi-family uses should be located in close proximity to transit facilities. Certain nonresidential uses, including, but not limited to schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. This classification may be used as a transitional buffer between lower density residential uses and nonresidential uses. High density residential uses should be located in a manner that does not route traffic through lower-density residential uses. Permitted zoning districts: RM-4, MF-25, MF-33, MF-40, MF-50, MF-65, MH, MHC, and MHP.

Typical densities in this land use category would range from 25 to 50 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Neighborhood Commercial

Neighborhood Commercial includes smaller intensity commercial uses such as small-scale retail or offices, professional services, and convenience retail and services that are intended to support the adjacent residential uses. Neighborhood commercial uses should be located within walking distance of neighborhood residential areas. Special consideration should be given to pedestrian and bicycle facilities that connect neighborhoods to commercial nodes. Permitted zoning districts: O-1, NC, and C-1.

IDZ, PUD, MXD, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Community Commercial

Community Commercial includes offices, professional services, and retail uses that are accessible to bicyclists and pedestrians and linked to transit facilities. This form of development should be located in proximity to major intersections or where an existing commercial area has been established. Community commercial uses are intended to support multiple neighborhoods, have a larger market draw than neighborhood commercial uses, and attract patrons from the neighboring residential areas. All off-street parking and loading areas adjacent to residential uses should include landscape buffers, lighting and signage controls. Examples of community commercial uses include, but are not limited to, cafes, offices, restaurants, beauty parlors, neighborhood groceries or markets, shoe repair shops and medical clinics. Permitted zoning districts: O-1.5, NC, C-1, and C-2.

IDZ, PUD, MXD, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Regional Commercial

Regional Commercial includes high intensity uses that draw customers from both adjacent communities as well as the larger metropolitan region. Regional commercial uses are typically located in general proximity to nodes along expressways or major arterial roadways and incorporate high-capacity transit facilities. Regional Commercial uses should incorporate well-defined entrances, shared internal circulation, limited curb cuts to expressways and arterial streets, sidewalks and shade trees in parking lots, landscaping between the parking lots and roadways, and well-designed monument signage. Examples of regional commercial uses include, but are not limited to, movie theaters, plant nurseries, automotive repair shops, fitness centers, home improvement centers, hotels and motels, mid- to high-rise office buildings, and automobile dealerships. Permitted zoning districts: O-1.5, O-2, C-2, C-3, L, and BP.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Neighborhood Mixed-Use

Neighborhood Mixed-Use contains a mix of residential, commercial, and institutional uses at a neighborhood scale. Within mixed-use buildings, residential units located above first floor are

encouraged. Typical first floor uses include, but are not limited to, small office spaces, professional services, and small scale retail establishments and restaurants. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Neighborhood Mixed-Use area to ensure access to housing options and services within close proximity for the local workforce. Where practical, buildings are situated close to the public right-of-way, and parking is located behind buildings. Parking requirements may be minimized using a variety of creative methods, such as shared or cooperative parking agreements, to maximize land available for housing and community services. Pedestrian spaces are encouraged to include lighting and signage, and streetscaping should be scaled for pedestrians, cyclists, and vehicles. Properties classified as Neighborhood Mixed-Use should be located in close proximity to transit facilities. Permitted zoning districts: RM-4, RM-5, RM-6, MF-18, O-1, NC, C-1, MH, MHC, MHP, FBZD, AE-1, and AE-2.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Urban Mixed-Use

Urban Mixed-Use contains a mix of residential, commercial, and institutional uses at a medium level of intensity. Urban Mixed Use development is typically larger-scale than Neighborhood Mixed-Use and smaller-scale than Regional Mixed-Use, although many of the allowable uses could be the same in all three categories. Building footprints may be block-scale, but could be smaller depending on block configuration and overall development density. Typical first floor uses include, but are not limited to, professional services, offices, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Urban Mixed-Use areas to ensure access to housing options and services within close proximity for the local workforce. Structured parking is encouraged in Urban Mixed-Use category, but is not required. Parking requirements may be satisfied through shared or cooperative parking agreements, which could include off-site garages or lots. The Urban Mixed-Use category should be located in proximity to transit facilities. Permitted zoning districts: RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, MF-40, O-1, O-1.5, C-1, C-2, MH, MHC, FBZD, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Regional Mixed-Use

Regional Mixed Use contains residential, commercial and institutional uses at high densities. Regional Mixed-Use developments are typically located within regional centers and in close proximity to transit facilities, where mid-rise to high-rise buildings would be appropriate. Typical lower floor uses include, but are not limited to, offices, professional services, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Regional Mixed-Use areas to ensure access to housing options and services within close proximity for the local workforce. Where feasible, development is ideally built at the block scale, with minimum building setbacks. Parking requirements may be satisfied through shared or cooperative parking agreements, which can include off-site garages or lots. If parking requirements are satisfied on-site, structured

parking is encouraged. Pedestrian spaces are encouraged to be generous in width and lighting, with streetscaping and signage scaled to pedestrians. Regional Mixed Use projects encourage incorporation of transit facilities into development. Permitted zoning districts: MF-33, MF-40, MF-50, MF-65, O-1.5, O-2, C-2, C-3, D, ED, FBZD, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Employment/Flex Mixed-Use

Employment/Flex Mixed-Use provides a flexible live/work environment with an urban mix of residential and light service industrial uses. Uses include smaller-scale office, retail, art studio warehouses, art-oriented fabrication, creative businesses and work spaces, and cottage industrial and fabrication uses. Adaptive uses of vacant or underutilized structures are encouraged to provide residential urban infill and appropriate employment opportunities within or in close proximity to neighborhoods. Buildings have a smaller footprint and can closely resemble campus-like development across multiple sites or with several multi-functioning buildings on one site. Permitted zoning districts: RM-4, MF-18, MF-25, MF-33, O-1, O-1.5, C-1, C-2, L, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Business/Innovation Mixed-Use

Business/Innovation Mixed-Use accommodates industrial uses with office, commercial, and residential uses, all within a cohesive setting, on a larger scale and within larger footprints than the Employment/Flex Mixed-Use category. Industrial arts workshops, high tech fabrication, processing and assembly, and other industrial uses are permitted, in addition to commercial uses. Vocational training, technological learning centers, medical campuses, and research/development institutions are also appropriate for these spaces. Additional environmental performance standards should be employed for properties designated as Business/Innovation Mixed-Use, such as hours of activity, loading, noise levels and lighting, to ensure that the intensity of the industrially oriented uses is comparable to that of the other non-residential uses. The mix of uses may be either vertically or horizontally distributed.

Live/work housing options are permissible in Business/Innovation Mixed Use areas to ensure access to housing options and services within close proximity of business innovation areas for the local-workforce. Business/Innovation mixed use should incorporate transit and bicycle facilities to serve the training and employment base. Permitted zoning districts: RM-4, MF-18, MF-25, O-1.5, O-2, C-2, C-3, L, I-1, MI-1, BP, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Light Industrial

Light Industrial includes a mix of manufacturing uses, business park, and limited retail/service uses that serve the industrial uses. Industrial uses should be screened and buffered from adjoining non-industrial uses. Any outside storage should be under a roof and screened from public view. Examples of light industrial uses include drug laboratories, furniture wholesalers, lumberyards, food production, and warehousing. Permitted zoning districts: L, I-1, MI-1, and BP.

IDZ, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Heavy Industrial

Heavy Industrial includes heavy manufacturing, processing and fabricating businesses. Heavy industrial uses shall be concentrated at arterials, expressways, and railroad lines. This category is not compatible with neighborhood-scaled categories or those that permit residential zoning. Heavy Industrial should be separated from non-industrial uses by an allowable land use or a significant buffer. Examples of heavy industrial uses include auto manufacturing, battery manufacturing, and petro chemical bulk storage. Permitted zoning districts: I-1, I-2, MI-1, MI-2, QD, and SGD.

Agricultural

Agricultural includes crop agriculture, ranching, and related agribusiness practices. Single-family detached houses and detached accessory dwelling units are permitted on agricultural and ranch lands at very low densities or in conservation subdivisions that will not interfere with agricultural operations. Limited commercial uses directly serving agricultural and ranching uses, such as farmers markets, nurseries, stables, bed and breakfasts are permitted. To maintain scenic qualities, natural vegetative buffers, deeper setbacks, increased signage control, earthen drainage channels, and more restrictive access management standards are desired along major scenic corridors. Floodplain protection and buffer zones along creeks and rivers are instrumental in retaining rural character. Permitted zoning districts: RP and FR.

Parks/Open Space

Parks/Open Space may include, but is not limited to, large, linear, or unimproved land where conservation is promoted, and development is not encouraged due to the presence of topographic constraints or institutional uses on the site. Parks/Open Space may include utility corridors and public or private land uses that encourage outdoor passive or active recreation. Examples include city owned and/or operated pocket, regional, or linear parks, as well as private parks associated with subdivisions and neighborhood associations.

City/State/Federal Government

City/State/Federal Government includes areas owned and operated by a federal, state, or city agency. Examples may include government offices, public service facilities such as libraries and police stations, military bases, state colleges, and federal courts. This category does not apply to properties owned by a public agency but leased to and operated by another party.

Focus Areas

[See **Figure 5: Focus Areas Framework Map** (page 84)]

The focus areas were identified by the community and project team as those most suited for growth and change in the Brooks Area Regional Center. While each is unique, they all present opportunities to take advantage of their strategic location within the City and within the Regional Center and to accommodate growth while furthering the SA Tomorrow goals of creating compact walkable places where San Antonio residents can live, work and play.

The planning process for the Brooks Area Regional Center carefully considered the entire plan area to identify those areas that should be preserved and protected (such as long-established single-family residential neighborhoods) as well as areas that had constraints, such as steep slopes and flood risks, that were less suitable for new development. This analysis allowed the community and project team to identify the focus areas as those best suited to evolve and to accommodate the projected growth in the Brooks Area.

The Brooks Area Regional Center includes many large sites that are undeveloped or have the capacity to be redeveloped over time in a manner that uses land, infrastructure and resources more efficiently. Most notably, the San Antonio State Hospital and Brooks are very large sites that are already experiencing change and welcoming new land uses to the Brooks Area.

Each focus area, regardless of its size, is strategically located near major transportation routes and existing community amenities and has the potential for new development, including infill and redevelopment opportunities.

Focus Area #1: Fair Avenue/McCreless Commercial Center

The Fair Avenue/McCreless Commercial Center is located at the northernmost border of the Brooks Area Regional Center. It is an established destination for many residents of the Brooks Area for meeting day-to-day needs such as grocery shopping and banking, as well as entertainment including cinema and dining. It includes some office and other community uses including a library. The area is currently characterized by low-density, auto-oriented development with abundant surface parking.

Vision

The vision for the Fair Avenue/McCreless Commercial Center is to build on the success of this commercial destination to bring additional dining, entertainment and retail options to local residents alongside community amenities and services. Residential units should be incorporated in mixed-use development, particularly where the focus area borders existing single-family neighborhoods.

The Fair Avenue/McCreless focus area will be intensified through development and redevelopment that “infills” parking lots and other under-utilized spaces. Buildings will range from two to four stories and will be oriented towards adjacent streets with parking on the interior of the site and/or behind buildings whenever possible. Streetscape and mobility improvements will allow residents to more easily and safely access this area without a vehicle. Additional landscaping and greenways will “soften” the feeling of this focus area and fewer parking lots will create opportunities for improved stormwater treatment.

Focus Area #2: Goliad Corridor

Goliad Road parallels I-37 and provides local neighborhoods access to commercial services. It traverses the Highland Hills neighborhood, with some single-family residential abutting the commercial corridor.

Near E Southcross, it becomes primarily commercial in nature and is characterized by low-density, auto-oriented commercial uses and abundant parking. Institutions such as schools and churches are common along Goliad Road.

The condition of sidewalks and other pedestrian amenities is generally inconsistent and poor. Street trees and lighting are very limited and bus stops are very minimal, often lacking seating and shelter.

Vision

The vision for Goliad Road north of SE Military is for a mixed-use corridor that is human-scaled, pedestrian-friendly, comfortable, safe, and visually pleasing. Land uses along the road will include single-family residential in the Highland Hills neighborhood with a mix of single- and multi-family residential and a diverse range of commercial uses south of Southcross.

Buildings will range from one to four stories, with height greatest at key nodes and major intersections. Height will step down to provide transitions to lower-density areas including single family residential. Buildings will be oriented to the street, generally with parking behind them. The corridor will have a vibrant streetscape that allows safe and comfortable pedestrian mobility and access to businesses, offices, and other destinations. It will include traffic-calming measures as well as street trees, lighting, crosswalks, and other infrastructure to create a pleasant pedestrian-scaled environment. Small parks and plazas will create gathering places for residents and visitors and soften the urban environment.

Focus Area #3: San Antonio State Hospital

The San Antonio State Hospital (SASH) site has uses scattered across a large, open campus. Currently, it is home to an active mental health residential treatment facility, the Texas Center for Infectious Diseases, and the Supportive Living Center. The site includes a creek, cemetery, and pond.

Many parcels along South Presa Street and South New Braunfels Avenue have been sold by the state for development, including a senior housing development. Most of the site remains undeveloped open space.

Vision

The vision for the SASH site is for a mix of protected open space and parks alongside institutional, commercial and residential uses. The hospital itself is slated for redevelopment and will continue to operate indefinitely, but with a smaller footprint. New uses will preserve an adequate buffer around the hospital itself to ensure privacy and safety for patients and other residents.

The site will include both passive and active recreation sites, including protected areas adjacent to State Hospital (Asylum) Creek and the pond. A park may be created that can serve as a bird and butterfly sanctuary or other low-impact recreation use that protects natural resources and habitat. Heritage pecan trees will be preserved and protected.

The area parallel to the creek will be re-envisioned as a trail or greenway that enhances bicycle and pedestrian mobility through the site as well as connections to the Mission Reach of the San Antonio River Trail. Trail-oriented development will showcase the creek as a unique natural feature while protecting it with development setbacks. Mixed-use sites will provide a mix of housing types, including mid-density products such as attached townhomes and clustered cottages that provide opportunities for moderate-income households, including first-time homebuyers. Commercial and civic uses will front Asylum Creek as well as South Presa Street and South New Braunfels Avenue. Opportunities for improved internal circulation and east-west mobility will be maximized.

Focus Area #4: Brooks (City Base)

Brooks is a dynamic, mixed-use campus that is evolving into a residential and employment destination on the Southside. Recent development and job growth at Brooks, overseen by the Brooks Development Authority, is transforming the area through new development alongside the renovation and re-use of existing structures.

Its 1,300 acres include a broad range of land uses and activities. It is home to the University of the Incarnate Word (UIW) Medical School, multiple charter schools and Mission Trail Baptist Hospital. Residential opportunities include higher-density, 3 to 4-story apartment complexes as well as single-family homes and duplexes. It is home to several businesses that continue the area's legacy of innovation and invention, such as Mission Solar.

Vision

The vision for Brooks is a dynamic, mixed-use community that provides multiple opportunities for living, working, learning, and playing within its borders. The area's history will be celebrated through preservation, interpretation through multiple lenses, and by a growing cluster of dynamic, innovative businesses and institutions. A town center will serve as "downtown Brooks," providing urban gathering places, entertainment destinations, and residences.

A diversity of housing types will offer both rental and ownership opportunities in multi- and single-family developments that are accessible to a range of income levels. New sidewalks, bikeways and trails, including the new 43-acre Greenline linear park, will improve options for non-motorized transportation and support a healthy outdoor lifestyle. The area will be well-served through the Brooks Transit Center which takes advantage of its proximity to downtown San Antonio and other urban centers. Residents will be able to easily access the San Antonio River.

Brooks will be an economic development powerhouse, with hundreds of high-paying jobs supporting Southside residents and families. The area's history of innovation will be continued through medical, technological and educational endeavors within its borders.

Focus Area #5: I-37 and Goliad

This area is currently home to a manufactured home park and regional commercial uses, including big-box retail and a hotel. A large portion of the area is currently vacant and underutilized.

This focus area is adjacent and accessible to I-37, I-410, and Goliad Road. It borders Brooks (City Base) and Brooks Park.

Vision

The vision for the I-37 & Goliad Focus Area is a mixed-use center that includes a more intense concentration of regional-serving commercial uses near the intersection of I-37 that are easily accessible by automobile. Mid-density, 2 to 3-story buildings will include a mix of commercial businesses to the north, transitioning to primarily residential to the south.

The edge of the focus area along Goliad Road will provide a greenway that facilitates recreation and mobility. Improved east-west mobility options will allow residents to easily access nearby amenities, including Salado Creek and the adjacent green spaces and Brooks.

Focus Areas Recommendations

Focus Areas Recommendation #1: Create mixed-use community destinations that increase residential, employment, and recreational opportunities throughout the Brooks Area Regional Center.

- The Brooks community is highly supportive of creating destinations in their community that bring people together, offer additional dining and entertainment options, and increase recreational opportunities.
- Creating additional mixed-use communities in the focus areas will help bring jobs to the Brooks area and allow some workers to live closer to their places of employment.

Focus Areas Recommendation #2: Ensure focus areas can be easily and safely accessed by a range of travel modes, including pedestrian, bicycle, and transit options.

- Current development and mobility patterns in Brooks favor the automobile, although many residents rely on walking, biking, and transit for their day-to-day needs.
- Multi-modal transportation improvements will allow more Brooks area residents to safely and easily access new amenities and services without relying on a vehicle.

Focus Areas Recommendation #3: Ensure adequate buffers and transitions between new, higher-intensity development in focus areas and single-family neighborhoods.

- Protect established, low-density single-family residential neighborhoods from potential unwanted impacts of new, more intense development.

Focus Areas Recommendation #4: Balance development and investment in focus areas with protection and enhancements of open spaces, including parks, natural resources, and other sensitive areas.

- A key goal of the Brooks Area Regional Center planning process was to protect and enhance undeveloped green spaces and natural areas even as growth and development occur.
- Open spaces should be created, preserved, or strengthened within and between focus areas.

Mobility

Background and Vision

[See **Figure 6: Mobility Framework Map** (page 85)]

In 2016, the City of San Antonio adopted the SA Tomorrow Multimodal Transportation Plan, to make our city's transportation system "sustainable, safe, convenient, efficient, and inclusive of all modes." The plan adopted by City Council established "a shift in focus from moving vehicles to moving people," in order to manage traffic congestion, and improve transportation choices. The plan identified two primary and interdependent methods for managing future traffic congestion:

- Develop a land use pattern and policy to promote local trips
- Provide transportation options in addition to vehicles that connect Regional Centers

The SA Tomorrow Multimodal Transportation Plan acknowledged that we cannot build our way out of congestion, and that the Comprehensive Plan, and associated land use plans, are a primary opportunity to improve mobility in San Antonio. By welcoming more people to live, work and play in urban centers, regional centers, and transit corridors, we can shorten trip lengths, offer more transportation choices, and improve quality of life.

The combined costs of housing and transportation (commonly referred to as H+T) are often a large portion of a household's budget, with experts recommending the combined total not be more than 45% of household income. In the Greater San Antonio Region that total on average is 53%.¹ Walkable communities that provide great transit options can reduce the household transportation costs for the average person, because if people have an alternative to driving alone, transportation costs can be stable even when gas prices rise. By providing transportation options, as some people choose to go to their destination on foot, bicycle or transit, the number of cars on the road will be minimized, reducing traffic delay for those people that choose to drive.

Redevelopment at the Brooks campus is bringing new residents to this sub-area. Additional bicycle and pedestrian resources, as well as rapid transit investments from VIA, are recommended to better serve existing residents in the surrounding neighborhoods to the north and east, accommodate new residents, and effectively connect the Brooks Area to the greater San Antonio region.

Safety is central to the mobility vision for Brooks. Previous development that focused on prioritizing automobiles left many parts of the area with incomplete sidewalks, few bike facilities, and poor access to parks and other amenities. With a focus on improving safety for people walking and bicycling, Brooks can make strides to becoming a healthier and more connected community, where local residents can access destinations near their homes without the need to drive. New recreational resources, such as the Greenline linear park and the extension of the Howard W. Peak Greenway Trails, will also provide trails linking the Brooks Area to downtown, the San Antonio River, Pearl, and Brackenridge Park, providing paths for pedestrians and cyclists.

VIA Metropolitan Transit's Primo and Rapid Transit Corridors are expected to provide frequent, reliable service to Brooks, including new east-west and north-south connections. These routes are a part of the larger transit vision, providing service to neighborhoods and key destinations, such as the Central

¹ Data generated by Center for Neighborhood Technologies using multiple data sources, including American Community Survey (ACS) 2013 data – for more information see: <http://htaindex.cnt.org>

Business District and the South Texas Medical Center. Improved sidewalks and intersections, along with streetscaping that prioritizes pedestrian safety and comfort will support people using transit to and from this area. Attention to design priorities like wider, protected sidewalks, street trees, and seating and shade amenities will improve last mile connections between transit stations and destinations.

Brooks Area Regional Center's Mobility Needs

Brooks' emergence as a developing Regional Center for growth allows San Antonio the opportunity to emphasize mobility and transportation solutions that align with and support various aspects of the Brooks Area Regional Center Plan, including land use, amenities, focus areas and catalytic sites, and economic development. The key mobility recommendations will be further refined in a coordinated manner with the City's Department of Transportation and Capital Improvements (TCI). These include the following:

- Multimodal improvements – transformation and integration of the mobility network to serve people choosing to walk, bike, take transit, rideshare, or travel in their own vehicle;
- Consideration of current and future freight transportation needs for commercial and industrial employers in the area;
- Safety enhancements on the mobility network, for all modes, especially pedestrian and bicyclist safety;
- East-west connectivity across the Brooks Area;
- Connect gaps in the mobility network, particularly sidewalks and bikeways;
- Ensure that the mobility network supports, responds to, and directly implements the future land use plan; and
- Congestion reduction in key hotspots.

To address the mobility needs in the Brooks' study area, a set of high level recommendations has been developed with input from the Brooks Area Regional Center Planning Team and community stakeholders, and a set of strategies have been identified to implement the recommendations through projects, policies and partnerships.

Mobility Recommendations

Mobility Recommendation #1: Continue Implementing the San Antonio Vision Zero Action Plan.

The City of San Antonio's Vision Zero initiative aims to achieve zero fatalities on the community's roadways and improve roadway safety for all users, whether driving, bicycling, or walking. The Vision Zero initiative evaluates and makes recommendations to improve safety in Severe Pedestrian Injury Areas (SPIAs), locations where two or more crashes close together have resulted in severe pedestrian injuries. Potential tools for improving pedestrian safety in Severe Pedestrian Injury Areas include Leading Pedestrian Intervals, Medians, and Pedestrian Crossing Islands based upon analysis of the unique factors that contribute to crashes in each location and depending upon the results of engineering assessments. Another approach to improve safety involves dedicating more space in the roadway to bicyclists and pedestrians. From new ways to protect bicycle lanes with separated barriers such as bollards, to landscaping and planters and raised medians, San Antonio has many available tools to improve pedestrian and bicycle safety. The City of San Antonio Vision Zero Action Plan lists additional tools for improving pedestrian and bicycle safety.

The Brooks Area has a wealth of opportunities for improving mobility and safety, especially for pedestrians. In particular, the 2018 San Antonio Severe Pedestrian Injury Areas Report (pages 29-30) identifies three Severe Pedestrian Injury Areas (SPIAs) within or adjacent to the Brooks Area Regional Center that should be priorities for study and investment:

- Gevers Street from Fair Avenue to Minnetonka Street;
- Pecan Valley Drive from Goliad Road to Dollarhide Avenue; and
- SE Military Drive from City Base Landing to Goliad Road.

Additional analysis of pedestrian, bicycle, and vehicle crash data, along with community input, also identified as priorities the following:

- The intersection of Hot Wells Boulevard and S. New Braunfels Avenue;
- Goliad Road: from SE Military Drive to Pecan Valley Drive
- City Base Landing: from SE Military Drive to Research Plaza
- SE Military Drive: from S. Presa Street to Kennedy Hill Drive.

Investments that focus on safety, such as the Vision Zero tools listed above, can have a significant positive impact throughout the Brooks Area, and especially in these identified conflict areas.

Access Management

For all people to travel safely while walking, bicycling, or driving in the study area, points of conflict between people and vehicles must be minimized. Currently, there are many points of conflict, for example, many driveways (aka ‘curb cuts’) along roadways including SE Military Drive and Goliad Road. These spaces are used by all people traveling and can be difficult to navigate for bicyclists, pedestrians, and people with disabilities. Employing strategies to reduce these points of conflict can increase safety in the study area.

Mobility Recommendation #2: Complete the multi-modal layered network and trail system and work with partners to establish new connections.

Complete Streets

A network of complete streets is envisioned for the Brooks Area, providing enhanced road designs for vehicles, pedestrians and cyclists alike. Presa Street, Hot Wells Boulevard, Kashmuir Place, Goliad Road, and SE Military Drive are recommended for the Transportation and Capital Improvements Department to study for complete streets improvements, coordinating with TxDOT, VIA, and ongoing Bond projects as needed. These streets will help connect residents to recreational trails, such as the new Greenline and Mission Reach Trails, allowing Brooks Area residents to enjoy longer trips and recreation beyond the sub-area.

Priority Streetscape Improvements

The Brooks Area community envisions Presa Street as a pedestrian greenway – a park-like corridor, complete with landscaping, green infrastructure and other placemaking features. This could entail a number of unique elements such as public art, picnic tables, or exercise stations. Work is ongoing with TCI to design and implement this 2017 Bond project.

Streetscape improvements are also recommended for study on other corridors. These include roads that primarily serve local residents, such as Goliad Road and Hot Wells Boulevard, as well as major roads for through traffic, such as SE Military Drive. The vision for SE Military is one where people feel welcome, safe, and comfortable, whether walking, biking, taking transit, or driving. It is highly recommended that

TCI work with TxDOT and other partners to reimagine SE Military as a place where people want to go, rather than just pass through.

Priority Trails

In 2016, construction began on the Greenline, a new 43-acre linear park at Brooks, and was completed in 2018. This park includes a hike and bike trail which will ultimately connect to regional recreational resources like the Mission Reach Trail on the San Antonio River.

Additionally, partnerships with local utility providers are exploring opportunities to secure additional right-of-way along designated utility easements. These areas could expand the space dedicated to a planned trail network in the Brooks area. The plan also envisions an expanded on-street network that will also connect the Brooks Area to recreational bicycle/pedestrian trails to the west (along the San Antonio River) and the east (along Salado Creek).

Preferred Bicycle Routes

In many parts of the Brooks Area, bicyclists currently ride adjacent to mixed-traffic on high-stress roads. Additional bike infrastructure, such as designated lanes, is highly recommended. These measures will improve riding conditions for today's commuters and welcome newer, less confident bicyclists, otherwise unaccustomed to riding alongside vehicles.

Based on input from the Brooks Area Regional Center Planning Team and other community stakeholders, the plan identifies Pecan Valley Drive, Asylum Creek, Corpus Christi Highway, streets throughout the Brooks campus and Presa Street as priority bicycling routes for Brooks. SE Military Drive, Hot Wells Boulevard, and Goliad Road should also incorporate cycling infrastructure as a component of designs for complete streets based on future studies by TCI to determine feasibility and the types of facility needed.

Mobility Recommendation #3: Alleviate congestion with multimodal solutions.

Shifting users from driving alone to alternative modes of transportation can alleviate congestion along a corridor or within an area. This becomes more viable when alternatives are convenient, such as through improved access to transit and pedestrian-friendly infrastructure. This strategy directly supports the community's, City's, and VIA's goals and objectives, improving access to key destinations, decreasing vehicle miles traveled, and increasing the area's walkability. To support growth and continue the vibrancy of the region's economic centers, the community needs easy, reliable, and congestion-proof choices for traveling to and from work, school, and key destinations.

While congestion can be viewed as a sign of economic health, delays caused by congestion waste valuable time and create transportation emissions that reduce air quality. The transportation industry has learned 'we cannot build our way out of congestion', however a series of operational and multi-modal improvements can provide more travel options and reduce the demand on our roadways. Several hotspots have been identified through the planning process that should receive further attention and study by TCI to mitigate congestion.

With I-37 and Loop 410 within the study area, residual interstate congestion blends with local congestion. Area analysis identified corridors such as South New Braunfels Avenue and South Gevers Street and intersections such as Goliad Road and SE Military Drive, Goliad Road & Pecan Valley Drive, and Goliad Road & South Gevers Street as key congested areas with need for study and improvement.

VIA's Rapid Transit Corridors will create additional transportation choices in this area with new investments in very frequent transit service that quickly moves people to their destinations. This

additional transit service on the Southeast side will provide more direct connections between the Brooks Area, Near West side neighborhoods, and Pearl.

Mobility Recommendation #4: Consider freight movements and needs in land use and transportation planning activities.

Freight trucks deliver many of the items needed for day-to-day life but are often overlooked in planning for our communities. Freight delivery has been changing rapidly as more people buy products online that are delivered to homes by small freight trucks. As redevelopment of roads and parcels takes place, the needs for freight to be able to serve our communities will need to be considered and space should be dedicated for light and heavy freight trucks to travel, turn, and park.

Mobility Recommendation #5: When VIA Rapid Transit Corridor service is implemented in the Brooks Area, prioritize improvements that provide safe connections to the transit line for people walking, bicycling, or getting dropped off in a vehicle.

Every person that rides transit is also a pedestrian. As of spring 2018, VIA is actively enhancing its Primo service along SE Military, and another key rapid transit route under consideration includes service along New Braunfels Avenue throughout the study area. As VIA expands these and other transit options in the Brooks area, these services should be easily accessed by people walking and bicycling to transit stations and stops. Critical components of VIA's approach to making a place transit-supportive are streets designed for pedestrians, improving the safety of all users, and supporting compact, mixed-use development providing access to a variety of services reachable on foot. Investing in complete streets along transit corridors as well as streets that lead to these corridors will improve the overall transit experience, increase safety, and encourage walking, bicycling, and taking transit as mobility options in the Brooks Area. Many of the concepts and strategies in Mobility Recommendation #2 can also contribute to safe transit connections.

In addition to these planned transit investments, Presa Street is envisioned as a pedestrian greenway – a street that offers the shade of trees and a park-like atmosphere, providing safe access to VIA local bus service and nearby rapid transit service expected on New Braunfels Avenue.

Street configuration directly impacts an area's last-mile connectivity to and from transit stations. Places with dense streets and shorter blocks, such as downtowns, provide more direct routes to destinations and more storefront access. The map shown below provides a visual evaluation of street density in the Brooks Area. Places that are most accommodating to transit, bicycles, and pedestrians, have a tight grid network (indicated by darker shades of blue), meaning people can experience fairly direct access to their destination. Areas with low block density (such as is evident in the lighter shades shown in the southern half of the study area) are often caused by large campuses or industrial sites. Brooks Development Authority has a vision of working with partners to create new east-west connections that will help increase block density and a more complete grid street network throughout the campus.

Mobility Concepts

The recommendations in this plan will help create a user-friendly multi-modal network that provides access to amenities, links Brooks Area residents and employees to the greater San Antonio Area and supports planned activity centers and land uses. The general concepts below serve as guiding principles for the more detailed Mobility Recommendations listed above, and several are illustrated for the Brooks Area on the Mobility Concepts Map.

Complete Streets

In September 2011, San Antonio adopted a Complete Streets Policy (Ordinance 2011-09-29-0795) which encourages street designs that take into account all users and accommodate all ages and abilities including children, older adults, and persons with disabilities. This approach to street design “supports pedestrian and bicycle-oriented neighborhoods; promotes healthy living, fitness, and activity; enhances the economic vitality of commercial corridors and districts; and maximizes the benefits of investment in public infrastructure.”² Not all “complete” streets have to be the same; the function of the road, level of traffic by mode, and adjacent land use and intensity will all be used to help determine road type and design features.

Priority Bicycle Routes and Streetscape Improvements

Creating a Regional Center that encourages walking and biking as convenient, safe, and comfortable options will require an integrated network of pedestrian and bicycle routes along with well-designed streets in key activity areas. Today, there are gaps in the multi-modal system serving the Brooks Area, especially for people wishing to walk or bike. This plan focuses on completing sidewalk and bicycle networks and recommends new connections that will help people travel east-west in the study area, and more directly access creeks, trails, and other amenities.

Improved Pedestrian Crossings

Safety is central to planning for the Brooks Area’s development as a walkable center. Analysis of previous pedestrian crashes has identified intersections and roads most in-need of study for additional pedestrian crossings or other safety improvements. Improved access to VIA service is also a key factor guiding pedestrian safety studies and investments.

Frequent, Reliable, and Accessible Transit

VIA’s ongoing planning efforts are working to identify new Primo and Rapid Transit corridors. Detailed studies are looking at exact routing and phasing of construction for these improved transit routes that will provide more options for people to get around both within the Brooks Area as well as to other employment, education, and activity centers across the city. Complete streets and place making investments near planned stations are important to improve people’s ability to access transit using safe and pleasant community connections.

Linked Mobility and Land Use

As communities evolve and grow, so do the demands on the mobility system. The location and type of growth in an area or along a corridor help determine the demand on the transportation network and viability of various transportation options. Likewise, transportation helps shapes the desirability and type of development in an area. Aligning this relationship shapes future development and growth patterns and directly supports the community’s goals and objectives of improving walkability, increasing access to transit, and enhancing access to economic areas and other key destinations. Such alignment of land use and mobility also helps implement VIA’s 2040 Strategic Plan for Station Areas, supporting transit-supportive land use surrounding transit stations.

As the Brooks Area Regional Center adds residents and employees based on the community’s updated land use plan and proposed focus areas, impacts on the mobility needs of these new people and those

² *Traffic Calming Handbook*, City of San Antonio Transportation and Capital Improvements, August 2017.
https://www.sanantonio.gov/Portals/0/Files/TCI/TCHandbook2017_081117.pdf?ver=2017-08-11-172302-300

of the current residents need to be considered. For example, if several multi-story residential and office buildings are added along Goliad Rd, additional pedestrian, bicycle, and vehicle traffic can be expected on the streets and new mobility patterns will emerge. Studies will need to determine common paths and volumes of pedestrian, bicycle, automobile, transit, and freight travel to ensure the area has sufficient infrastructure and careful prioritization of modes to help people safely reach their destinations.

Mixed-use and higher density developments in identified focus areas and along key corridors will require integrated mobility planning to ensure people can access, use, and pass through these areas safely and comfortably by all modes of travel. In particular, changing land uses and mobility needs are anticipated along S. New Braunfels Avenue, in the blocks from Koehler Ct. to Stratford Ct., along the length of Goliad from Southcross to I-410, along the length of SE Military in the study area, and in the Brooks campus. With additional density in land use, the major roadways can anticipate additional pedestrians, bicyclists, transit riders, single automobile vehicles and freight delivery trucks of various sizes. In the future, more density in the area will mean more demand for pedestrian and bicycle facilities and VIA transit service.

Gateway Opportunities

To build on the strong community identity of San Antonio's Southside and the Brooks Area, several places within this sub-area provide opportunities for unique neighborhood gateways. Gateways display pride in a local area and welcome residents and visitors with art and architectural elements which reflect neighborhood history and culture.

There are numerous places for gateways on Presa Street, notably at Hot Wells Boulevard and SE Military Drive. These gateways along Presa Street would help create a cohesive, connected, and walkable corridor. On the eastern side of the sub-area, the intersection of Goliad Road and SE Military Drive could also serve as a notable gateway to the Brooks Area.

Amenities and Infrastructure

Introduction

[See **Figure 7: Amenities and Infrastructure Framework Map** (page 86)]

While the Brooks Area Regional Center already has many assets, the community has expressed strong desires for improved access to existing amenities and a variety of improvements to make the neighborhoods within the Brooks Area more complete and livable. From improved tree canopy to gateway features and public art, and from recreational opportunities to healthy food options, participants in the planning process clearly articulated the need for improving established neighborhoods while planning to ensure new neighborhoods include the essential components of a healthy and vibrant community.

The community vision for the Brooks Area is that Interstate 37 (I-37) will no longer be a barrier and all residents will have safe and pleasant access to the San Antonio River, the multitude of Mission Reach amenities, and a variety of other active and passive recreational amenities. The Brooks Area will include great on-street and off-street pedestrian and bicycle connections via tree-lined streets and well-connected trails and pathways throughout the entire regional center. The pedestrian and bicycle connections will link existing and new development to a greater range of opportunities to live, work and play within the regional center.

The community also desires an improved experience in moving throughout the Brooks area. Through good design and placemaking, the Brooks Area Regional Center will include enhanced shade and tree canopy, public art, and integrated stormwater features. All public and private projects will include elements that enhance the sense of place and contribute to the quality of life in the Brooks Area.

Amenities and Infrastructure Recommendations

Amenities and Infrastructure Recommendation #1: Enhance the experience for pedestrians and bicyclists moving along and across major thoroughfares through safety and streetscape improvements.

Many of the major thoroughfares in the Brooks Area Regional Center are unsafe or uncomfortable for pedestrians and most do not accommodate bicyclists. A walkable and bikeable regional center requires connected networks that support and encourage walking and biking as viable and attractive options. The design and maintenance of pedestrian and bicycle facilities must consider buffers from fast moving traffic, traffic calming, shade, furnishings and other amenities. Safe crossings at frequent intervals are also essential for walking and biking in the Brooks Area Regional Center.

Amenities and Infrastructure Recommendation #2: Increase active and passive recreational opportunities throughout the Brooks Area Regional Center, consistent with the SA Parks System Plan.

The existing community within the Brooks Area Regional Center has expressed a strong desire for additional recreational opportunities. The need will continue to increase as new development brings additional residents, workers and visitors to the area. Recreational amenities should include opportunities for active living with trails, courts, fields and play areas, as well as more passive recreational opportunities with natural areas, places to sit and gather, picnic areas, and viewing/observation features.

Amenities and Infrastructure Recommendation #3: Maintain and enhance the tree canopy and other shade elements in existing and new development.

Many areas of the Brooks Area Regional Center have a well-established tree canopy that provides shade and beautification while contributing to a stronger sense of place. With that said many areas within the Regional Center lack a significant number of trees. As improvements occur within the area in the coming years, efforts should be made to maintain existing trees and to add to the tree canopy in both the public and private realms. The tree canopy should be supplemented with other shade elements where possible.

Amenities and Infrastructure Recommendation #4: Improve opportunities to grow, purchase and share healthy foods.

The Brooks Area Regional Center generally has poorer health outcomes than many other areas of San Antonio. In part, this can be attributed to the limited availability of healthy food options. The community has expressed strong desires for a variety of healthy food options. These could potentially include community gardens and orchards, farmers' markets, road side food stands, food cooperatives, smaller grocers and mercados and more traditional full-service grocery stores. Another concept to pursue and promote is community-supported agriculture (CSAs), in which consumers receive fresh food directly from farms and ranches via a subscription.

Amenities and Infrastructure Recommendation #5: Create additional nodes of activity with flexible community gathering spaces.

The Brooks Area Regional Center currently lacks common gathering spaces to host community events and programs. As new development and redevelopment occurs, the Regional Center will need to include concentrations of activities in locations that are accessible to existing and new residents. These activity nodes should include parks, plazas and other flexible outdoor spaces that can host formal and informal community gatherings and events.

Amenities and Infrastructure Components

Parks, Trails and Open Space

While the Brooks Area Regional Center has many existing parks and is bounded by the Mission Reach along the San Antonio River, many of these amenities are difficult to access for residents and some larger parks are in the shadows of the interstate freeway. Both Pytel and Pickwell Park lack sidewalk connections, safe crosswalks or nearby transit stops.

Specific priority locations for additional and enhanced parks and open spaces are:

- East of Interstate 37
 - south of the intersection of I-37 and I-410 and
 - near Salado Creek and Pecan Valley Drive.
 - Rosillo Creek
- West of Interstate 37
 - a trail along State Hospital Creek

Arts and Cultural Amenities

The major opportunities identified for arts and cultural amenities within the Brooks Area are at major gateways to the Regional Center and along Presa Street and New Braunfels Avenue. The community

expressed a desire for more public art features ranging from sculptures and murals to gateway monuments and iconic architecture. The Brooks Area community would like to see its history reflected in public art, gateway and other public realm improvements.

Community Amenities

Regarding community amenities, the community expressed a strong interest in new healthy food options, outdoor gathering spaces, and community resource centers with access to technology and meeting spaces. Specific ideas include more amenities for older adults and seniors, a recreation center, library, police substation, and a dog park. The majority of these opportunities were identified in the northern half of the Regional Center to serve existing residents, but it will be important that new development in the western and southern portions of the Regional Center include similar community amenities to keep pace with growth.

DRAFT

Catalytic Projects

[See Figure 8: Catalytic Projects Map (page 87)]

San Antonio State Hospital at S. Presa

The San Antonio State Hospital has had a presence in the Southeast side for generations, but it is now ready to be reimagined. 55 acres are ready for development that accentuates natural features such as heritage trees and the flowing creek, views of Downtown, and takes advantage of its proximity to the San Antonio River Mission Reach and the Brooks campus.

Goliad Road

Goliad Road, between Fair Avenue and SE Military Drive, is a 2.75-mile long commercial corridor lined with community-serving businesses. It is oriented to vehicular travel with deep, street-fronting parking lots, narrow sidewalks, and minimal streetscaping.

Introduction

The catalytic sites were selected for more detailed concept design work and their potential investment prioritization. The time frame envisioned for implementing catalytic projects in these areas would typically be five to ten years. The Planning Team identified and discussed areas where investment is needed and feasible and where there is a greater likelihood of return on public investment.

Selection of catalytic project sites was based, in part, on an analysis of where land is available for new development and redevelopment, as well as an assessment of where businesses were underperforming. In addition, the Brooks Area Regional Center Planning Team chose to focus on areas not already in the process of revitalizing such as the Brooks campus, and areas adjacent to the Brooks campus.

The two selected sites are very different in both their current use and future vision. The 55 acres on the San Antonio State Hospital site have potential to be developed in many different ways given that this property is a greenfield (i.e., has not previously been developed). Conceptual development programs should be carefully evaluated to ensure the site is developed to provide desired community amenities and housing and employment opportunities in anticipation of the growth projected for Bexar County and the Brooks Area Regional Center.

Goliad Road is an established, commercial corridor with strong potential for implementation of complete streets and redevelopment at key intersections. The streetscape environment should be reoriented towards pedestrians, development should integrate new buildings with existing structures, and businesses shall become a greater asset to the surrounding neighborhoods.

Catalytic Projects Recommendations

Catalytic Projects Recommendation #1: Support the development of a residential mixed-use neighborhood on surplus State Hospital land.

To meet a growing demand for housing, the 55 acres should be thoughtfully developed to provide a mixture of housing types, retail uses, and community amenities, creating an asset for both future and current Brooks Area residents. Natural features should be preserved, abundant open spaces should be provided, and development should be sensitive to the nearby San Antonio River Mission Reach, historical context, and surrounding neighborhoods.

Catalytic Projects Recommendation #2: Develop a corridor revitalization plan for Goliad Road between Fair Avenue and SE Military Drive.

Goliad Road should undergo a comprehensive corridor revitalization study which could include a traffic study, market study, design guidelines, and a revitalization plan similar to San Antonio's Northeast Corridor. Key considerations should include improving the pedestrian environment along Goliad, creating better connections to the surrounding neighborhoods, and development that supports a wider range of community serving businesses and services accessible to nearby residents.

Catalytic Project #1 - San Antonio State Hospital at S. Presa Street*Description*

The 55 acres available for redevelopment does not have any existing structures. It is covered in thick vegetation which is bisected by State Hospital (Asylum) Creek which then flows into the San Antonio River. The property currently used by the San Antonio State Hospital is located to the north and east of the property. South Presa Street runs parallel to the western property line. The Mission Reach portion of the San Antonio River lies further west of the property across Presa Street and the Union Pacific rail tracks.

Vision

The vision for development of the State Hospital site combines elements of a green neighborhood and trail-oriented development. The creek should be emphasized as a natural amenity and organizing focal point and serve as a multimodal connection across the property. A variety of residences, including single-family houses, townhomes and apartments contribute to housing choice in the Brooks Area. Current and future residents will enjoy local retail, access to the San Antonio River, and social spaces such as a community garden or an amphitheater. [See existing conditions and conceptual illustrations: **Figures 9 and 10** (pages 88 and 89); **Figures 11 and 12** (pages 90 and 91)]

Catalytic Project #2 – Goliad Road*Description*

The intersection of Hot Wells Boulevard and Goliad Road is the midpoint of the Goliad Corridor. Hot Wells Boulevard does not extend east past this intersection. The current intersection is served by only one pedestrian crossing and is surrounded by a mixture of industrial and commercial uses as well as several vacant buildings and pieces of land. Pedestrians could feel safer and more comfortable if the sidewalk was wider. The area is lacking in shade and active ground floor uses.

Vision

The intersection of Hot Wells Boulevard and Goliad Road is reimagined as a mixed-use node where people can live, work, and play. Instead of gray, crumbling concrete and wires, the streets will be lined with shade trees and public art. Buildings will rise up to four stories and include space for both owner- and renter-occupied housing, medical offices, cafes, and other retail uses. Social gathering spaces like a farmer's market and art galleries will invite people to spend time in the area instead of just passing through. [See paired existing conditions photographs and conceptual illustrations: **Figures 13 and 14** (pages 92 and 93); **Figures 15 and 16** (pages 94 and 95); **Figures 17 and 18** (pages 96 and 97)]

Housing

Housing Snapshot

[See **Figure 19** and **Figure 20** (page 98)]

The Brooks Area Regional Center has generally similar household characteristics to the City of San Antonio. There are just over 14,000 households in the Brooks Area Regional Center. The area has grown by just over 800 households since 2010, a growth rate of 1.0%. This is on par with the City's household growth rate. The average household size in this area is 2.83, slightly higher to the City average of 2.73, and the proportion of one-person and non-family households are also close to the citywide average. The regional center's median household income of \$36,100 is lower than the City average of \$45,500.

Occupied housing units are 55% owner-occupied and 45% renter-occupied, which is also in line with the City split of 53% owners and 47% renters. The housing stock in the Brooks Area Regional Center is largely low density, split between single family homes and garden-style apartments. There were two major periods of housing construction within the regional center. The first was primarily single-family homes from 1950 to 1969, when nearly 40 percent of the units in the regional center were built. The second major period is from 2000 to the present, with the majority of new units being multifamily apartments.

Housing affordability and accessibility were major issues identified in the SA Tomorrow Comprehensive Plan. Each regional center's access and affordability were assessed to identify challenges and opportunities. Housing affordability is often measured in terms of "cost burden," or the share of income paid towards housing costs. In general, if a household spends over 30% of income on housing it is considered to be "cost burdened." Overall, 23% of homeowners in the area are cost burdened, a figure on par with the Bexar County average and there are not major affordability issues in terms of homeownership in the Brooks Area. The percent of renter households' cost-burdened in the Brooks Area Regional Center increased from 36 percent to 51 percent from 2000 to 2015. Despite the general affordability of apartments in Brooks, cost burden is an issue for low-income renters.

[See **Figure 21** (page 98)]

Housing issues and strategies were primary topics of discussion at Community Meeting #2 and Planning Team Meetings #5 and #8, and were prominent topics of community and stakeholder input throughout the planning process. Community Meeting and Planning Team Meeting Summaries are available in the documents library of the Brooks Area Regional Center Plan webpage.

Housing Challenges in the Brooks Area Regional Center

While the incomes in the Brooks area are currently lower than the City averages, the housing and demographic conditions are largely on par with city-wide averages, with a significant amount of lower-density single-family homes in varying ranges of quality and condition. The Brooks Area Regional Center has not advanced as quickly as other parts of the city in terms of investment and new housing options over the past few decades. However, the redevelopment of the former base has attracted new employment, catalyzed some new apartment development, and generated momentum for further progress.

As demand continues to grow, there is a need to maintain and create affordable housing options along with the market-rate development in order to address impacts of raising property values and rental

rates, particularly for lower-income renters. There are three main challenges in the Brooks Area Regional Center related to housing:

1. **Reinvesting in Existing Neighborhoods:** Existing single family neighborhoods provide a strong foundation for the Brooks area. However, as the area grows in desirability, some existing homeowners face challenges maintaining, reinvesting in, and remaining in their homes.
2. **Diversifying Housing Options:** Housing in the Brooks Area Regional Center predominately consists of older, lower-density single-family homes and new garden-style apartments. A greater variety of housing options will be necessary to meet demand from existing and future residents, and to help achieve a healthy balance of renter- and owner-occupied homes.
3. **Maintaining Opportunity for All Household Types and Incomes:** The cost of new development and demand for housing in the area combine to make rents and prices for new (and even existing) homes harder for lower-income residents to afford. Twenty-three percent of homeowners in the area are cost-burdened (a household that spends 30% or more of its income on housing) and 51% of renter households are cost burdened (up from 36% in 2000).

Housing Recommendations

Housing recommendations were developed based on the Brooks Area's vision and goals and to address the challenges identified during the planning process. Specific strategies to implement these recommendations can be found in the Implementation section of the plan.

Housing Recommendation #1: Support neighborhood stability and a balance of homeownership and rental opportunities.

Many residents of the Brooks Area have expressed a preference for increased levels of owner-occupied housing. However, the area currently has a homeownership rate of 55 percent, on par with the citywide average. While the City has some tools to ensure that future housing is owner-occupied, several other approaches exist that can help to achieve the overall goal of maintaining and creating stable neighborhoods with a healthy balance of owners and renters, including preservation and support of homeownership, providing desirable rental housing options, and increasing the diversity of housing choice throughout the area (see Recommendation #2).

Maintaining a balance of owner-occupied housing options to complement the rental housing market will rely on supporting vulnerable homeowners and neighborhoods through strengthened homeowner assistance programs and citywide policies to address escalating property values and taxes. In addition, we can also encourage economic stabilization in established neighborhoods by increasing Accessory Dwelling Units (ADUs). ADUs also help create "quiet density" that provides smaller and affordable units without altering the character of existing neighborhoods. Such units can help provide safe and healthy housing options for many San Antonians, and help mitigate our City's growing housing shortage (as identified in the 2018 Mayor's Housing Policy Task Force Housing Policy Framework).

While the Brooks Area Regional Center has been able to attract development of entry-level, single-family housing, recent development of new apartments has needed to utilize affordable housing financing tools or favorable land leases provided by the Brooks Development Authority in order to successfully develop. While this was necessary for early development, new apartment units in the area are beginning to achieve rents that could support additional market rate rental projects. As this market barrier is overcome, more market-rate apartment development, along with more of the entry-level single-family development already taking place, is likely.

The Brooks campus should also work with developers to provide market rate, for-sale housing units including medium- and high-density for-sale units such as townhomes and condominiums that are in demand in other Regional Centers close to Downtown. The demand for multifamily, for-sale housing options has not yet been proven in the area. However, Brooks' proximity to Downtown, improving transit service, natural amenities, and emerging critical mass of activities, housing, and employment options make it the most likely successful market in the area for this type of product, and can help prove market demand for other parts of the Regional Center.

Housing Recommendation #2: Increase the diversity of housing options within the Brooks Area Regional Center in order to support and attract residents at all stages of life and income levels.

The populations of the city and of the Brooks Area Regional Center are projected to increase significantly in the next 20 years. The Brooks community welcomes this growth on the south side and the increased shopping, hospitality, and transit amenities it can attract and support. However, area residents have also expressed a desire to respect and maintain the character of traditionally single-family, residential-focused neighborhoods. While all neighborhoods will change over time, this evolution can be managed by directing much of the anticipated growth to the Regional Center's designated focus areas, mixed-use corridors, and VIA transit stations.

New development and infill projects in neighborhoods should be more incremental, and at a scale that does not conflict sharply with the existing character. Accessory Dwelling Units (see Recommendation #1), duplexes, and triplexes are examples of housing types that can add additional ownership or rental housing supply to neighborhoods at a scale that creates little or no disruption to neighborhood character, parking, or traffic.

Attracting and supporting new growth on the south side and in the Brooks Area also necessitates a greater variety of housing types attractive to people at all stages of life and all income levels. Addressing this challenge requires a forward-thinking land use plan and proper policies and incentives to facilitate the development of a variety of housing types (for example, townhomes, condos, more urban apartments, and compact single-family homes). Many of these will be concentrated in designated focus areas, along mixed use corridors, and near VIA Primo and Rapid Transit stations.

Housing Recommendation #3: Strive to have at least 25 percent of housing units affordable to households earning less than 80 percent of Area Median Income (AMI).

Housing affordability has been recognized as an existing and increasing challenge for San Antonio for a number of years. Most recently, both the SA Tomorrow Comprehensive Plan and the Mayor's Housing Policy Task Force Housing Policy Framework laid out goals and recommendations for addressing this challenge. Although traditionally regarded as one of the more affordable parts of the city, the Brooks Area is not immune to these challenges. With a median household income over 20% lower than the citywide average, increasing costs of new development and demand for housing in the Brooks Area are making rents and prices for new (and even existing) homes harder for lower-income residents to afford.

Increasing the availability of housing units affordable to households earning less than 80 percent of Area Median Income (AMI) will rely on strategies including the use of innovative housing finance tools and a community land trust, targeted incentives, preservation of existing affordable housing units, and partnerships to incorporate mixed income units in focus areas and key corridors.

Many programs, incentives, and funding sources for creating and maintaining housing affordability should be established based on a citywide perspective. San Antonio's Housing Policy Framework has identified actions, policy priorities, and implementation strategies to do this. As these recommendations

are refined and adopted as policy, every Regional Center and Community Area in San Antonio will have a role to play in achieving a diverse and affordable housing future for the City of San Antonio.

Economic Development

Introduction

The Brooks Area Regional Center had 13,400 jobs in 2016, anchored by health care, retail, and education. Nearly 26% of employment in the Brooks area is in healthcare and social assistance, a much larger share than the 15% in the County overall. The next largest employment sector is retail trade, with close to 20% of area employment, followed by educational services with 14%, and 14% in accommodation and food services.

[See **Figure 22** and **Figure 23** (page 99)]

The Brooks Development Authority has been very successful at attracting large, net-new single-user greenfield development based on new employers to Brooks. This has helped to increase the diversity of employment opportunities and job types by providing more good paying jobs. New companies attracted to the area include Mission Solar, a solar panel manufacturing company, and Nissei, a plastics manufacturing company.

There has been minimal speculative industrial development in the Brooks area in the recent past. However, efforts by Brooks Development Authority to attract larger manufacturers have been successful as Mission Solar, a solar panel manufacturer, opened in 2014, DPT Labs opened a research and development lab and pharmaceutical manufacturing plant in 2006, and Nissei Plastics, a plastics manufacturer, recently began operations on the Brooks campus. Development of Brooks Business Park is currently under way, with 350,000 square feet of industrial space planned in its first phase.

Commercial development in the Brooks Area Regional Center in the past decade has been primarily driven by retail expansion. The area is a major retail destination for the Southside, predominantly national chain stores located in large retail centers near the intersection of I-37 and SE Military Drive. However, the Brooks development is now starting to attract more locally-oriented and smaller retailers as well. Recently, Brooks has also started to attract new office development, driven initially by demand for medical office space.

Economic Challenges to Address

Despite a number of strengths, the area does have some challenges that hamper its ability to attract business and develop economically. The area has a relatively small workforce shed (fewer people living in close proximity to the area) with more modest educational attainment compared to other employment centers in the City given its location on the southeastern edge of the City. The large employers in the area are an asset, but the area lacks a diversity of job opportunities and employers outside of major institutions (hospitals, schools) and retailers. Rental rates being achieved in the Brooks Area for office development are not high enough to support new development without incentives and financing tools, which makes attracting more office-oriented employers difficult and puts more pressure on attracting larger companies seeking build-to-suit space. Generally, industrial development is already supported by the market.

[See **Figure 24** (page 99)]

The area, however, has just begun its renaissance and growth into a major employment center in the City. As a new growth area, existing infrastructure and amenities needed to attract new businesses may not be present when certain opportunities arise. There are three main challenges in the Brooks Area Regional Center related to economic development:

- **Diversifying the employment base:** The majority of workers work for the large, major employers in the area. Fostering more small business creation can help diversify the employment base, providing more opportunity for residents and creating a more stable Regional Center. This includes good paying jobs and low barrier to entry platform jobs to ensure residents of all education levels have access to proximate employment in the Regional Center.
- **Increase the appeal to live and work in Brooks through housing, education, and amenities:** Increasing the desirability of living in the Brooks Area for employees and businesses of the area, compared to other major employment nodes. Continuing to attract diverse housing options can increase the size of the area workforce and bring in new residents. As well, improving education opportunities and options in the area for residents of all ages can help align the workforce with the jobs in the Brooks Area and also attract new residents.
- **Addressing gaps to development feasibility:** The Brooks Development Authority has had to use multiple tools and incentives to attract employment to the area. Achieving rental rates that can support new office development is difficult. Continued use of strategic incentives and other tools is needed to generate sufficient market demand to support speculative development for targeted uses and employers.

Target/Opportunity Industries

Based on the analysis of existing conditions and the assessment of strengths and weaknesses, target industries and economic opportunities were identified for Brooks. The target industries and economic opportunities are meant to help organize the City's economic geography and provide guidance on the role the Brooks Area wants to play in the City's overall efforts. They also give direction to the City and its economic partners as to what areas are best suited for certain opportunities when they arise. The target industries and economic opportunities for Brooks Area Regional Center are:

- **Medical, Science, and Education Cluster** - The redevelopment of Brooks redevelopment has successfully attracted a hospital and education uses. The area should continue to focus on attracting additional medical service providers and educational institutions and use these assets and the area's the legacy of innovation and research to spur economic activity.
- **Center for Advanced Manufacturing** - Advanced manufacturing, in particular high-end light manufacturing and green technology is a target industry for the City of San Antonio. The Brooks campus is an attractive location for attracting additional light manufacturers. The recent success attracting Mission Solar and Nissei can help drive demand for additional manufacturers and the development of additional industrial space. The Brooks area's location near the oil and gas extraction activities in the Eagle Ford Shale region and Mission Solar within Brooks makes it an appealing location for additional energy-related businesses.
- **Live, Work, Learn, Play, Stay Center** - San Antonio currently lacks dense, walkable employment nodes that provide a live, work, play urban environment. The Brooks Area has the opportunity to become a model for other areas in the region by developing into a mixed-use center located outside the traditional downtown core. The proximity to the San Antonio River and San Antonio Missions National Historical Park and UNESCO World Heritage site provide an unmatched

amenity that other areas do not have. The cultural heritage and natural resources of the Brooks area need to be preserved, but can also be utilized to generate recreation opportunities and serve as amenities to attract new businesses and residents to the area.

Innovation

Innovation is a major theme of the guiding policy documents for the City of San Antonio including SA Tomorrow and Forefront SA. A goal for economic competitiveness in SA Tomorrow is to “create an economic environment that fosters business creation and innovation.” The Brooks Area Regional Center is a key location for business creation and innovation. The innovation economy is the connection of knowledge, technology, entrepreneurship, and innovation as a means to spur economic growth. To drive higher productivity and innovation, investments and policy interventions are needed to create partnerships between the public and private sectors.

In order to understand the economic strengths and weaknesses of the Brooks Area Regional Center as an environment that supports innovation, an innovation audit was completed to inventory and measure the attributes, which contribute to this culture. The Brooks Area innovation audit recommends focusing on attracting a greater diversity of residents, educational attainment, and jobs. The area currently has a lower-than-average proportion of residents and workers that have a bachelor’s degree compared to the City. Increasing the number of residents in the area, especially those with more education, will increase the attractiveness to employers.

Brooks’ strategy will be to continuously spur partnerships with current and new tenants by acting as the real estate option of choice for university and private sector partnerships seeking to commercialize research-based intellectual property.

Small Business and Amenities

In order to support service and amenity development that attracts both residents and small businesses to the area, an increased effort to organize and promote entrepreneurship activities in the area will be required. More formal events (e.g., monthly chamber/business community events) and informal programmed social activities or amenities (e.g., trails, plazas, and restaurants) brings together entrepreneurs, business owners, workers and residents more often and increases the opportunity for collaboration.

Economic Development Recommendations

Economic Development Recommendation #1: Continue to invest in infrastructure and amenities that build on the Live, Work, Learn, Play, Stay environment in the Brooks Area.

Creating vibrant, mixed-use areas and greater diversity of housing options within the Brooks Area Regional Center will increase the opportunity for people to live and work in the area as well as the attractiveness to prospective employers/businesses. Increased mobility options and amenities that help increase activity and interaction between workers and residents will add to the vibrancy of the area, as will an increased diversity of retail and entertainment options.

Economic Development Recommendation #2: Diversify employers and job opportunities in the Brooks Area Regional Center.

The majority of employees in the Brooks Area Regional Center work for a few large, established businesses. Diversifying the type of employers and job opportunities in the area will involve attracting

target industry companies of various sizes. Investing in a range of office space types and price ranges will also be critical to supporting the area's job base and attracting a greater diversity of employers.

A more robust and successful network of small businesses and services in the area should also be fostered. There are opportunities for small businesses and neighborhood-serving commercial centers on Goliad Road, at McCreless Market, and along Southcross Boulevard.

Economic Development Recommendation #3: Create an environment that fosters innovation and small business development by leveraging the health, science, and education networks present in the Brooks Area.

The Brooks Area Regional Center has attracted strong health, education, and science related anchors. Leveraging these assets through educational partnerships, networking opportunities, and targeted job training initiatives will help generate new businesses and ideas and grow economic activity and opportunity in the Regional Center.

DRAFT

5 Neighborhood Profiles and Priorities

What are Neighborhood Profiles and Priorities?

San Antonio is a city of neighborhoods, each with its own unique history, qualities and character. Many neighborhoods throughout the City have developed Neighborhood Plans that reflect local values and priorities. These plans, adopted by the City, have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City. The City is currently in the process of creating Sub-Area Plans to implement the SA Tomorrow Comprehensive Plan. These Sub-Area Plans are intended to provide a more coordinated, efficient and effective structure for neighborhood planning. The Sub-Area Plans are intended to increase equity citywide, by ensuring that all of San Antonio's neighborhoods have a base level of policy guidance, as many neighborhoods within the City lack an existing Neighborhood Plan or a registered neighborhood organization. In this way, each Sub-Area Plan will integrate key elements of existing Neighborhood Plans for those neighborhoods that have a plan, while promoting citywide policy consistency and providing key recommendations and strategies for those neighborhoods currently lacking that direction. The Neighborhood Profile and Priorities section of the Sub-Area Plans provides special attention to prior neighborhood planning efforts and recognizes the community groups and individuals who were instrumental in their creation. They summarize specific opportunities, challenges, recommendations, and priorities from each participating neighborhood, in an effort to more efficiently direct public and private investment within the City to help these neighborhoods achieve their short-term goals and long-term visions.

Highland Forest Neighborhood Association Profile and Priorities

Acknowledgements

Thank you to the following Planning Team members for their engagement and effort throughout this planning process:

- Andrew Aguiano, South San Antonio Chamber of Commerce
- Kathy Jo Almenderez, Mission Trail Baptist Hospital
- Joanie Barborak, Bond Initiative
- Linda Cavazos, East Central Independent School District
- Belinda Gonzalez, Pre-K 4 SA
- Officer Sgt. Curtis Walker/ Officer Carlos Guillen, San Antonio Police Department - South
- Yvette Hernandez, SATX Social Ride / Monte Viejo
- Dr. Mary Hogan, University of Incarnate Word School of Osteopathic Medicine
- Nicole Hoyt, Southeast Community Outreach for Older People
- Captain Wes Jendrusch, San Antonio Fire Department
- Kyle Knickerbocker, San Antonio River Authority
- Michelle Krupa, Monte Viejo Neighborhood
- Ken Kuwamura, Hot Wells Conservancy
- James Lifschutz, Lifschutz Companies
- Marques Mitchell, Brooks Development Authority
- Pamela Morganroth, Highland Forest Neighborhood Association

- Katie Otten, Hot Wells Resident
- Jesse Pacheco, South Central Alliance of Neighborhoods
- Patti Rangel, San Antonio State Hospital
- Dolores Rios, Parents as Partners
- Angela Saenz, Heritage Oaks at Brooks
- Frank Salinas, Jr., Calumet Specialty Products Partners, LLP
- Alfred Segura, Jr., New Frontiers Public Schools
- Jennifer Tiller, Holy Name Catholic School
- Liz Trainor, Highland Hills Neighborhood Association
- Christine Vina, VIA Metropolitan Transit
- Anthony Willis, Mission Solar

Introduction

Location

The Highland Forest Neighborhood Association is located south of SE Military Drive. It is bordered by Interstate Highway 37 to the west, Woodbridge at Monte Viejo to the east and the Ridge at Salado Creek to the south. Included in its boundary is the Mission Trails RV Park.

[See Figure 25: Highland Forest Neighborhood Location Map (page 100)]

What is the neighborhood profile and priorities?

San Antonio is a city of neighborhoods, each with its own unique history, qualities and character. Many neighborhoods throughout the City have developed Neighborhood Plans that reflect local values and priorities. These plans, adopted by the City, have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City.

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How was it developed?

Following extensive public outreach and work with the Brooks Area Regional Center Planning Team, Planning Department staff met with members of the Highland Forest Neighborhood Association (listed

on the Acknowledgments page) to discuss neighborhood strengths, challenges, opportunities, and priorities, and to identify key elements to incorporate into the Brooks Area Regional Center Plan, providing lasting direction for the Highland Forest neighborhood.

Neighborhood Snapshot

Highland Forest was originally part of a large ranch prior to the 1940s. The neighborhood was officially named in the 1940s, but did not become heavily developed until the 1960s. The houses located in the neighborhood are of various styles and time periods with some dating back to the 1920s, with the majority of the homes were built after the 1980s.

Neighborhood Strengths and Character

Strengths

1. Homes in the area are newer and generally have a higher value than other nearby neighborhoods.
2. Proximity to Salado Creek and other open space that has not yet been formally utilized.
3. Proximity to Military Drive, a major corridor, and Interstate 37.

Neighborhood Opportunities and Challenges

Opportunities

1. Increase walkability by locating more services and amenities on the Military Drive corridor.
2. New connections to nearby natural open space.
3. East-west connectivity to Brooks and amenities on the other side of Interstate Highway 37.

Challenges

1. Highland Forest does not currently have nearby amenities, like parks and healthy food choices in walking distance. While some amenities like Highland Forest Elementary are close, area would benefit from sufficient sidewalks to reach these destinations.
2. Street, sidewalk, and storm drainage infrastructure needs to be improved to alleviate neighborhood impacts and create comparable public realm quality to the rest of the City.
3. Highland Forest has not been fully developed, and lack of investment has led to many empty lots or parcels that are not being used to their highest value.

Neighborhood Priorities

Priority	Priority from Previous Neighborhood Plan	Aligns with Sub-Area Plan Recommendation	Shared with other Brooks Area Neighborhoods
Home Rehabilitation Rehabilitate the appearance of structural damage to deteriorated houses and other			X

buildings. Expand and leverage programs through various sources including non-profits and city programs to assist homeowners and business owners.			
Sidewalk and Curb Reconstruction Sidewalk and curb construction are needed to help alleviate flooding concerns and create a safer and more comfortable walking environment for all users. Areas near schools, parks, libraries, community facilities, and churches should be prioritized.		X	X
Low Impact Development Improve drainage, water quality, and street appeal by installing low impact development (LID) improvements on neighborhood streets.			X
Tree Canopy Neighborhood groups should work with City and nonprofit partners to develop a tree plan for the area that conducts a tree inventory, and identifies achievable strategies to improve the health of existing trees, expand the tree canopy, and improve the urban forest. Focus on planting trees in areas where inventory findings suggest they are most needed.		X	X
Infill Development Utilize vacant parcels as opportunities for infill development for more housing stock or for amenities. Highland Forest does not have convenient access to parks and open space or other community amenities.			X

Highland Hills Neighborhood Association Profile and Priorities

Acknowledgements

Thank You to the following Planning Team members for their engagement and effort throughout this planning process:

- Andrew Aguiano, South San Antonio Chamber of Commerce
- Kathy Jo Almenderez, Mission Trail Baptist Hospital
- Joanie Barborak, Bond Initiative
- Linda Cavazos, East Central Independent School District
- Belinda Gonzalez, Pre-K 4 SA
- Officer Sgt. Curtis Walker/ Officer Carlos Guillen, San Antonio Police Department - South
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- Dr. Mary Hogan, University of Incarnate Word School of Osteopathic Medicine
- Nicole Hoyt, Southeast Community Outreach for Older People
- Captain Wes Jendrusch, San Antonio Fire Department
- Kyle Knickerbocker, San Antonio River Authority
- Michelle Krupa, Monte Viejo Neighborhood
- Ken Kuwamura, Hot Wells Conservancy
- James Lifschutz, Lifschutz Companies
- Marques Mitchell, Brooks Development Authority
- Pamela Morganroth, Highland Forest Neighborhood Association
- Katie Otten, Hot Wells Resident
- Jesse Pacheco, South Central Alliance of Neighborhoods
- Patti Rangel, San Antonio State Hospital
- Dolores Rios, Parents as Partners
- Angela Saenz, Heritage Oaks at Brooks
- Frank Salinas, Jr., Onofre Garza, Calumet Specialty Products Partners, LLP
- Alfred Segura, Jr., New Frontiers Public Schools
- Jennifer Tiller, Holy Name Catholic School
- Liz Trainor, Highland Hills Neighborhood Association
- Christine Vina, VIA Metropolitan Transit
- Anthony Willis, Mission Solar

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- Loyd LeBlanc
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- Reba Malone
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- Patric Meza
- Maria Lucia Molen
- Ethel Nelson
- Greg & Noralyn Rippes
- Betty Seibold
- Gaynell Smith
- Larry Temple
- King and Liz Trainor
- Agnes Valdivia
- Christel Villareal
- Chuck and Betty Wheeler
- Bill White
- Alex Zapata

Introduction

Location

The Highland Hills Neighborhood Association shares borders with the Hot Wells Mission Reach, Pecan Valley, and Highland Forest Neighborhood Associations. Starting at the intersection of Salado Creek and SE Military Drive, the Highland Hills border extends westward along SE Military Drive to New Braunfels Avenue which it then follows until it meets Interstate 37. The border continues northward along Interstate 37 until it intersects Fair Avenue which it then follows eastward to Clark Avenue, then north to Hiawatha, and then eastward again to Southside Lions Park southward towards Meadowlark Avenue and the southern extent of Southside Lions Park until it reaches Salado Creek. The border follows Salado creek until it reaches SE Military Drive.

[See Figure 26: Highland Hills Neighborhood Location Map (page 101)]

What is the neighborhood profile and priorities?

San Antonio is a city of neighborhoods, each with its own unique history, qualities and character. Many neighborhoods throughout the City have developed Neighborhood Plans that reflect local values and priorities. These plans, adopted by the City, have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City.

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How was it developed?

At the outset of the planning process, City of San Antonio planning staff identified the existing Neighborhood Plans that had a shared geography with each Sub-Area. Each relevant plan was reviewed and summarized so that staff would have a sound understanding of issues and priorities from existing planning efforts.

Following extensive public outreach and work with the Brooks Area Regional Center Planning Team, Planning Department staff met with members of the Highlands Community Plan Planning Team (listed on the Acknowledgments page) to evaluate that plan, and to identify key elements to incorporate into the Brooks Area Regional Center Plan and this Neighborhood Profile and Priorities, providing lasting direction for the Highland Hills neighborhood.

Neighborhood Snapshot

Highland Hills was developed beginning in the late 1940s to provide new housing for returning World War II soldiers and their families. Growth continued through the 1950s, with what is now McCreless Mall, opening in 1952. Housing development in the neighborhood peaked in 1959. Housing development generally occurred from north to south, and the age of housing stock is older closer to McCreless and is newer closer to Military Drive. After growing considerably, development stalled in the early 1960s when San Antonio's development pattern shifted northward. The neighborhood has since provided affordable housing stock in close proximity to Downtown and Brooks.

Neighborhood Strengths and Character

Strengths

1. Since the 1950s, McCreless Market has been a community hub that provides neighborhood services including access to healthy foods, restaurants, a library, and medical services.
2. Proximity and access to potential large natural, recreational, and historic amenities near the area such as Salado Creek, San Antonio River, Hot Wells Conservancy site, Southside Lion's Park, Missions, and Pecan Valley Golf Course.
3. Existing housing stock that provides affordable, traditional neighborhood stability.

Neighborhood Opportunities and Challenges

Opportunities

1. Improved pedestrian safety and comfort within neighborhoods and connections to neighborhood service and amenities.
2. Leveraging bond money, recent reinvestment and other funding to create complete streets and a complete neighborhood.
3. Target revitalization, development, and public realm investments to create active uses on key corridors and public spaces.

Challenges

1. Vacant and underutilized property that does not add to the neighborhood value.
2. Topography and aging infrastructure lead to drainage issues.
3. Existing tree canopy does not provide enough shade for pedestrian comfort.
4. Lack of methods to improve property maintenance.

Previous Neighborhood Plans

Key recommendations from previous planning efforts

The Highlands Community Plan was the result of a joint effort between the Highland Park Neighborhood, the Highland Hills Neighborhood, and the Southeast Highland Hills Good Neighbor Crime Watch. The plan was officially adopted in 2002 and has served as the guiding policy document and blueprint for action for the community. The plan focused on four plan elements: Heart of the Neighborhood, Getting Around Town, Places to Gather, Play and Learn, and Taking Action. Each of these plan elements contained sub-elements within them.

[See Figure 27: Highlands Community Plan cover (page 102)]

The Heart of the Neighborhood section focused on recommendations related to diversifying economic development, improving community appearance and neighborhood character, encouraging community involvement and communication, and improving housing appearance and character.

Getting Around Town promoted a multi-modal transportation system and an assessment of current infrastructure such as streets, alleys, drainage rights of way, and utilities.

The Places to Gather, Play, and Learn element focused on addressing the unmet needs for community programs and facilities, enhancing parks and open space, improving community health and wellness, and improving library programs and usage.

The final plan element, Taking Action, identified how the plan would be implemented through goals, objectives, and action steps. The appendices included the history, demographics, documentation of the planning process, a resource directory, and a list of capital improvement projects that have since been completed.

Major accomplishments for the neighborhood plan

- McCreless Mall redevelopment
- Southside Lions Senior Center
- Numerous streets, sidewalk, and curb reconstruction
- Home rehabilitation programs such as Under One Roof and Rehabarama
- Numerous drainage projects
- VIA Park and Ride Facility at McCreless

2012 Bond Program

- Pytel Park: General park rehabilitation and improvements included lighting enhancements at the baseball field area, new parking, and new sidewalks.
- Belford Area Drainage: This project resulted from a drainage study, funded by the 2007 Bond Savings, which provided the reconstruction of Belford Drive from Utopia to Galway & Utopia Lane from Belford to 665 feet west of Belford, an underground drainage system and an open, earthen channel from the Belford-Utopia intersection to IH-37.
- Pickwell Park: General park rehabilitation and improvements included renovation of the existing restroom building, a new concrete trail, new walkways connecting existing amenities, a new picnic pad outfitted with table and grill, and a new pavilion

2017 Bond Program

- Goliad Rd (Fair Ave - E Southcross Blvd): Reconstruct Goliad from Fair to Southcross with curbs, sidewalks, driveway approaches, drainage and other improvements as appropriate and within available funding
- McCreless Branch Library Renovations: Improvements and space reconfiguration to the McCreless Branch Library

Neighborhood Priorities

Through the Sub-Area planning process, extensive community feedback was incorporated and summarized into neighborhood priorities. Each recommendation aligns with the previous neighborhood plan, a sub-area plan recommendation, or with other neighborhood actions plan in the Brooks Area.

Priority	Priority from Previous Neighborhood Plan	Aligns with Sub-Area Plan Recommendation	Shared with other Brooks Area Neighborhoods

Trails and Connectivity Connect Highland Hills to other destinations such as Brooks, the Missions, and Salado Creek through a trail network that utilizes conservation easements, natural creek and greenways, and a more complete sidewalk network.	X	X	
Neighborhood Safety Increase safety throughout the area through increased lighting and exploring establishment of a police substation to meet the needs of the growing population.	X		
Community Reinvestment Reinvest in underutilized and vacant parcels such as homes in disrepair or empty commercial lots to bring investment into the community and improve the appearance.	X	X	
Home Rehabilitation Rehabilitate deteriorated houses and other buildings. Expand and leverage programs through various sources including non-profits and city programs to assist homeowners and business owners. Continue consistent code enforcement.	X	X	X
Sidewalk and Curb Reconstruction Sidewalk and curb construction are needed to help alleviate flooding concerns and create a safer and more comfortable walking environment for all users. Areas near schools, parks, libraries, community facilities, and churches should be prioritized.	X	X	X
Low Impact Development Improve street drainage, water quality, and street appeal by installing low impact		X	X

development (LID) improvements on neighborhood streets (no curbs).			
Tree Canopy Neighborhood groups should work with City and nonprofit partners to develop a tree plan for the area that conducts a tree inventory, and identifies achievable strategies to improve the health of existing trees, expand the tree canopy, and improve the urban forest. Focus on planting trees in areas where inventory findings suggest they are most needed.		X	X
Infill Housing When homes cannot or are desired to not be rehabilitated, infill housing development should occur with neighborhood character and quality in mind. Zoning and other tools should be considered to aid in creating housing that fits in with the context of the neighborhood.			

Hot Wells Neighborhood Profile and Priorities

Acknowledgements

Special Thanks to the following area residents who aided in the development of the South Central San Antonio Community Plan

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Introduction

Location

The Hot Wells Neighborhood is generally bounded by New Braunfels Ave, SE Military Drive, S Presa Street and Southcross Boulevard.

[See **Figure 28: Hot Wells Neighborhood Location Map** (page 103)]

What is the neighborhood profile and priorities?

San Antonio is a city of neighborhoods, each with its own unique history, qualities and character. Many neighborhoods throughout the City have developed Neighborhood Plans that reflect local values and priorities. These plans, adopted by the City, have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City.

The City is currently in the process of creating Sub-Area Plans to implement the SA Tomorrow Comprehensive Plan. These Sub-Area Plans are intended to provide a more coordinated, efficient and effective structure for neighborhood planning. The Sub-Area Plans are intended to increase equity citywide, by ensuring that all of San Antonio's neighborhoods have a base level of policy guidance, as many neighborhoods within the City lack an existing Neighborhood Plan or a registered neighborhood organization. In this way, each Sub-Area Plan will integrate key elements of existing Neighborhood Plans for those neighborhoods that have a plan, while promoting citywide policy consistency and providing key recommendations and strategies for those neighborhoods currently lacking that direction.

The Neighborhood Profile and Priorities section of the Sub-Area Plans provides special attention to prior neighborhood planning efforts and recognizes the community groups and individuals who were instrumental in their creation. They summarize specific opportunities, challenges, recommendations and priorities from each participating neighborhood, in an effort to more efficiently direct public and private investment within the City to help these neighborhoods achieve their short-term goals and long-term visions.

How was it developed?

At the outset of the planning process, City of San Antonio planning staff identified the existing Neighborhood Plans that had a shared geography with each Sub-Area. Each relevant plan was reviewed and summarized so that staff would have a sound understanding of issues and priorities from existing planning efforts.

Following extensive public outreach and work with the Brooks Area Regional Center Planning Team, Planning Department staff met with members of the South Central San Antonio Community Plan Planning Team (listed on the Acknowledgments page) to evaluate that plan, and to identify key elements to incorporate into the Brooks Area Regional Center Plan and this Neighborhood Profile and Priorities, providing lasting direction for the Hot Wells neighborhood.

Neighborhood Snapshot

Neighborhood Strengths and Character

The Hot Wells neighborhood was established after the City of San Antonio began to rapidly grow in the mid-19th century. From 1890 to 1933, a streetcar ran from Downtown to the Hot Wells Hotel and Spa; a major destination. Brooks Air Force Base also spurred development on the Southside until building trends directed growth to the north; thus, redirecting new housing investment out of the area. While initial disinvestment occurred in the community due to the closure of Brooks Air Force Base, subsequent redevelopment has spurred resurgence in the local economy and community pride.

Strengths

1. Hot Wells developed as a traditional single family neighborhood with bungalow and ranch style homes. The size and location are appealing to many household types.

2. Hot Wells has a rich history ranging from the founding of the Mission San Jose, the Hot Wells Hotel and Spa, and the Brooks Air Force Base. South Presa Street served as a natural connection to downtown.
3. Committed long-time residents that care about their neighborhoods and the Southeast side of San Antonio.

Neighborhood Opportunities and Challenges

Opportunities

1. The San Antonio State Hospital property would be a catalyst that brings prosperity into and along the S. Presa Corridor.
2. Extending trails that connect the San Antonio River across the Hot Wells Neighborhood to Salado Creek and along S. Presa to Downtown
3. Neighborhood revitalization while maintaining the historic character and affordability.
4. Long-time residents who care deeply about their neighborhood could work together to support community programming.

Challenges

1. Infrastructure (flooding/sidewalks/street maintenance), parking, safety, and general neighborhood upkeep are paramount concerns.
2. Street, sidewalk, and storm drainage infrastructure need to be improved to alleviate neighborhood impacts and create comparable public realm quality to the rest of the City.
3. Hot Wells has seen disinvestment in the past which has led to many empty lots or parcels that are not being used to support the community fabric.
4. The demographics of the neighborhoods are changing. Many children and grandchildren of original residents have moved away, and a number of newer residents are renters. Additionally, there are many vulnerable households less resilient to changes in the housing market and/or less able to maintain and repair their home due to income, physical/mental health, and social issues.

Previous Neighborhood Plans

Key recommendations from previous planning efforts

The South Central San Antonio Community Plan covers several neighborhood areas within the area bounded by Alamo Street, IH-35, SW Military, and IH-37. The overarching purpose of the plan was to identify action steps and partnerships necessary to improve the quality of life in South Central San Antonio. The major plan elements included: Neighborhood Development/Environment, Community facilities/Quality of Life, Transportation Networks, and Plan Implementation. The plan was officially adopted in 1999 and was updated in 2005.

[See Figure 29: South Central San Antonio Community Plan cover (page 104)]

The Neighborhood Development/Environment element focused maintaining and building on the old-fashioned neighborhood character of South Central San Antonio through developing the community's commercial corridors, and the rehabilitation and construction of additional housing.

The Community Facilities/ Quality of Life element identified strategies, partnerships, action steps, and potential funding sources that would enhance the many features facilities and features that enhance the quality of life for residents. Specific recommendations included the development of the Hot Wells Hotel, a community center, and street improvements along S. Presa Street.

The Transportation Networks element addressed the need for community facilities to be accessible by multiple modes of transportation, coordination of drainage improvements, and convenient transit for area residents.

The Plan Implementation element outlines strategies to ensure the implementation of the plan. The action steps called for the development of a community action group to work on achieving the goals outlined in the previous three plan elements. The appendixes include documentation, a resource directory, demographics, community history, and a list of planned improvements.

Major accomplishments for the neighborhood plan

- Drainage improvements to S. Goliad Road
- Developed a marketing initiative and program – Southside First
- Developed a new movie theater at McCreless
- Several design elements/art installations have been placed along the San Antonio River.
- Brooks has conducted environmental remediation and studies throughout the property
- The southern portion of the San Antonio River has undergone major environmental clean-up and habitat restoration.
- Southcross Boulevard (I-37 to I-35) Construct corridor improvements along Southcross from I-37 to I-35. Includes pedestrian amenities and enhancements as appropriate and within available funding.
- New Braunfels Avenue and South Presa Street have received funding under multiple bond projects to improve streetscaping.
 - S Presa (SE Military Drive-Southcross Blvd) Construct corridor improvements from Military to Southcross. Includes pedestrian amenities and enhancements as appropriate and within available funding.

Neighborhood Priorities

Extensive community feedback was incorporated and summarized into neighborhood priorities. Each recommendation aligns with either the previous neighborhood plan, a sub-area plan recommendation, or with another neighborhood plan in the Brooks Area.

Priority	Previous N-Hood Plan	Sub-Area Plan Rec.	Other NPP

Trails and Connectivity Establish multi-modal options for residents and visitors to explore the historic and natural features of the area. Trails to provide east-west connections and that link key destinations should be prioritized.	X	X	X
Community Revitalization Leverage recent reinvestments, bond projects, and other improvements to gain momentum in revitalizing the community. This can be particularly applied to South Presa Street and Hot Wells Boulevard.			X
Complete Neighborhoods Special attention should be given to supporting 'aging in place' in the neighborhood so the residents who choose to live here can remain as long as they want. This includes providing a variety of housing types, pedestrian amenities, and neighborhood services.	X	X	
Home Rehabilitation Rehabilitate the appearance to deteriorated houses and other buildings. Expand and leverage programs to assist homeowners and business owners.	X	X	X
Sidewalk and Curb Reconstruction Sidewalk and curb construction are needed to help alleviate flooding concerns and create a safer and more comfortable walking environment for all users. Areas near schools, parks, libraries, community facilities, and churches should be prioritized.	X		X
Low Impact Development Improve street drainage, water quality, street appeal by installing low impact development (LID) improvements on neighborhood streets (no curbs).			X
Tree Canopy Neighborhood groups work to develop tree plans: setting achievable strategies to improve the health of existing trees, expand tree canopy, and connect the neighborhood with city and nonprofit resources to provide recommendations for		X	X

specific neighborhood actions for improving the urban forest. Specifically, to plant street trees in areas where inventory findings suggest they are most needed.			
Neighborhood Identity Increase neighborhood participation and support a sense of community identity and ownership of Hot Wells neighborhood residents. Neighborhood residents should be empowered to create an active organization or association that will advocate for neighborhood interests. The City should support such an effort and recognize this group for notices and other City business.	X		

DRAFT

6 Implementation

Plan Purpose

This Plan proposes a medium-term vision, recommendations, and strategies for improving and developing the Brooks Area Regional Center over the next ten years. The Plan is an implementation component of the City of San Antonio's SA Tomorrow Comprehensive Plan. Adopted in 2016, the Comprehensive Plan is the City's long-range land use and policy plan that is intended to be a blueprint for future growth and development through the year 2040. The Brooks Area Regional Center Plan is an implementation-oriented Sub-Area plan that will further develop recommendations from the SA Tomorrow Comprehensive Plan to guide growth and development that accommodates projected housing and employment increases, and to fulfill other Comprehensive Plan goals and policies through a community-based planning process.

The Regional Center Plan honors and integrates previously adopted neighborhood and community plans while providing an equitable path for all neighborhoods to participate in planning, to create priorities, and to advocate for implementing their priorities in the future.

Intent of the Plan

The Brooks Area Regional Center Plan will be the essential tool to guide future development and City investment in the plan area based on the vision and goals for the Brooks Area. A diverse assemblage of stakeholders met for a series of nine planning team meetings over 15 months to make recommendations that support both the policy direction of the Comprehensive Plan as well as the community's aspirations. This work culminated with achievable recommendations and strategies that will be utilized by City Departments, partner agencies, private entities, and community partners to guide policies and investments that implement appropriate and desired development patterns as well as the creation and support of livable, complete neighborhoods.

How to Use This Plan

The vision for the Brooks Area Regional Center can be realized through implementation of the Plan Framework, with recommendations and strategies related to the following topics: Land Use, Focus Areas, Mobility, Amenities and Infrastructure, Housing, and Economic Development. These recommendations and strategies include policy and regulatory matters, partnerships, and investments. Plan recommendations are written to provide actionable specificity while still allowing the flexibility needed to adapt to unforeseen challenges or opportunities.

Coordination with Adopted Plans

The Heritage South Sector Planning Area established in 2010 comprised over 197 square miles south of Loop 410, and between Interstate 35 and Highway 181. It also included area in the extraterritorial jurisdiction of San Antonio. The Plan references planting seeds of economic development, integrating the best of urban and rural life through planned development with safe neighborhoods and a premier education system while preserving and respecting the history, values, and natural resources of the area.

The Stinson Airport Vicinity Land Use Plan was last updated in 2011 with the intent to ensure compatible land uses adjacent to Stinson Airport. In addition to land use, the plan also calls out opportunities for

neighborhoods, economic development, and cultural and environmental sources to promote future sustainability and to protect the quality of life for residents including health, safety, and welfare.

The South Central San Antonio Community Plan was updated in 2005 and covers a large portion of San Antonio south of Downtown. The chief goal of the plan was to enhance and improve the Missions, parks, and the San Antonio River through policies related to zoning, safety, accessibility, and restoration. The plan elements included neighborhoods, community development and environment, community facilities, transportation networks, and quality of life.

The Highlands Community Plan was adopted in 2002 and was created by the Highland Park Neighborhood Association, the Highland Hills Neighborhood Association, and the Southeast Highland Hills Good Neighbor Crime Watch Group. The Plan features four chapters: Heart of the Neighborhood, Getting Around Town, Places to Gather, Play, and Learn, and Taking Action.

Statutory Requirements

Once adopted by City Council, the Brooks Area Regional Center Plan becomes a component of the City's SA Tomorrow Comprehensive Plan. Previously adopted neighborhood, community, and sector land use plans that are contained within or partially overlap the Brooks Area Regional Center Plan – Highlands Community Plan (2002), South Central San Antonio Community Plan (2005) – are identified as a foundational part of the Brooks Area Regional Center Plan. However, where a previous plan and the Brooks Area Regional Center Plan have conflicting land use designations within the adopted boundary of the Brooks Area Regional Center Plan, the Sub-Area Plan will be plan of reference. Similarly, where a previous plan and the Brooks Area Regional Center Plan have conflicting policies or priorities within the adopted boundary of the Brooks Area Regional Center Plan, the Sub-Area Plan will be City policy.

By virtue of the plan adoption process, all proposed projects must be found to be consistent with the SA Tomorrow Comprehensive Plan, and as such, the Brooks Area Regional Center Plan must be consulted when proposing a public investment or a land use project that requires deviation from current entitlements.

Implementation – Land Use

Land Use Recommendation #1: Prioritize City-initiated rezonings for single family residential areas that are currently over zoned.

Strategy 1.1 (Regulatory and Policy)

Oversee large area rezoning efforts, especially in areas where current zoning districts are not allowable under land uses designated by the Brooks Area Regional Center Plan. Predominantly residential areas designated Low Density Residential and Urban Low Density Residential should be prioritized for such rezoning cases.

Land Use Recommendation #2: Use City-initiated large area rezonings in mixed-use focus areas and corridors to support implementation of designated new land uses, support catalytic development, and encourage transit-supportive development near future VIA stations.

Strategy 2.1 (Regulatory and Policy)

Oversee large area rezonings that facilitate implementation of mixed-use focus areas, corridor revitalizations, and VIA Primo or Rapid Transit station areas where existing zoning is not allowed in or does not support designated land uses or the community vision.

Strategy 2.2 (Regulatory and Policy, Investment)

Support property owner-initiated rezonings of parcels located in focus areas or revitalization corridors identified by the Brooks Area Regional Center Plan or in VIA Primo or Rapid Transit station areas when such rezonings support the land use and development vision of the plan. The Planning Department should develop a rapid response program to assist property owners with obtaining the necessary land use and zoning entitlements should a proposed project support the goals of the plan.

Land Use Recommendation #3: Evaluate, and update as needed, zoning and development regulations that impede implementation of Brooks Area Regional Center Plan land uses and desired urban form.

Strategy 3.1 (Regulatory and Policy, Investment)

Develop new, mixed-use zoning districts tailored to implementing the mixed-use land use categories adopted into the UDC, including Neighborhood Mixed-Use; Urban Mixed-Use; Regional Mixed-Use; Employment/Flex Mixed-Use; and Business/Innovation Mixed-Use.

Strategy 3.2 (Regulatory and Policy)

Revise the Transit-Oriented Development (TOD) Special District in accordance with the recommendations made in Chapter 4 of the SA Corridors Transit-Supportive Land Use Framework to incentivize use of the district in support of denser, compact walkable areas around VIA transit stations.

Strategy 3.3 (Regulatory and Policy, Partnerships)

The Planning Department should work with relevant City departments and community and private stakeholders to evaluate and update as needed tree preservation, stormwater, and parking ordinances for their impact on development patterns and urban form, particularly in SA Tomorrow designated focus areas, revitalization corridors, and VIA station areas.

Strategy 3.4 (Regulatory and Policy, Partnerships, Investment)

Updates to the San Antonio Fee Waiver Program and CCHIP should facilitate consideration of SA Tomorrow focus areas, revitalization corridors, and VIA Primo and Rapid Transit station areas as designated target areas within these incentive programs.

Strategy 3.5 (Regulatory and Policy, Partnerships, Investment)

Research and evaluate innovative mechanisms and programs that would ensure that stormwater fee in lieu of funds are reinvested in the Brooks Area Regional Center.

Land Use Recommendation #4: The Planning Department should continue to work with the Brooks Development Authority and developers of the State Hospital Focus Area to provide land use and zoning designations that facilitate the growth, vitality, and economic prosperity.

Strategy 4.1 (Regulatory and Policy, Partnerships)

Regularly review land use and strategic plans with Brooks Development Authority and developers of large parcels disposed by the State Hospital to help identify policy, land use, and zoning changes necessary to facilitate desired developments that also fulfill SA Tomorrow goals.

Implementation – Focus Areas

Focus Area Recommendation #1: Create mixed-use community destinations that increase residential, employment and recreational opportunities throughout the Brooks Area Regional Center.

Strategy 1.1: (Regulatory and Policy)

Apply mixed-use land use designations in focus areas to ensure residential, commercial, and recreation uses will be developed in close proximity to one another.

Strategy 1.2 (Partnerships)

Engage City staff from Parks and Recreation and Arts and Culture departments in planning decisions and development review to ensure appropriate siting, design and programming of public spaces in mixed-use centers.

Focus Area Recommendation #2: Ensure focus areas can be easily and safely accessed by a range of travel modes, including pedestrian, bicycle, and transit options.

Strategy 2.1 (Investment)

Ensure streetscape, sidewalk, and transit infrastructure improvements are undertaken before or during construction of new focus area projects.

Strategy 2.2 (Regulatory and Policy)

Develop and implement multi-modal and transit plans throughout the Brooks Area Regional Center, prioritizing projects in the Focus Area.

Focus Area Recommendation #3: Ensure adequate buffers and transitions between new, higher-intensity development in focus areas and single-family neighborhoods.

Strategy 3.1 (Regulatory and Policy)

Site taller buildings at intersections along mixed-use corridors and in other locations where they will minimally impact single-family homes.

Strategy 3.2 (Regulatory and Policy)

Gradually decrease height and density of new buildings and developments as they transition towards single-family neighborhoods.

Focus Area Recommendation #4: Balance development and investment in Focus Areas with protection and enhancements of open spaces, including parks, natural resources and other sensitive areas.

Strategy 4.1 (Regulatory and Policy; Investment)

Enhance and expand public parks and open spaces, targeting underserved areas within the Brooks Area

Strategy 4.2 (Regulatory and Policy)

Use site design strategies for large projects, such as clustered subdivisions with a grid street pattern when possible, that maximize open space and land preservation within large-scale developments. Large-scale developments should also be walkable and human-scaled.

Strategy 4.3 (Partnerships; Investment)

Pursue tools and options – including conservation easements – for permanently protecting sensitive lands and natural resources such as tree canopy, especially within stream buffers and in, and adjacent to, floodplains.

Implementation – Mobility

[See Figure 30: Mobility Framework Recommendations Map (page 105)]

Mobility Recommendation #1: Continue implementing the San Antonio Vision Zero Action Plan.

Strategy 1.1 (Partnerships, Investment)

Continue evaluating and implementing proven strategies and best practices improvements, potentially including traffic calming and Complete Streets principles, which improve pedestrian, bicycle, and traffic safety and help achieve San Antonio's Vision Zero goals. Highest priority areas are the identified Severe Pedestrian Injury Areas (SPIAs):

- Gevers Street from Fair Avenue to Minnetonka Street;
- Pecan Valley Drive from Goliad Road to Dollarhide Avenue; and
- SE Military Drive from City Base Landing to Goliad Road.

Additional analysis of pedestrian, bicycle, and vehicle crash data, along with community input, also identified as priorities the following:

- The intersection of Hot Wells Boulevard and S. New Braunfels Avenue;
- Goliad Road: from SE Military Drive to Pecan Valley Drive
- City Base Landing: from SE Military Drive to Research Plaza
- SE Military Drive: from S. Presa Street to Kennedy Hill Drive.

Coordination with bond projects, regular Improvement Management Plan (IMP) projects, and partner agencies such as TxDOT is encouraged.

Strategy 1.2 (Partnerships, Investment)

Apply proven strategies to improve pedestrian and bicycle safety when redeveloping intersections and roadway segments throughout the Brooks Area, using best practices for crash reductions in safety improvements. Prioritize the specific areas noted in Strategy 1.1, as well as planned redevelopment and focus areas where higher numbers of walkers and bicyclists are anticipated.

Strategy 1.3 (Partnerships, Investment)

During bond, property redevelopments, and other street reconstruction projects, actively work with property owners and partner agencies on access management strategies and best practices to reduce and consolidate the number of driveways and curb cuts that can be potential points of conflict between pedestrians, bicyclists and vehicles. SE Military Drive and Goliad Road are priorities for this strategy.

Mobility Recommendation #2: Complete the multi-modal layered network and trail system and work with partners to establish new connections.

Strategy 2.1 (Regulatory and Policy, Partnerships, Investment)

Incorporate streetscape improvement best practices that include landscaping and shade elements, green infrastructure, public art, and other features that improve pedestrian and bicycle safety and

comfort. Conduct Complete Streets studies and focus priority investments on key corridors that will have higher volumes from all modes of mobility as the Brooks Area grows and develops, in particular:

- Presa Street (ongoing Bond project)
- Hot Wells Boulevard
- Kashmuir Place
- Goliad Road, and
- SE Military Drive

Strategy 2.2 (Partnerships, Investment)

Develop trail connections to the Greenline, the Mission Reach, Pytel Park, and Salado Creek. Work with partners including CPS energy to develop a design manual with implementable strategies that identifies rights-of-way and easements that could create east-west multi-use trails through the Brooks Area, as well as access to/from Salado Creek, and construct new access points.

Strategy 2.3 (Partnerships, Investment)

Complete the bicycle and sidewalk network by implementing priority projects and adding facilities as streets are repaved or reconstructed. Based on input from the Brooks Area Regional Center Planning Team and other community stakeholders, priority improvements should include implementing bicycle routes along Pecan Valley Drive, Asylum Creek, Corpus Christi Highway, and streets through the Brooks campus, or parallel routes that would provide comparable connectivity for people who want to travel by bicycle.

Strategy 2.4 (Regulatory and Policy, Partnerships, Investment)

Designate target areas, including Mission Trail Baptist Hospital, Brooks Development Authority, and the State Hospital to provide pedestrian, bicycle, transit, and where appropriate, vehicular connections through large parcels (especially east-west connections). The Planning and Development Services departments should work with property owners during redevelopment of parcels to designate easements or other right of way opportunities.

Strategy 2.5 (Investment)

Improve crossings, access and connectivity to the Greenline and other pedestrian and bicycle paths, including new trails or on-road infrastructure, including where the Greenline intersects with S.E. Military Drive, New Braunfels Avenue, Goliad Road.

Mobility Recommendation #3: Alleviate congestion with multimodal solutions.

Strategy 3.1 (Regulatory and Policy, Investment)

Prioritize multimodal improvements and connections along major corridors in the study area, (including non-motorized and transit facilities) to reduce demand for vehicular travel. Key roadways for application of this strategy include Goliad Road, New Braunfels Avenue, and S.E. Military Drive.

Strategy 3.2 (Regulatory and Policy, Investment)

Seek funding for, and work with TCI, TxDOT and other partners on a Corridor Plan for S.E. Military Drive.

Strategy 3.3 (Regulatory and Policy, Investment)

For properties requesting incentives from the City for redevelopment, require site design that promotes more opportunities for vehicles to ‘park once’, enabling people to reach multiple destinations on foot

after parking, thereby reducing vehicle trips. The application of this strategy should apply to all areas designated as Urban Mixed-Use or Regional Mixed-Use in the Brooks Sub-Area Future Land Use Plan.

Mobility Recommendation #4: Consider freight movements and needs in land use and transportation planning activities.

Strategy 4.1 (Regulatory and Policy)

As large parcels develop or redevelop, ensure future freight and delivery vehicle access needs are accounted for in site planning and road design, allowing freight and delivery vehicles to travel, turn, and park in appropriate areas.

Mobility Recommendation #5: When VIA Rapid Transit Corridor service is implemented in the Brooks Area, prioritize improvements that provide safe connections to the transit line for people walking, bicycling, or getting dropped off in a vehicle.

Strategy 5.1 (Regulatory and Policy, Partnerships, Investment)

While all transit service requires adequate pedestrian and bike connections, first/last mile improvements should be prioritized on VIA Primo, Rapid Transit Corridors, and at the Brooks Transit Center. Investments should also be made on connecting side streets that provide access to these transit corridors. Amenities like shade, seating, and safety lighting, as well as placemaking initiatives, simultaneously promote access to transit by creating inviting, quality public space at stations.

Strategy 5.2 (Regulatory and Policy, Partnerships, Investment)

When VIA Rapid Transit Corridor Stations are designated, the Planning Department should complete studies determining the application of TOD zoning, and future developments in these station areas will require consistency with the VIA Urban Design Guidelines for Transit Station Areas, including:

- **Density** – Increased neighborhood amenities and destinations near stations and stops influence the type of transit services offered in an area. Transit frequency is directly dependent on density; the more people and jobs within an area, the more transit frequency is justified.
- **Design** – Buildings designed for the pedestrian; placed and oriented along the front of the street with parking on-street, placed behind or structured, and with direct access to first floor building activities are vital components of transit-supportive design.
- **Mix of Uses** – Providing a mix of residential, employment, and retail uses within walking distance of a transit stop or transit station is beneficial to the community and make walking and riding transit more efficient choices for meeting daily needs.
- **Walkability** – Pleasantly designed, walkable places are attractive areas where people desire to travel on foot or by mobility device. Active streets that have development that is continuous along many blocks encourages economic activity. Investments to improve the pedestrian realm include streetscape enhancements in public spaces, such as continuous level surfaces, street furniture, lighting, landscaping, and shading devices, where applicable.

Implementation – Amenities and Infrastructure

Amenities and Infrastructure Recommendation #1: Enhance the experience for pedestrians and bicyclists moving along and across major thoroughfares.

Strategy 1.1 (Investment)

Add or enhance pedestrian crossings along major thoroughfares throughout the Brooks Area.

- Prioritize crossings of S Presa Street, S New Braunfels Avenue, Interstate 37, Goliad Road, Hot Wells Boulevard, SE Military Drive, and Juniper Street.
- Prioritize crossings in close proximity to schools, libraries, parks and trails.

Strategy 1.2 (Regulatory and Policy)

Calm traffic in select areas including:

- Neighborhood nodes and main streets;
- School zones; and
- Near parks and open spaces.

Strategy 1.3 (Investment)

Improve corridors to include separated sidewalks with street trees, landscaping, furnishings and other amenities.

- Prioritize improvements along S. Presa Street, S New Braunfels Avenue, Goliad Road and SE Military Drive.

Amenities and Infrastructure Recommendation #2: Increase active and passive recreational opportunities throughout the Brooks Area Regional Center.

Strategy 2.1 (Investment)

Enhance existing parks with updated and new amenities and features.

- Ensure all existing and new parks meet ADA standards for accessible and universal design.
- Provide additional active and passive park features such as benches, sports fields, and off-leash areas for dogs in existing parks.
- Provide additional shaded picnic areas and play areas in existing parks.

Strategy 2.2 (Regulatory and Policy, Partnership, Investment)

Provide new open space as part of public and private investments in the Brooks Area Regional Center.

- Require the dedication of land for parks and open space as part of new development.
- Use unimproved right-of-way, remnant parcels and underutilized City-owned property to create parks and open space.
- Partner with other public agencies to help program underutilized parcels they may own.
- Identify locations for stormwater parks in site designs for parks and trail systems.

Strategy 2.3 (Regulatory and Policy, Investment)

Explore opportunities for recreational amenities within the public rights-of-way.

- Develop multi-use paths within the public right-of-way where feasible.
- Include landscaping, recreational amenities and other features in streetscape design and construction.

Strategy 2.4 (Regulatory and Policy, Partnerships)

Develop a system to catalogue, market and promote privately-owned public spaces.

- Work with the development community to establish parameters for privately-owned public spaces.
- Establish a system of bonuses for entitlements in return for community benefits such as the provision of publicly available open spaces.
- Identify available space that is available by donation or purchase.

Amenities and Infrastructure Recommendation #3: Maintain and enhance the tree canopy and other shade elements in existing and new development.

Strategy 3.1 (Regulatory and Policy)

Integrate separated sidewalks and street trees in all new thoroughfare designs.

Update street design standards to improve pedestrian environment requirements along major thoroughfares.

- Fund street trees and landscaping for new streetscapes.

Strategy 3.2 (Regulatory and Policy)

Establish guidelines for removal of existing trees during new development and redevelopment, with a particular emphasis on protecting the tree canopy within stream buffers and in, and adjacent to, floodplains.

Strategy 3.3 (Regulatory and Policy)

Require planting of new trees when properties are developed or redeveloped.

Amenities and Infrastructure #4: Improve opportunities to grow, purchase and share healthy foods.

Strategy 4.1 (Regulatory and Policy)

Identify locations for community gardens and work with the community to establish a volunteer program to manage them.

Strategy 4.2 (Partnerships, Investment)

Explore the creation of a community food cooperative.

- Survey the community to gauge interest in contributing to, volunteering for and shopping at a food cooperative.
- Identify a location for a food cooperative.
- Engage members of a successful cooperative to provide education and guidance for a Brooks cooperative.

Strategy 4.3 (Partnerships)

Establish a farmers' market in the Brooks Area Regional Center.

- Determine whether an existing farmers' market is willing to take on a new location and additional market day.
- Identify and secure a temporary location for a Brooks farmers market.
- Develop a plaza space that is designed to host the Brooks farmers market.

Amenities and Infrastructure Recommendation #5: Create additional nodes of activity with flexible community gathering spaces.

Strategy 5.1 (Partnerships, Investment)

Implement catalytic projects identified in this plan.

- Work with Transportation and Capital Improvements (TCI) to program portions of catalytic projects as part of the Infrastructure Management Plan (IMP) and as candidates for future bond projects.
- Seek grant funding to implement catalytic projects.
- Establish partnerships to implement catalytic projects.

Strategy 5.2 (Regulatory and Policy)

Identify locations for public spaces within areas with a future land use designation of mixed-use.

- Perform a land suitability analysis for land designated as future mixed-use.
- Map potential public spaces and investigate mechanisms to secure and improve public spaces.

Implementation – Catalytic Projects

Catalytic Projects Recommendation #1: Support the development of a residential mixed-use neighborhood on surplus State Hospital land.

Strategy 1.1 (Partnerships)

Collaborate with the State Hospital, potential buyers and developers to facilitate the sale and development of surplus parcels.

Strategy 1.2 (Regulatory and Policy, Partnerships)

Provide planning and design guidance to site owners and developers to ensure consistency with the Brooks Sub-Area Plan, including:

- Evaluating potential impacts on the surrounding neighborhood;
- Develop a site plan that preserves green space, water quality, and encourages outdoor recreation.
- Encouraging thoughtful site design;
- Supporting an appropriate mix of land uses and community amenities.
- Consult the SA Parks System Plan when devising site plans.

Strategy 1.3

Implement relevant recommendations and strategies in the Focus Area and Mobility plan elements to support the transformation of surplus State Hospital land.

Catalytic Projects Recommendation #2: Develop a corridor revitalization plan for Goliad Road between Fair Avenue and SE Military Drive.

Strategy 2.1 (Regulatory and Policy, Partnerships)

Identify priorities for the revitalization plan.

- Use stakeholder input to shape the scope of work for the revitalization plan.
- Consult with City staff from the Northeast Corridor Revitalization Project to carry forward lessons learned and replicate successes from that project.
- Identify “quick wins” and short-term projects that can be implemented in the near term, before the plan is complete.

Strategy 2.2 (Partnerships, Investment)

Secure funding and resources to complete the Goliad Road Revitalization Plan.

Identify resources needed to supplement City staff and engage partners and consultants as needed.

Strategy 2.3

Ensure the Goliad Road Revitalization Plan reflects Brooks Sub-Area Planning input. Specifically, the plan should consider:

- Traffic-calming measures appropriate for the average daily volume of vehicles on Goliad Road;
- Operations, geometry and signalization at the intersection of Hot Wells Boulevard and Goliad to develop options for pedestrian and bicycle safety.
- New public open spaces or plazas that can be used for markets, community events and other programming;
- Stormwater management techniques, low-impact development and green infrastructure;
- Support for neighborhood-serving commercial uses;
- Shaded and/or sheltered transit stops;
- Streetscape improvements that include and/or allow for public art; and
- Prioritization of pedestrian and bicyclist infrastructure, including additional and improved pedestrian crosswalks and on-street bike lanes;

Implementation – Housing

Housing Recommendation #1: Support neighborhood stability and a balance of homeownership and rental opportunities.

Strategy 1.1 (Regulatory and Policy)

Proactively market existing homeowner assistance programs, such as the minor repairs program and home buyer down payment assistance program, through the City’s neighborhood associations to raise awareness of these programs.

Strategy 1.2 (Regulatory and Policy, Partnerships)

Implement mechanisms and tools—including those that may emerge from implementation of the 2018 Housing Policy Framework—that reduce negative impacts (including displacement) of significant increases in property values on homeowners by mitigating property tax increases and other impacts of escalating property values for lower-income homeowners or owners on fixed incomes.

Strategy 1.3 (Partnerships, Investments)

Incentivize and remove barriers to the development of medium- and high-density for-sale housing units at Brooks and in other Brooks Area focus areas and mixed-use corridors.

Strategy 1.4 (Investment)

Promote economic stabilization of neighborhood households by increasing awareness and education among homeowners about options such as Accessory Dwelling Units (ADUs) that can supplement household income (and thus improve ability to afford continued home ownership) and also support incremental and moderate increases in affordable residential density. Remove barriers and evaluate City codes related to ADUs to make them a more attractive option for housing.

Housing Recommendation #2: Increase the diversity of housing options within the Brooks Area Regional Center in order to support and attract residents at all stages of life and income levels.**Strategy 2.1 (Regulatory and Policy, Partnerships)**

Incentivize rental and for sale medium- and high-density housing development within walkable, mixed-use environments. Designated focus areas (such as the State Hospital and Brooks) and mixed-use corridors have been identified as the most appropriate areas in the Brooks Area Regional Center for this type of development. City staff should work with developers to create incentives that result in developments that are financially feasible and meet the goals of the SA Tomorrow Comprehensive Plan.

Strategy 2.2 (Regulatory and Policy, Partnerships)

Convene a roundtable of housing providers to develop strategies to encourage investment in the development of medium and higher density housing (preferably in mixed-use and mixed-income developments) near VIA Primo and Rapid Transit stations to provide diverse housing options near the area's best transit opportunities.

Strategy 2.3 (Regulatory and Policy)

Identify opportunity sites for both existing and new residential neighborhoods to accommodate additional housing by allowing for smaller lots, accessory dwelling units and middle-density housing types (e.g. duplex, townhomes) where appropriate, particularly in areas of transition between established low-density residential neighborhoods and higher density neighborhoods.

Strategy 2.4 (Partnerships)

Create a neighborhood infill, middle-density housing development toolkit to encourage these new "missing middle" housing types in the Brooks Area. The toolkit could be used by City staff and neighborhood advocates when working with property owners and developers.

Strategy 2.5 (Regulatory and Policy, Investment)

Discourage single-use development (i.e. strictly commercial zoning) along transit corridors, especially at intersections that could provide an opportunity for future mixed-use development. Incentives and support for new development along corridors should go to mixed-use developments that are designed to support future transit investments and good urban form.

Housing Recommendation #3: Strive to have at least 25 percent of housing units affordable to households earning less than 80 percent of Area Median Income (AMI).

Strategy 3.1 (Partnerships, Investment)

Target creation of affordable housing units within the Brooks campus through partnership with the Brooks Development Authority to attract mixed-income residential single-family and multifamily developments using affordable housing financing tools including low-income housing tax credits, private activity bonds, public facility corporations, Brooks-City Base Tax Increment Reinvestment Zone (#16), and the City's Neighborhood Improvements Bond.

Strategy 3.2 (Regulatory and Policy)

Develop a set of incentives to encourage development of affordable housing units in Regional Centers through the use the San Antonio Fee Waiver Program financial incentives, and through regulatory incentives such as density and height bonuses and parking reductions.

Strategy 3.3 (Partnerships)

Work with the San Antonio State Hospital and prospective buyers/developers to incorporate the inclusion of affordable rental and ownership units within areas sold for development.

Strategy 3.4 (Partnerships, Investment)

Proactively identify development sites to purchase for future affordable housing development in focus areas and along mixed-use corridors through the use of a community land trust, and through partnership with San Antonio Housing Authority and other non-profit housing partners.

Strategy 3.5 (Regulatory and Policy)

Develop a citywide program to incentivize the preservation of existing affordable housing projects that are near the end of their required affordability term, with a prioritization of projects in Regional Center focus areas, mixed-use corridors, and near VIA transit stations.

Strategy 3.6 (Regulatory and Policy, Partnerships, Investment)

As the programs, funding sources, and policies recommended in San Antonio's Housing Policy Framework are established, support their use and implementation in the Brooks Area Regional Center.

Implementation – Economic Development

Economic Development Recommendation #1: Continue to invest in infrastructure and amenities that build on the Live, Work, Learn, Play, Stay environment in the Brooks Area.

Strategy 1.1 (Regulatory and Policy)

Establish walkable, mixed-use centers within Focus Areas and along Mixed-Use Corridors identified on the Plan Framework Diagram.

Strategy 1.2 (Partnerships)

Incentivize the development of office space and collaborative workspaces within Focus Areas.

Strategy 1.3 (Partnerships)

Promote the proximity of Stinson Municipal Airport to prospective employers and improve connectivity and wayfinding between the Brooks area and Stinson.

Strategy 1.4 (Investment)

Increase recreation areas and amenities that support formal and informal play throughout the regional center, with a particular emphasis on designated Focus Areas. Focus also on improving safe and comfortable access to these areas, including enhanced connectivity to the San Antonio River and future Salado Creek Trail extensions.

Strategy 1.5 (Investment)

Continue to invest in attractions and amenities that will appeal to a range of users including younger, creative, and technical workers who may be attracted to the area's target industries. Unique, local restaurants; increased multimodal connectivity; more diverse entertainment options; and services such as childcare will help attract a more diverse workforce and offer desired amenities to existing residents and workers.

Economic Development Recommendation #2: Diversify employers and job opportunities in the Brooks Area Regional Center.

Strategy 2.1 (Partnerships)

Develop a consistent business attraction message and approach specific to the Brooks Area Regional Center.

Strategy 2.2 (Regulatory and Policy)

Continue the use of existing and expanded use of public financing tools and incentives to attract target industry employers for Brooks including incentives that tie workforce training to incentives, use of public financing and improvement district tools outside of the Brooks campus, and promotion of incentives/tools (e.g., enterprise zone incentives) that are available for use in the Brooks Area.

Strategy 2.3 (Partnerships)

Create a business incubation, accelerator and/or co-working center to support small business creation with Brooks.

Strategy 2.4 (Partnerships)

Promote and expand the availability of resources to support small business creation through the City's existing efforts and in partnership with area economic and community entities.

Economic Development Recommendation #3: Create an environment that fosters innovation and small business development by leveraging the health, science, and education networks present in the Brooks Area.

Strategy 3.1 (Partnerships)

Create regular networking events for area employers, workers, and educators.

Strategy 3.2 (Partnerships)

Attract vocational workforce education providers to the Brooks area with training and education relevant to Brooks Area Regional Center target industries.

Strategy 3.3 (Partnerships)

Identify potential ways to provide future job training and/or mentoring to area high school students.

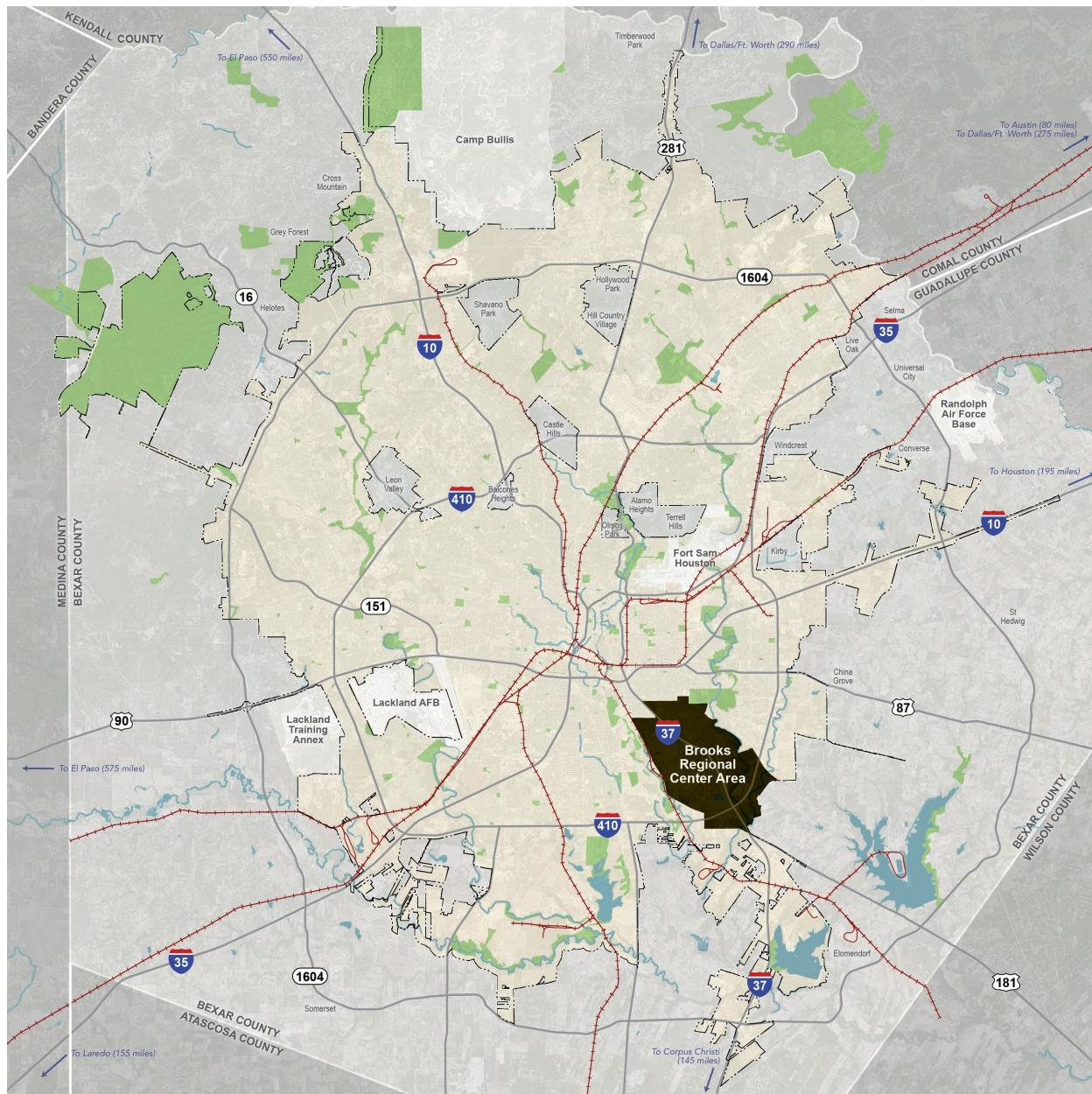
Appendix: Maps, Figures, and Illustrations

Maps, Figures, and Illustrations referenced throughout this document are collected in the Appendix which begins on the next page.

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- Figure 21:** Cost Burdened Renter Households by Income
- Figure 22:** Economic Snapshot
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- Figure 24:** Largest Employers
- Figure 25:** Highland Forest Neighborhood Location Map
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- Figure 28:** Hot Wells Neighborhood Location Map
- Figure 29:** South Central San Antonio Community Plan cover
- Figure 30:** Mobility Framework Recommendations Map
- Exhibit 1:** Brooks Area Regional Center Existing Conditions Atlas

Figure 1: Plan Location Map



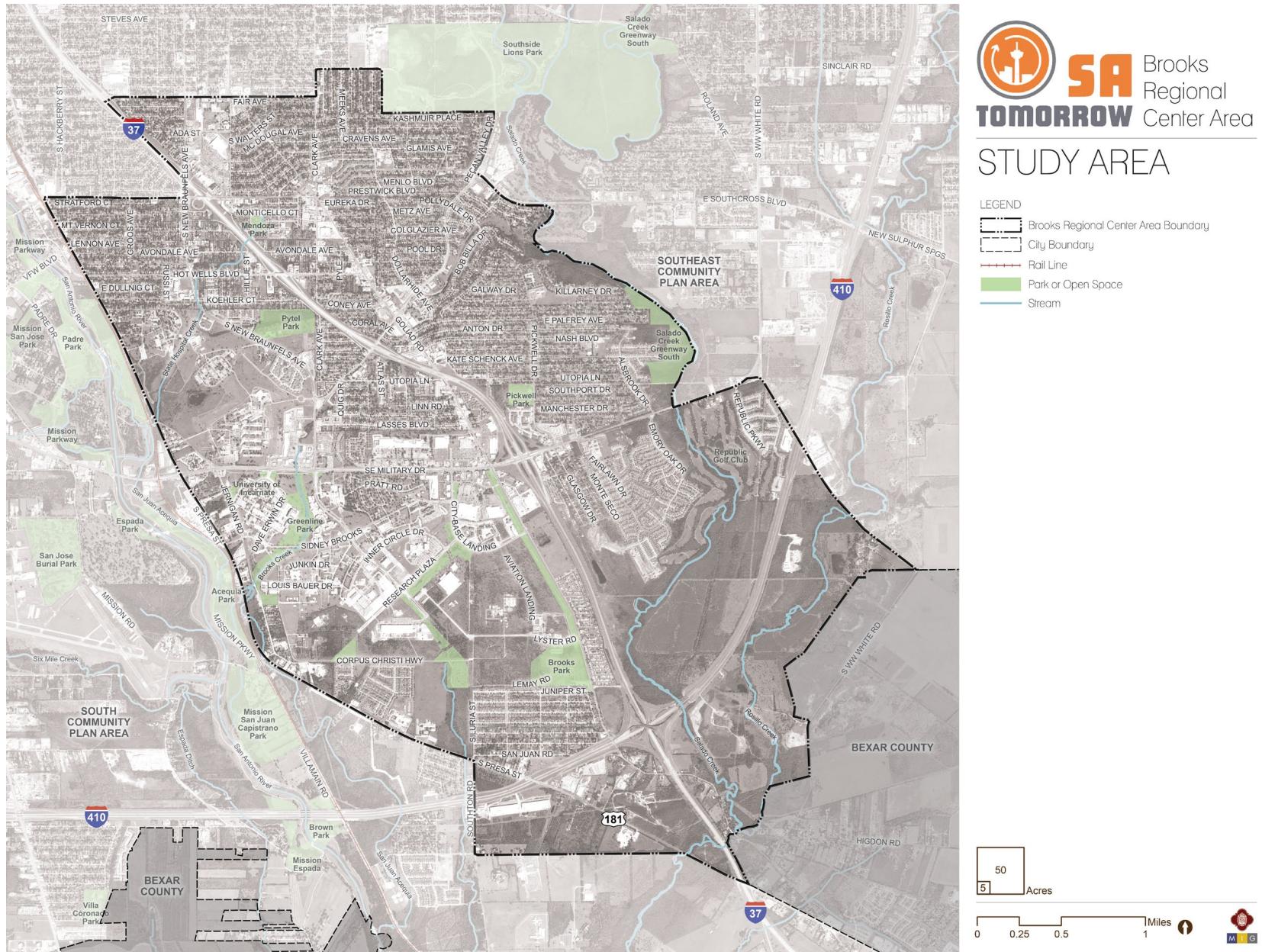
PLAN LOCATION

LEGEND

	City Boundary
	Major Highway
	Rail Line
	Park or Open Space
	Water Body

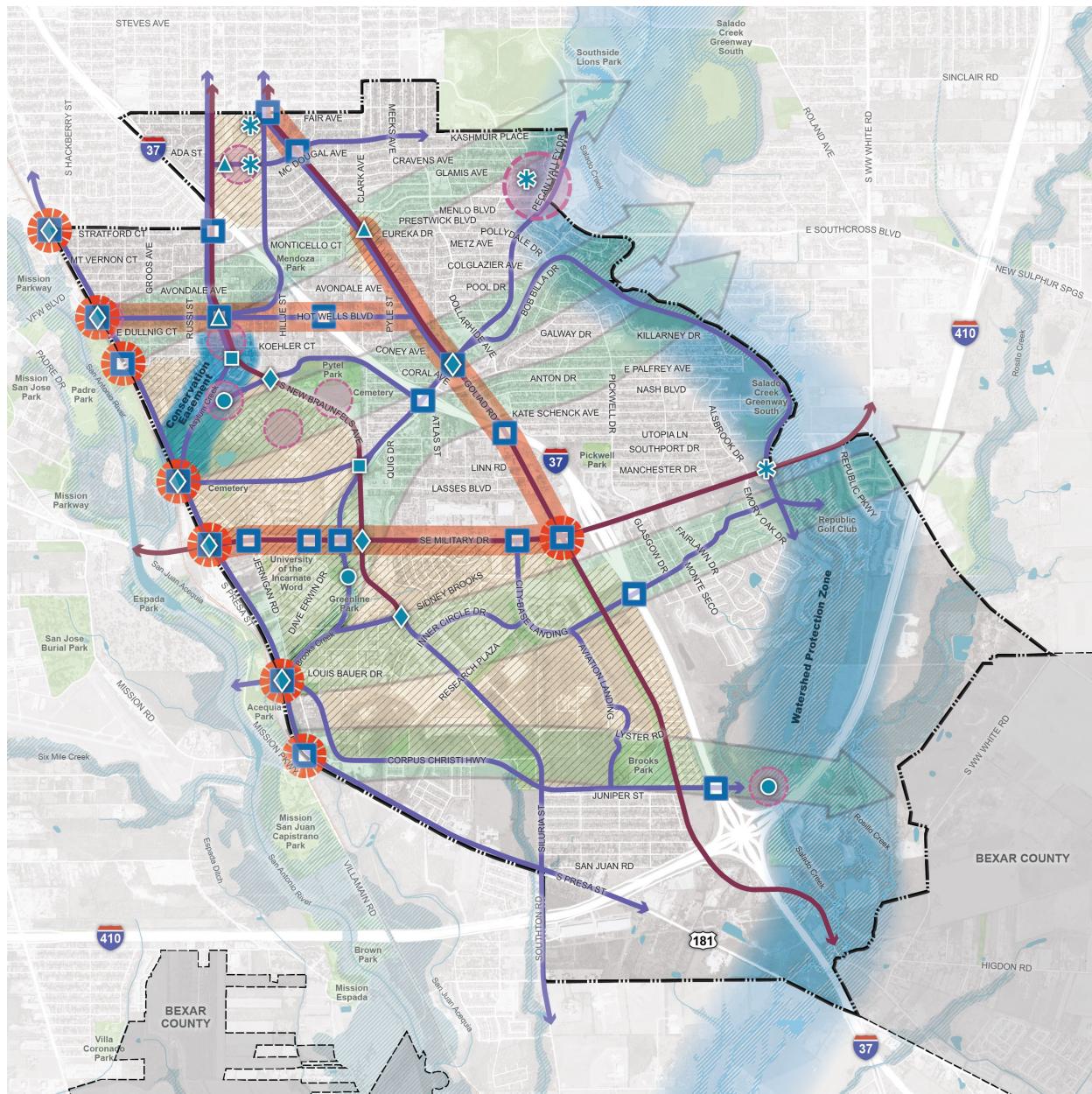
0 1.25 2.5 5 Miles

Figure 2: Study Area Map



STUDY AREA

Figure 3: Plan Framework Map



PLAN FRAMEWORK

- LEGEND**
- Brooks Regional Center Area Boundary
 - City Boundary
 - Park or Open Space
 - Stream, Creek or River
 - Body of Water
 - Area in 100-year Floodplain
 - Greenway Connection
 - Desired Protection Zone
- FOCUS AREA FRAMEWORK***
- Focus Area
 - Other Mixed-Use Corridor
- MOBILITY FRAMEWORK****
- Priority Pedestrian Infrastructure
 - Priority Transit Route
 - Improved Pedestrian Crossing
 - Gateway Opportunity
- AMENITIES AND INFRASTRUCTURE FRAMEWORK*****
- Community Amenity Opportunities
 - Gathering, Preservation and Character Areas

* Refer to the Focus Area Framework for more information.

** Refer to the Mobility Framework for more information.

*** Refer to the Amenities and Infrastructure Framework for more information.

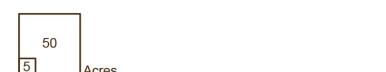
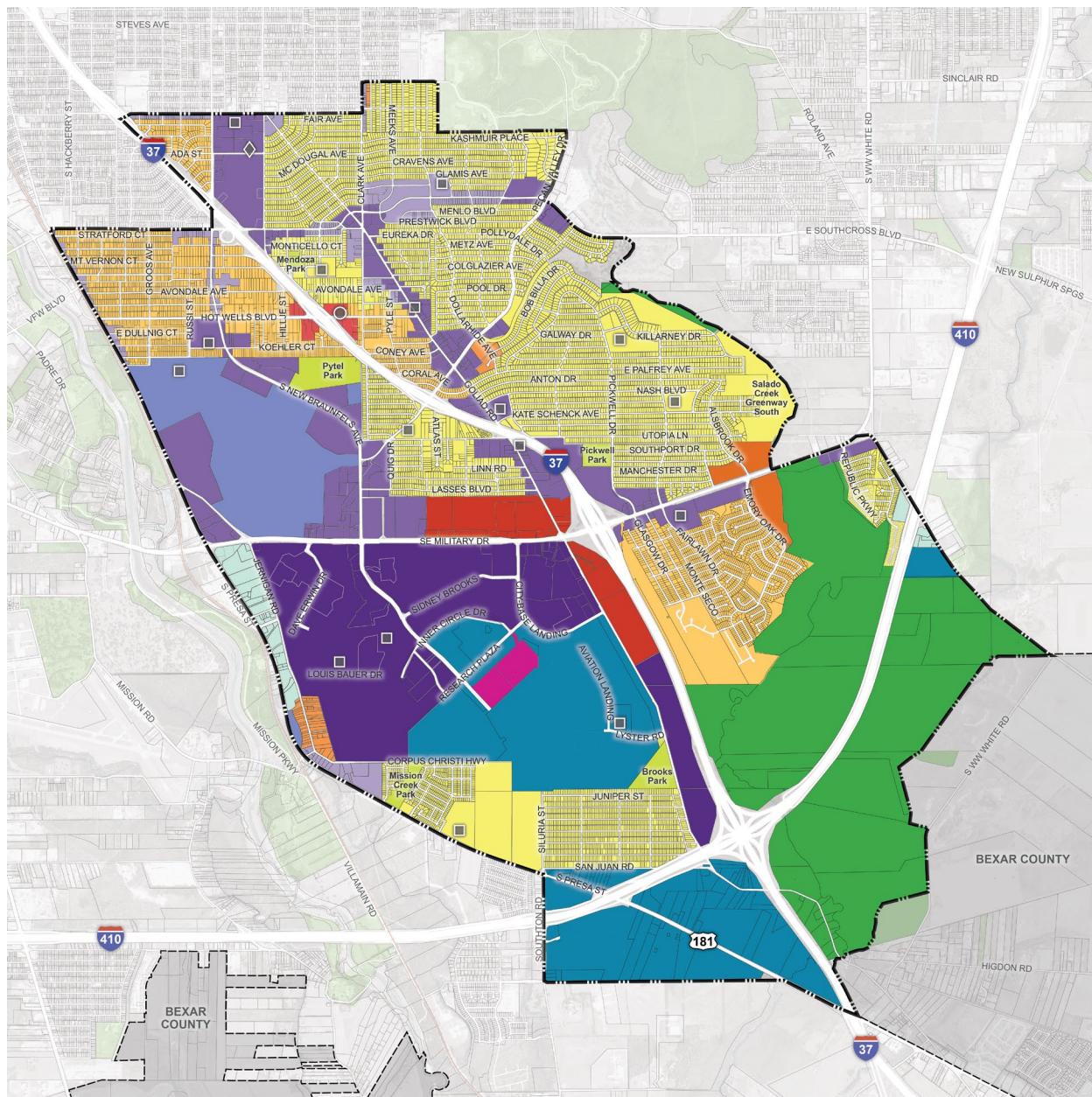


Figure 4: Future Land Use Map



FUTURE LAND USE

LEGEND

- Brooks Regional Center Area Boundary
- City Boundary
- Rights of Way

Land Uses

- Low Density Residential
- Urban Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Mixed-Use
- Urban Mixed-Use
- Regional Mixed-Use
- Employment / Flex Mixed-Use
- Business / Innovation Mixed-Use
- Heavy Industrial
- Community Commercial
- Regional Commercial
- City / State / Federal Government
- Parks / Open Space
- Agricultural

Civic Locations

- Educational Facility
- Library
- Fire Station

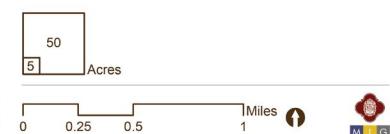


Figure 5: Focus Areas Framework Map

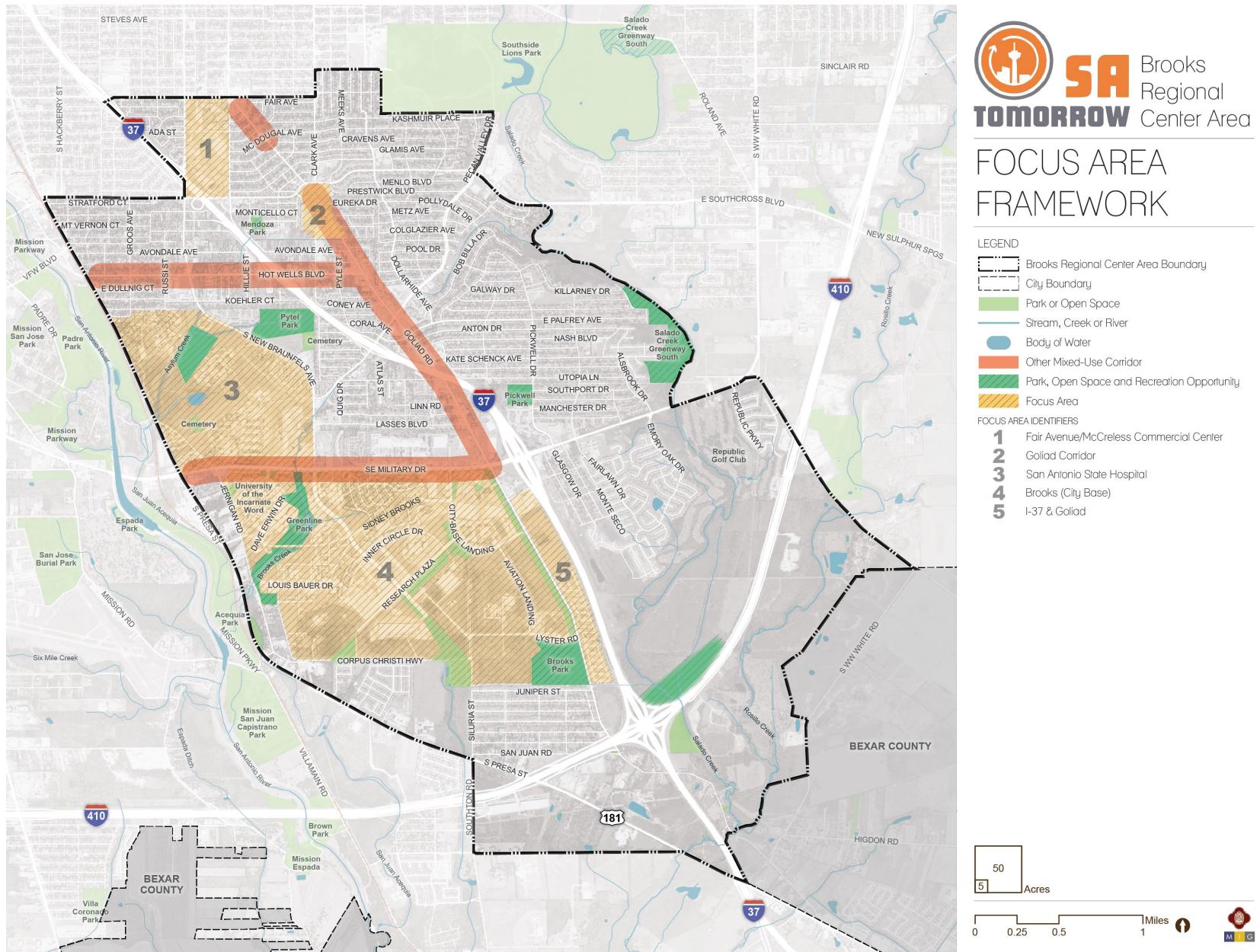
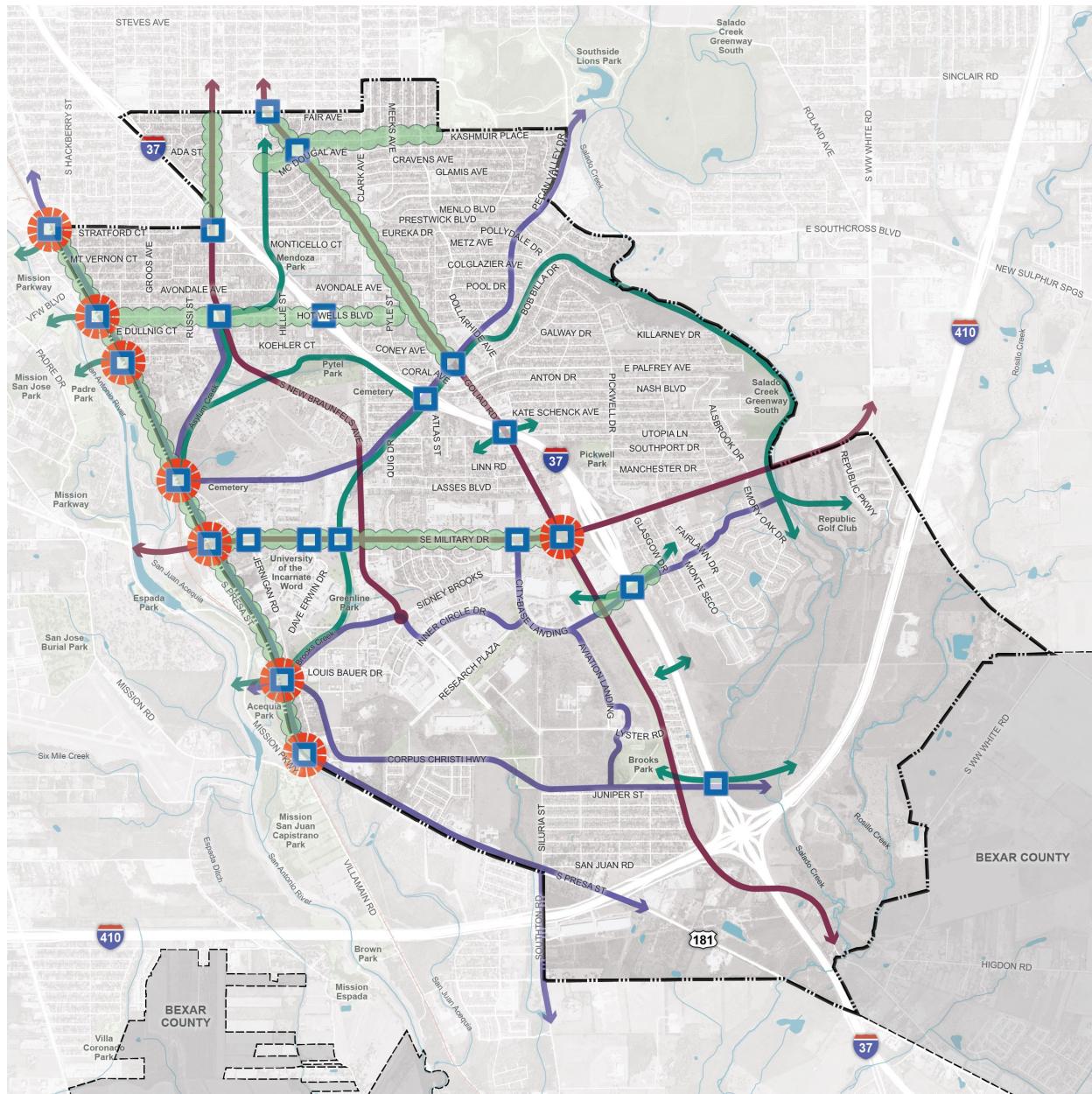


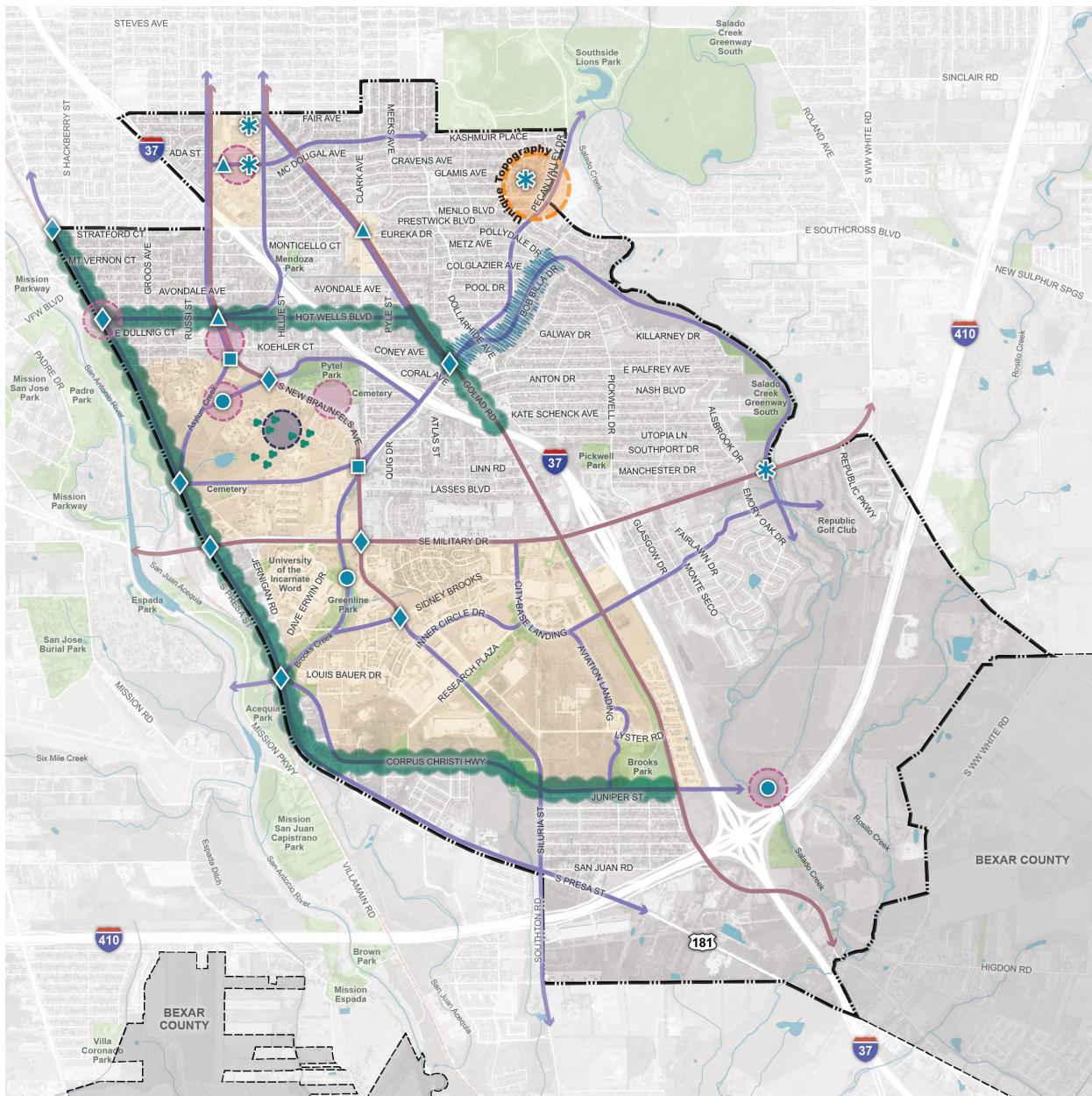
Figure 6: Mobility Framework Map



MOBILITY FRAMEWORK

- 50 Acres
- 0 0.25 0.5 1 Miles
- MIG

Figure 7: Amenities and Infrastructure Framework Map



AMENITIES AND INFRASTRUCTURE FRAMEWORK

LEGEND

- Brooks Regional Center Area Boundary
- City Boundary
- Park or Open Space
- Stream, Creek or River
- Body of Water
- Focus Area*
- Priority Pedestrian Infrastructure**
- Priority Transit Route***
- Enhanced Tree Canopy and Landscaping
- Enhanced Stormwater Management
- Enhanced Pedestrian Safety and Lighting
- Public Art
- Active Recreation Opportunity
- Healthy Food Access
- Community Amenities
- Character-Defining Features
- Social Gathering Space
- Preservation Pockets
- Natural Feature to Celebrate

* Refer to the Focus Area Framework for more information.

** This layer combines Priority Trails, Priority Bicycle Routes and Priority Streetscape Improvements from the Mobility Framework Map. Refer to the Mobility Framework for more details.

*** Refer to the Mobility Framework for more information.

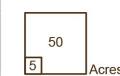


Figure 8: Catalytic Projects Map

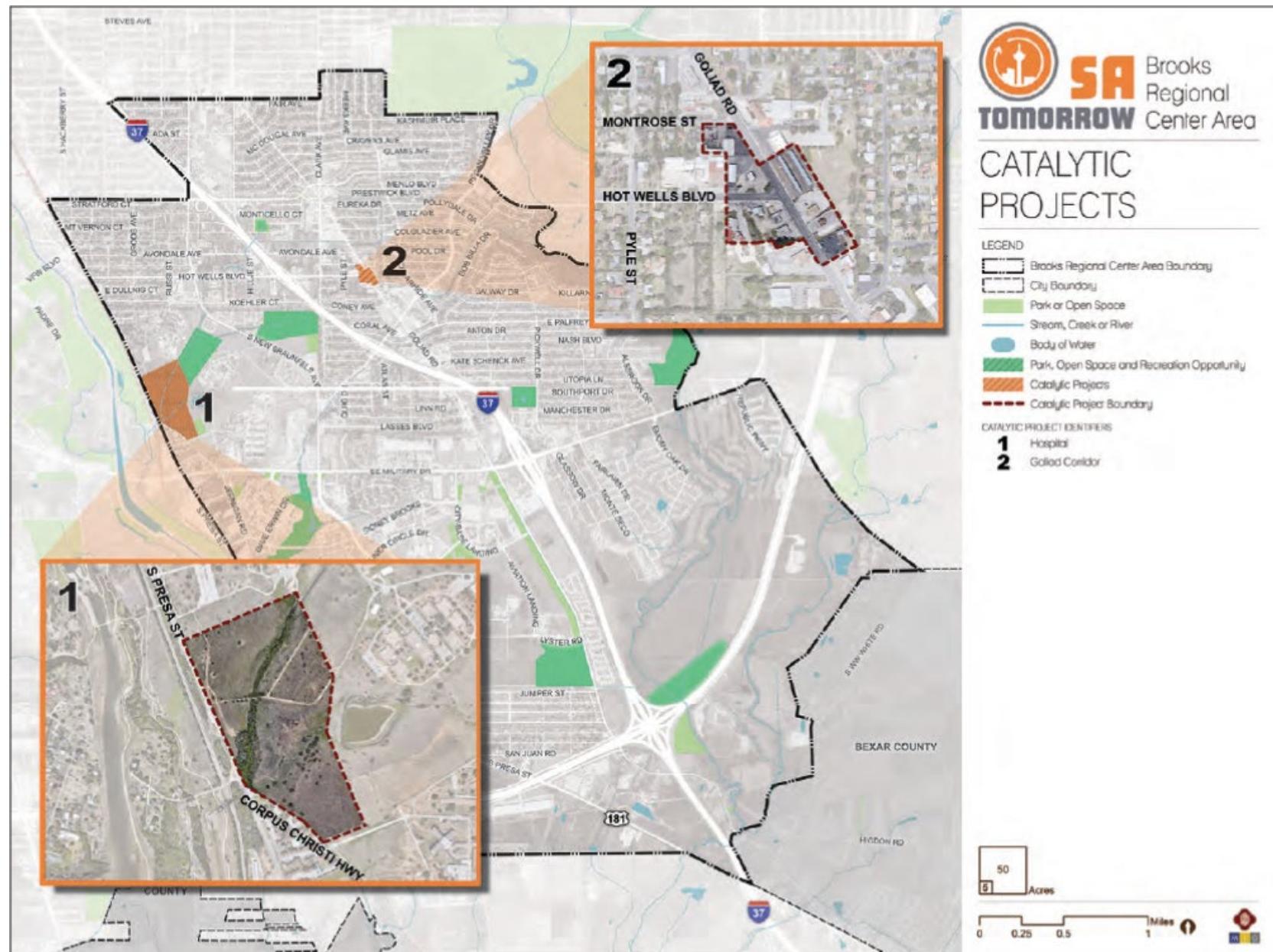


Figure 9: Catalytic Site – San Antonio State Hospital at S. Presa Street

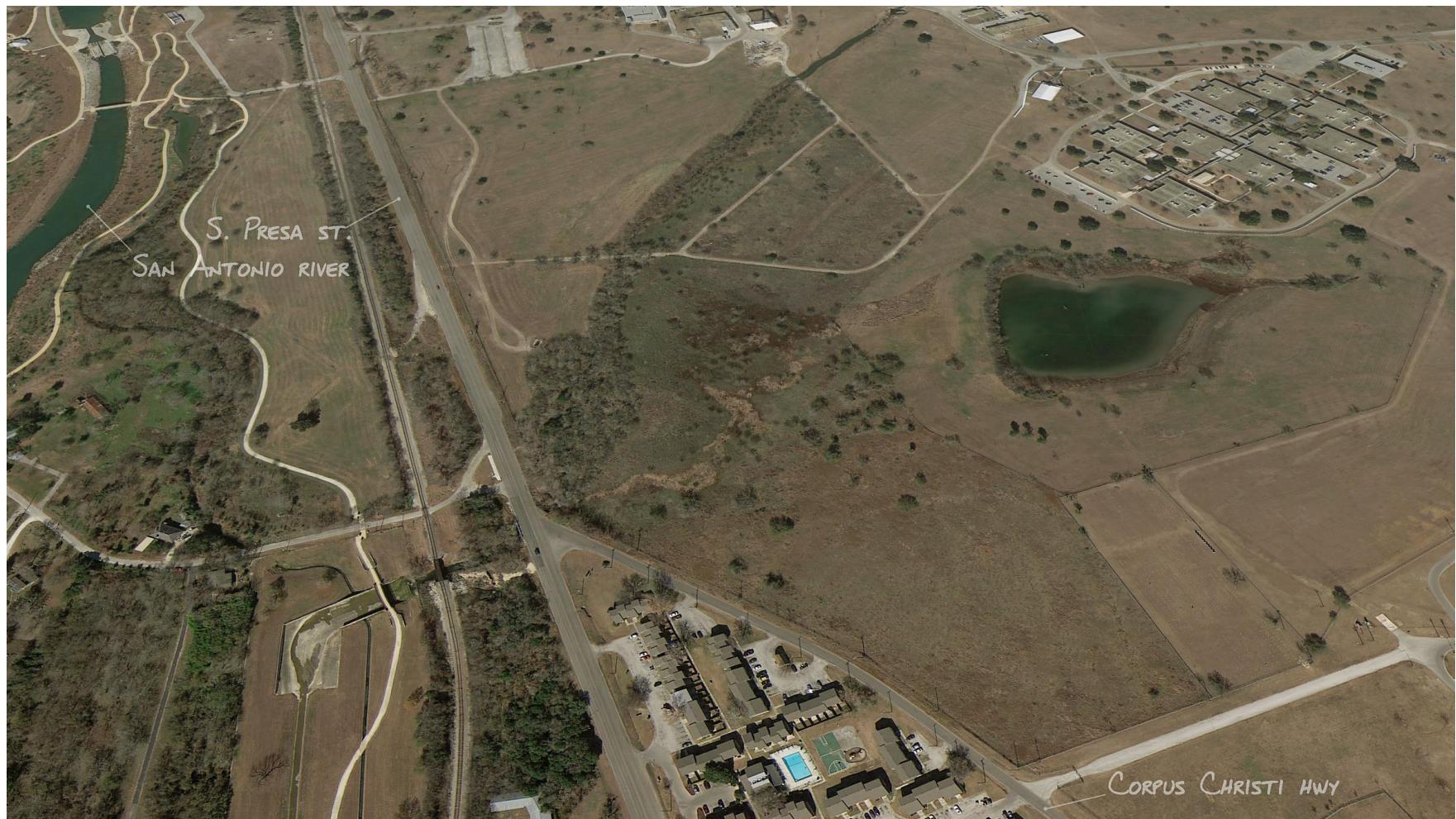


Figure 10: Catalytic Site – San Antonio State Hospital at S. Presa Street Conceptual Illustration (1)



Figure 11: Catalytic Site – San Antonio State Hospital at S. Presa Street



Figure 12: Catalytic Site – San Antonio State Hospital at S. Presa Street Conceptual Illustration (2)



Figure 13: Catalytic Site – Goliad Road at Hot Wells Boulevard



Figure 14: Catalytic Site – Goliad Road at Hot Wells Boulevard Conceptual Illustration (1)



Figure 15: Catalytic Site – Goliad Road at Hot Wells Boulevard



Figure 16: Catalytic Site – Goliad Road at Hot Wells Boulevard Conceptual Illustration (2)



Figure 17: Catalytic Site – Goliad Road at Hot Wells Boulevard



Figure 18: Catalytic Site – Goliad Road at Hot Wells Boulevard Conceptual Illustration (3)



Figure 19: Housing Snapshot



Figure 20: Annual Household Growth (2010-2016)



Figure 21: Cost Burdened Renter Households by Income

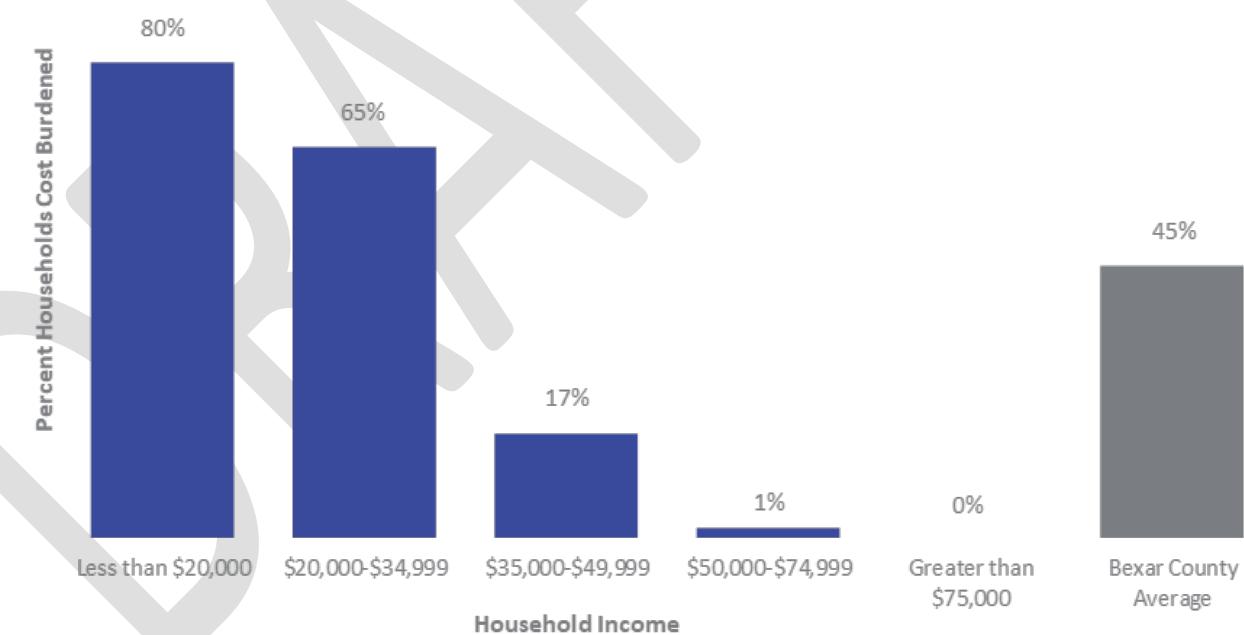


Figure 22: Economic Snapshot



Figure 23: Largest Employment Sectors



Figure 24: Largest Employers



Figure 25: Highland Forest Neighborhood Location Map

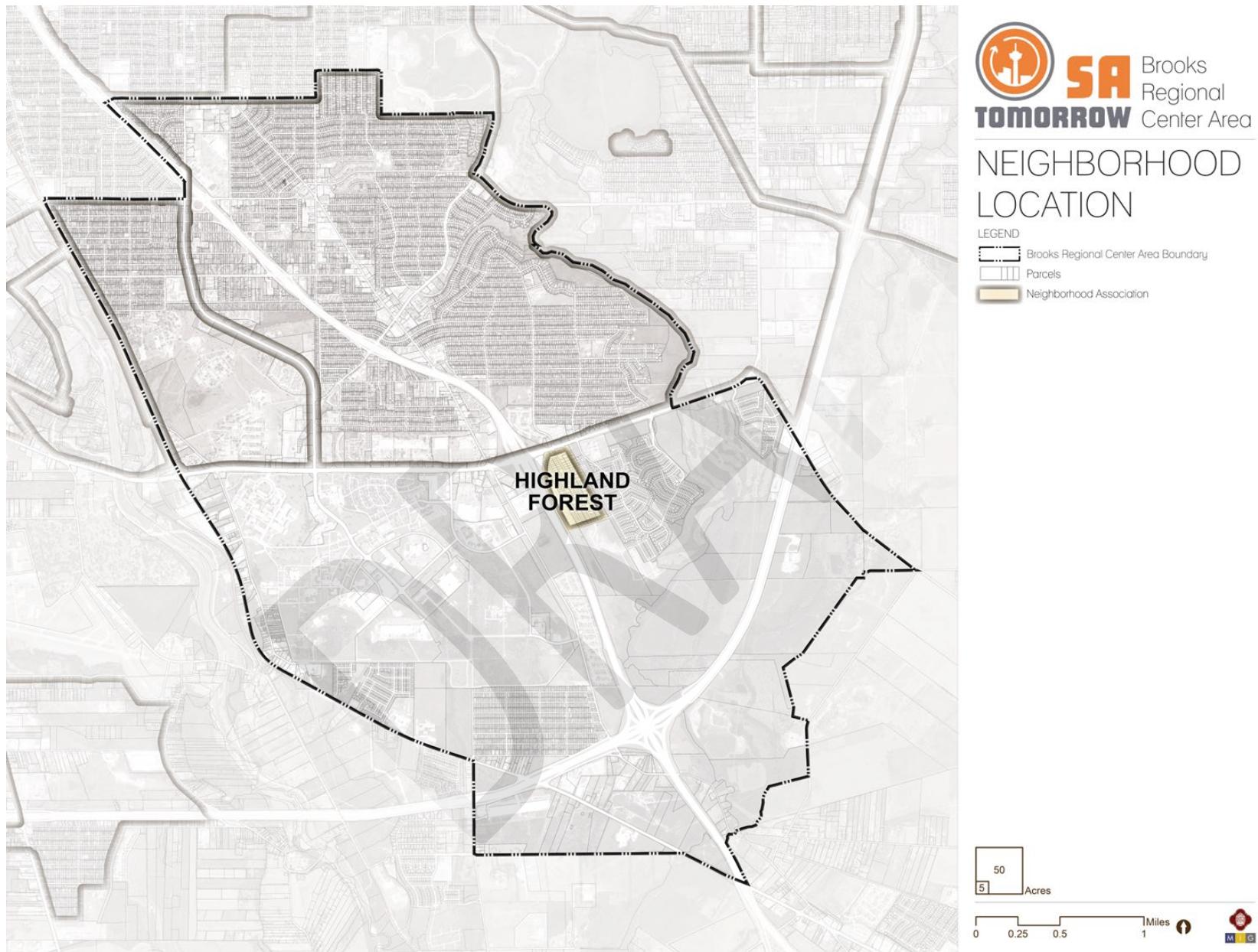


Figure 26: Highland Hills Neighborhood Location Map

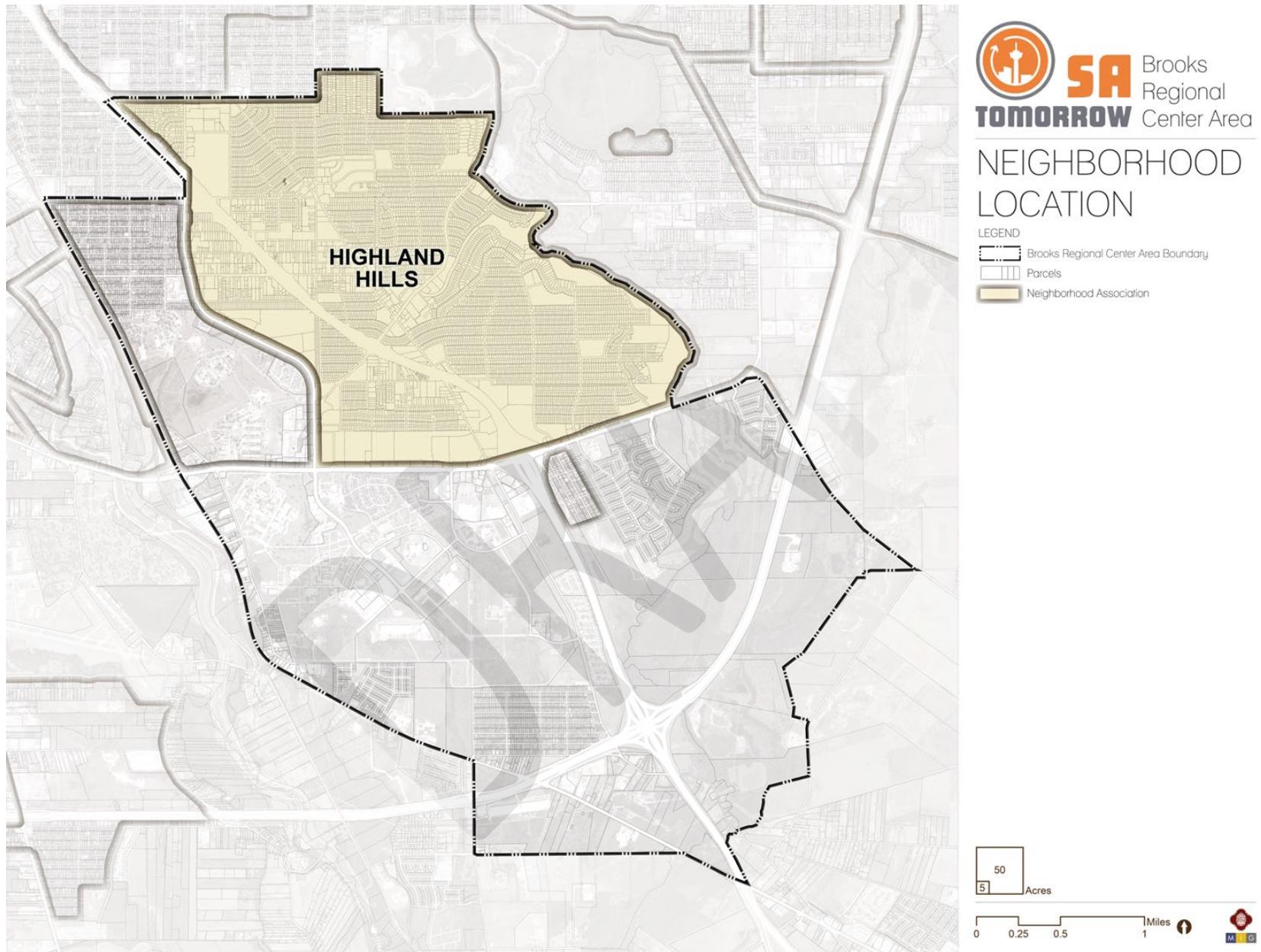
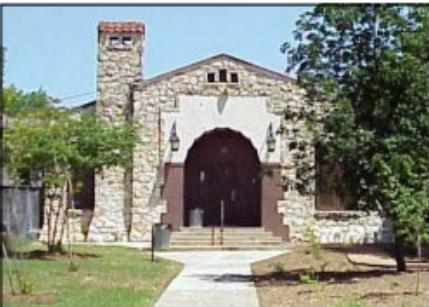
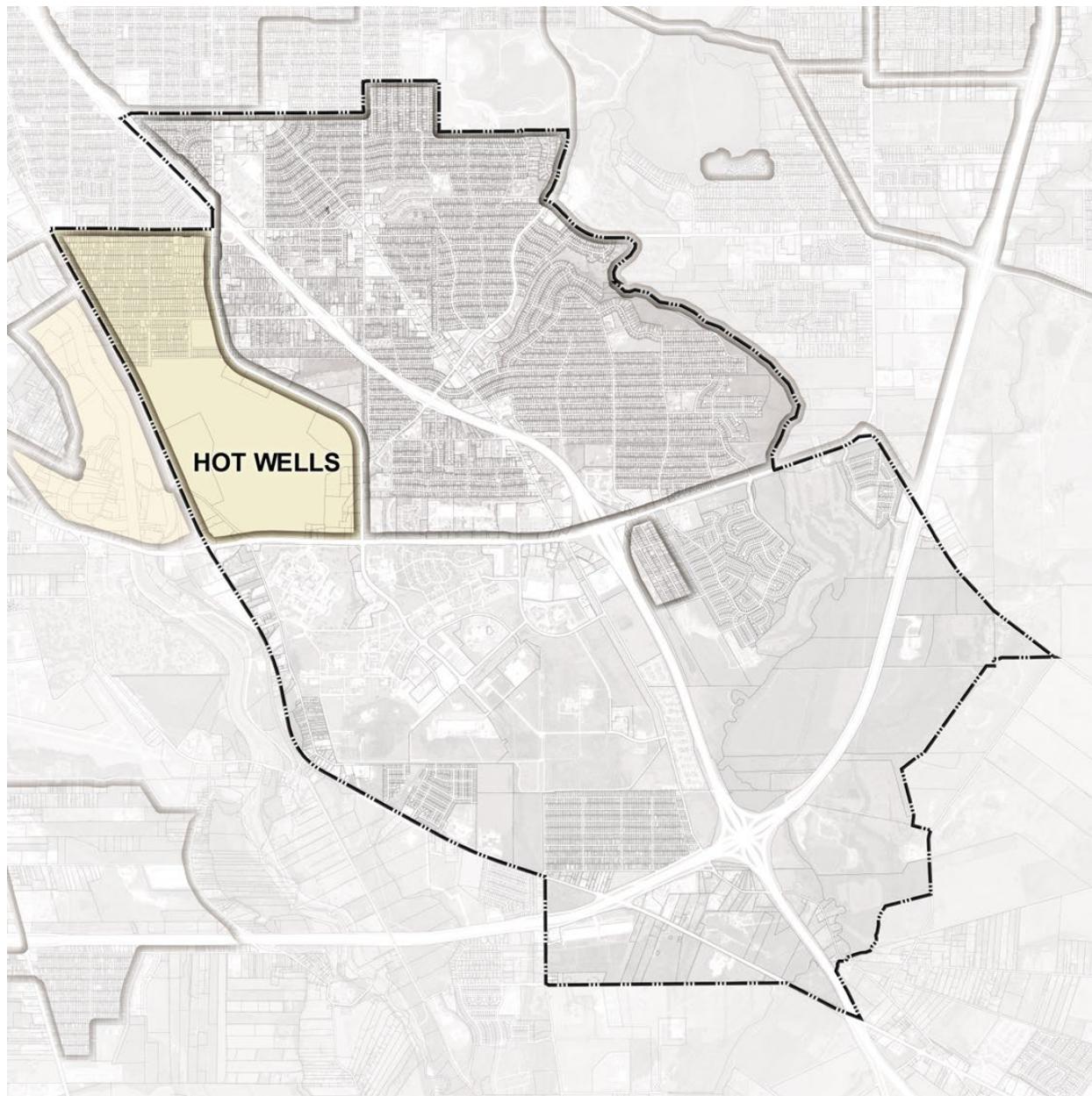


Figure 27: Highlands Community Plan cover



*Prepared by the City of San Antonio Planning Department in partnership
with the citizens of the Highland Park Neighborhood, Highland Hills
Neighborhood and Southeast Highland Hills Good Neighbor Crime Watch*

Figure 28: Hot Wells Neighborhood Location Map



NEIGHBORHOOD LOCATION

LEGEND

- Brooks Regional Center Area Boundary
- Parcels
- Neighborhood Association

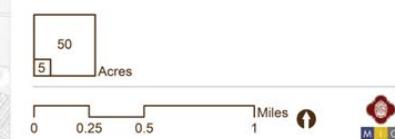


Figure 29: South Central San Antonio Community Plan cover

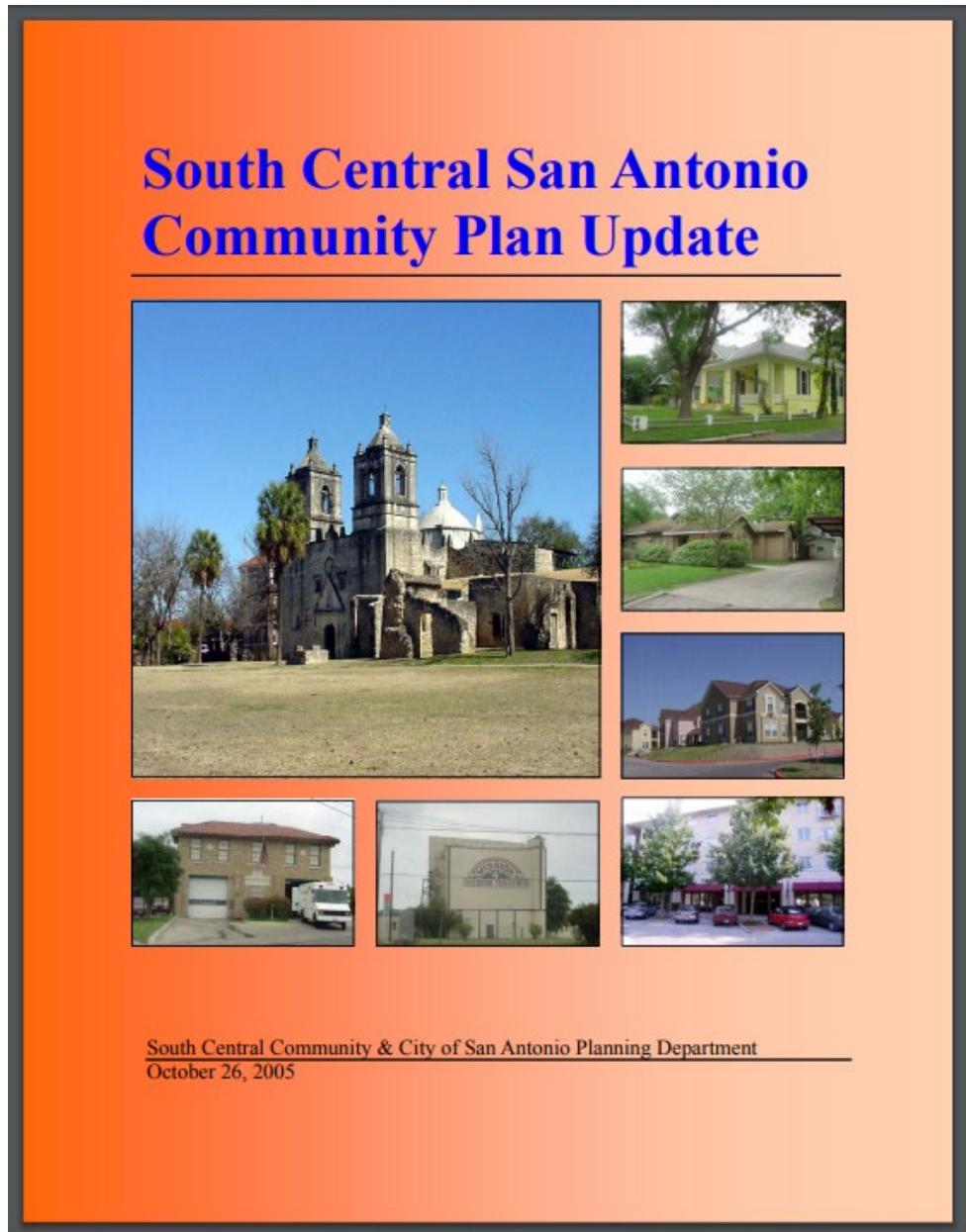
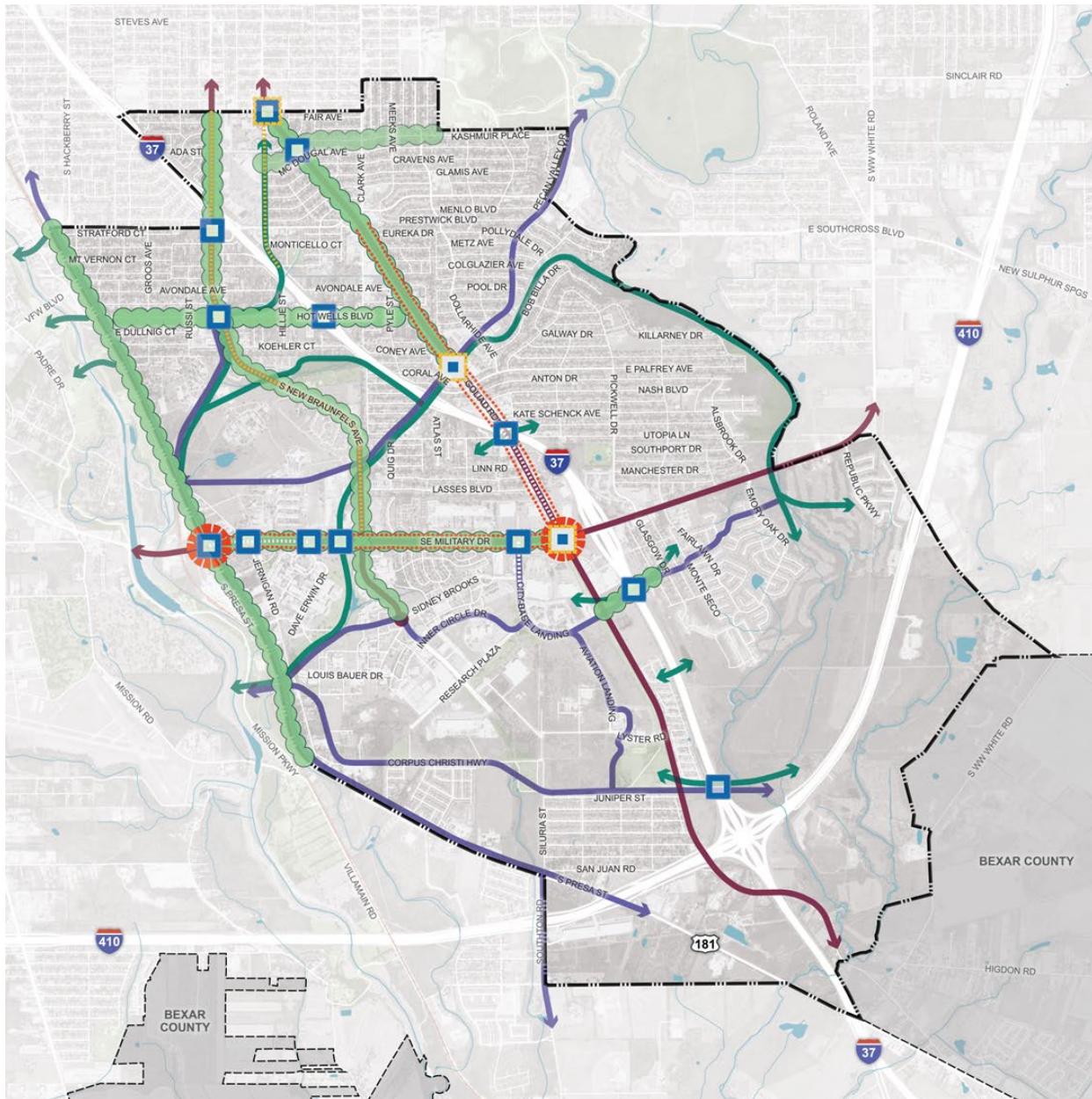


Figure 30: Mobility Framework Recommendations Map



MOBILITY FRAMEWORK RECOMMENDATIONS

LEGEND

- Brooks Regional Center Area Boundary
- City Boundary
- Park or Open Space
- Stream, Creek or River
- Body of Water

MOBILITY FRAMEWORK COMPONENTS

- Priority Transit Route
- Priority Trail
- Priority Bicycle Route
- Priority Streetscape Improvement
- Improved Pedestrian Crossing
- Gateway Opportunity

RECOMMENDATION CONSIDERATIONS

- Priority Vision Zero Improvement Corridors
- Priority Vision Zero Improvement Intersections
- Access Management
- Moderately Congested Corridors
- Primary Congested Intersections

50
5
Acres

0 0.25 0.5 1 Miles





attas
Existing Conditions

BROOKS AREA REGIONAL CENTER PLAN



SA Tomorrow Project Overview

By 2040, Bexar County's population is expected to increase by approximately 1 million people, 500,000 new jobs, and 500,000 new housing units. Planning for this growth and the next 25 years is a complex task and can be uncertain. However, San Antonio is planning boldly. We're tackling the tough issues and making the hard choices because "business as usual" isn't good enough. We're planning now to ensure that our great city captures the type of growth and economic development that is compatible with our community's vision of the future, and provides benefits to all our current and future residents. SA Tomorrow was established to implement the SA2020 vision, and includes three complementary plans: the updated Comprehensive Plan, the Sustainability Plan, and the Multimodal Transportation Plan. These plans all work in concert to guide the city toward smart, sustainable growth.

The SA Tomorrow plans prepare our community for the anticipated population and employment growth, and help us to understand what that growth will look like and how it will affect our daily lives. With a relatively fixed area available for future development, the anticipated population and employment growth will have an impact on our community's overall quality of life and livability. We also have to ask ourselves if it's now time to expand our boundaries or focus on development within the city's existing footprint. To be successful and truly address the long-term issues facing San Antonio, we as a community, need to tackle the difficult questions that arise from an honest assessment of our community's challenges and clearly state the hard choices we must make to achieve the community's vision for the future. Many of these hard choices are rooted in the fact that current trends have resulted in systems and development patterns that are unsustainable or that produce results counter to our community's stated vision and goals.

Reversing decades-old habits and changing entrenched systems is difficult. The three citywide SA Tomorrow Plans started the process for San Antonio. Now, we are working in more focused geographies across the city to implement the policy recommendations and growth patterns called for by SA Tomorrow. These Sub-Area plans — including Regional Centers, Community Areas, and Corridors — will address a range of issues such as land use; transportation and mobility; parks, trails, and open space; housing and economic development strategies; infrastructure; and urban design. This Atlas helps catalogue the most important existing conditions relevant to the Brooks Area Regional Center Plan. Along with extensive community input, best practices research, and expert technical analysis and advice, these findings will serve as important input to plan recommendations and implementation and investment priorities.

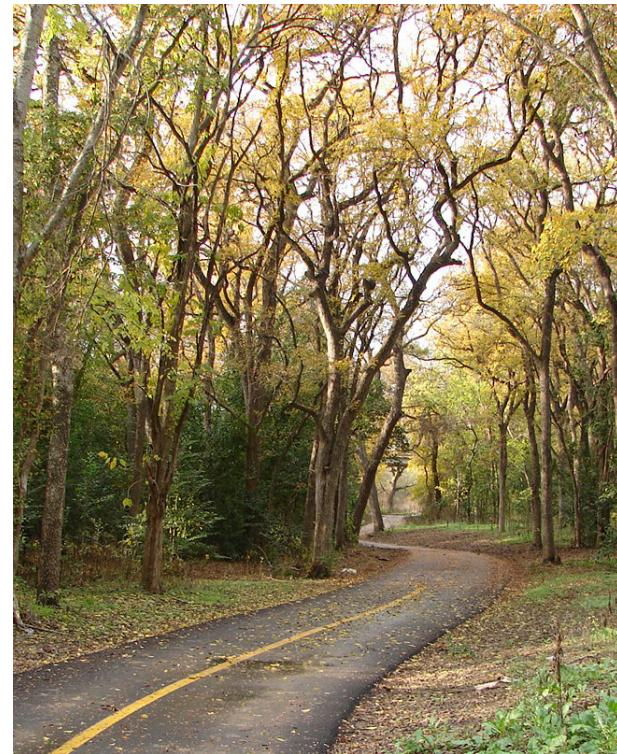


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City-Wide Vision and Plans

SA2020

The SA2020 vision originated with a series of public forums in 2010 to develop goals for improving San Antonio by the year 2020. The process was a community-wide visioning effort guided by a steering committee of community leaders and representatives. In addition, thousands of San Antonians participated in the visioning process, which culminated in a detailed report, released in 2011, that outlined a bold strategic vision for San Antonio's future. The SA2020 vision provided a significant foundation for the three SA Tomorrow plans, reflecting the community's desire to support economic development and new jobs while fostering community arts, education, health and culture.

6 |



VIA's Vision 2040

Vision 2040 was a community-driven process to update VIA Metropolitan Transit's Long Range Comprehensive Transportation Plan through the year 2040 and develop our region's vision for the future of public transportation. The Vision 2040 planning process occurred alongside SA Tomorrow and identifies a range of transit solutions to serve our region's busiest and most vibrant areas of activity, employment and housing. The plan presents various modes of transportation, and develops system alternatives to understand how transit could affect our region. By engaging the community, Vision 2040 will work to evaluate all alternatives and identify a preferred system plan that meets the transit needs of today and tomorrow.



SA Tomorrow Comprehensive Plan

The SA Tomorrow Comprehensive Plan addresses wide-ranging and interconnected citywide issues. As a long-range vision for San Antonio, the Plan provides strategic direction for decision making and community investment. Perhaps the most important task tackled by our community when crafting this Comprehensive Plan was determining where growth should be directed and encouraged, and doing so in a way that protects vital historic, cultural, social and natural resources.

If guided properly, the expected influx of new residents and jobs will enhance our city and all our residents. Planning now allows us to direct growth in a manner consistent with the community's vision and our goals for the future. The Comprehensive Plan provides an overarching framework for the physical form of San Antonio. It outlines how regional centers, corridors and neighborhoods work in concert to create the San Antonio we envision over the coming decades. In addition, 12 prototype place types offer examples of development models that can build upon and protect existing and future community assets while also creating places that are livable, inclusive and sustainable.

Policy guidance in the Comprehensive Plan is based on nine topical Plan Elements that address topics including: city growth patterns, transportation, housing, economic competitiveness, natural resources and the environment, the military, and historic preservation and cultural heritage, among others. Each Plan Element chapter includes an overview of key issues and challenges specific to the element and provides a set of goals and policies that set the direction for how our community will respond to or address the challenges before us.



SA Tomorrow Sustainability Plan

The Sustainability Plan focuses on the three pillars of sustainability (economic, environmental, and social) and is the roadmap for both the community and the municipal government to achieve the overall vision of a sustainable San Antonio as an inclusive and fair community with a thriving economy and a healthy environment. The Sustainability Plan highlights seven focus areas and five cross-cutting themes. Each focus area has its own vision, outcomes, strategies and measures of success. The cross-cutting themes identify and highlight key priorities. Additionally, these cross-cutting themes were considered and integrated into each of the major components and elements of the SA Tomorrow Comprehensive Plan and the Multimodal Transportation Plan.



SA Tomorrow Multi-Modal Transportation Plan

The Multimodal Transportation plan is a dynamic, balanced, and forward-thinking plan for all modes of transportation, including cars, transit, bicycles, and pedestrians. It communicates the City's transportation strategy and serves as a tool to analyze transportation priorities to best meet community goals. The City worked with stakeholders, partner agencies and the larger community to develop a plan that builds upon and operationalizes SA Tomorrow Comprehensive Plan goals and policies, incorporates all modes of transportation and recommends a sustainable, safe and efficient transportation system that can support the new residents, housing and jobs anticipated for our community over the coming decades.

SA Tomorrow Sub-Area Planning

Comprehensive Planning Program

The Comprehensive Planning Program (CPP) is the city's coordinated approach and process for city planning. It provides the rationale and goals for the city's long-range development efforts and contains three main service components: Building Capacity, Comprehensive Planning, and Implementation. The SA Tomorrow process identified several changes to be incorporated in the CPP, including new planning approaches and geographies. The intent of the revised hierarchy is to ensure that planning at all levels in San Antonio is completed in an efficient and effective manner with meaningful participation and buy-in from neighborhoods, property owners, business owners, partner agencies, major institutions and other key stakeholders.

While the Comprehensive Plan is the overarching planning and policy document for the City, there are four other planning levels including: Regional Plans (developed in collaboration with partner agencies to guide regional and multi-jurisdictional services and/or infrastructure investments); Citywide Functional Plans (directing specialized components of city planning such as transportation, economic development, housing, natural resources and sustainability); Sub-Area Plans (providing detailed strategies for specific geographies, such as regional centers, corridors, and neighborhood groupings, aligning them with higher level plan); and Specific Plans (addressing smaller scale geographies and focused on implementation).

The Brooks Area Regional Center Plan that this Atlas addresses is part of the Sub-Area planning program described in more detail in the following section.

San Antonio Sub-Area Planning

Following adoption of the Comprehensive Plan in August 2016, the Planning Department is working with communities to create Sub-Area plans for the 13 Regional Centers and 17 Community Areas that collectively cover the entire City of San Antonio.

Regional Centers are one of the major building blocks of San Antonio's city form and a focus of the overall SA Tomorrow effort. While most cities have one or two larger employment centers, we have 13. This provides challenges and opportunities. A major organizing principle of the City's Comprehensive Plan is to focus growth in these Regional Centers, building on the existing pattern of development. They are envisioned as new "places" where we live, work, and play. Each center is different and its development will be influenced by its existing uses. However, many of the centers are also well-positioned to develop as vibrant mixed-use places. They offer a variety of housing options and price ranges, allow higher-density and incorporate carefully designed and located amenities that will benefit both residents and employees of the center. San Antonio must focus its investment and infrastructure strategies on supporting and leveraging the unique identity and assets of each center.

Community Areas form the rest of San Antonio outside of the Regional Centers. These areas comprise many of our existing neighborhoods, grouped by geography and common history, challenges, and opportunities. By proactively directing a higher proportion of growth to our Regional Centers, we aim to limit the impacts of that growth on existing, stable neighborhoods. However, cities and neighborhoods are always evolving.

We must plan to adapt to and leverage change for all our existing and future residents by creating complete neighborhoods and communities that provide a full range of amenities and services, a variety of housing and transportation choices, and opportunities for employment, shopping, education, and recreation.

The Regional Center and Community Area Plans will address the following topics based, in part, on the existing conditions identified in this Atlas: Land Use; Parks and Open Space; Economic Development; Housing; Mobility and Infrastructure; Placemaking and Urban Design; and Policy and Investment Priorities.

SA Tomorrow SA Corridors

SA Corridors is a collaborative effort to help lay out the future of our city in the most equitable, sustainable, and efficient way possible. It is one of the first steps in implementing SA Tomorrow as well as VIA's Vision 2040 plan, which both identified corridors as areas where future growth should be concentrated where appropriate. SA Corridors objectives overlap with and support the ongoing Sub-Area planning efforts. The plan develops a recommended future land use map and plan for 12 corridor areas, respecting existing small area and neighborhood plans while helping to implement SA Tomorrow. In addition, SA Corridors recommends proper regulations and incentives are in place to realize SA Tomorrow's vision for growth and economic development around VIA's transit investments, and to help bring about new and more transit-supportive types of development that meet a range of desires and incomes.

Three Types of Regional Centers

The 13 regional centers are grouped in three categories based on analysis of their existing conditions, unique traits and potential growth capabilities. It is important to note that they are not homogeneous places. Although they cover large areas, each one includes multiple place types, urban forms and land uses.



Activity Centers

These areas have high concentrations of people and jobs in a mixed-use environment. They should be highly walkable and well connected by multiple types of transportation and transit. They should have an even mixture of jobs and housing and contain amenities that support residents, workers and employers within the centers and also throughout the city. Many are home to our educational, entertainment and cultural institutions.

Logistics/Services Centers

These areas have superior connectivity for the movement of goods and people including air, freight/rail and roadway transportation. This positions them as launching points for the city's exports and imports. These centers have large, coordinated areas of single uses, and concentrated nodes of mixed-use, with more jobs than residents. They provide goods and service to support businesses and residents adjacent to the center.

Special Purpose Centers

These areas have large employers, institutions and/or concentrations of similar types of employment. These centers typically require or a barrier or buffer to separate their specialized activities from surrounding areas. They mostly contain primary employers and supportive services and amenities.

Regional Centers are one of the key building blocks of our city's future. In order to leverage their potential to help absorb San Antonio's projected growth we need a clear vision and strategic plan for each. These regional center plans need to refine each center's boundaries, identify areas of change and stability, and develop a detailed land use plan that prioritizes infrastructure, policy and program improvements. While these centers should promote higher-density, mixed-use development, not all areas within a regional center are recommended for this type of growth. For example, existing historic districts and neighborhood conservation districts are not recommended for higher-density development and should receive enhanced protection to prevent this. Our historic and conservation districts are some of our city's greatest assets and our development policies should protect them. Regional center plans must be respectful of these special areas when defining development opportunities.

Regional Center Area Profile

BROOKS REGIONAL CENTER PROFILE

Existing & Aspirational Scores



Transit Utilization



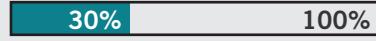
Walkability



Median Commute Distance



Employment Density of Developed Land



Residential Density of Developed Land



Ratio of Employees to Residents



Per Capita Income



Housing + Transportation Index



Job Diversity Index

Strengths: The Brooks regional center has successfully captured a significant number and diversity of jobs in a short period of time. Additionally, the area benefits from excellent highway and arterial connectivity to Downtown and other regional centers.

Population (2015 estimate): 20,149

Households (2015 estimate): 6,885

Single-family to Multifamily Housing Units Ratio:

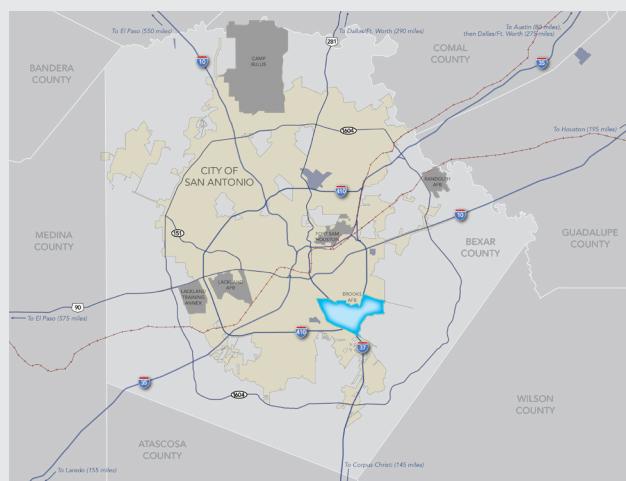
1.91

Employment (2013 estimate): 7,200

Largest Industries (by employment): Healthcare, Public Administration, Retail Trade

Acres: 7,540

Developed Acres: 4,800



Anchored by the redeveloping Brooks City Base, this area is one of San Antonio's emerging activity centers and a major catalyst for growth on the south side of the city. As the focus of redevelopment in the area, the 1,200 acre mixed-use Brooks City Base has attracted 3,000 jobs, comprising over 40% of the center's employment. Brooks is located near several major highways including I-37, which connects to Downtown and the San Antonio International Airport.

Tasks Ahead: Future efforts led by the Brooks Development Authority should focus on attracting jobs and high-density housing to the Brooks City Base redevelopment. As this regional center develops, walkability and transit connectivity should be prioritized.



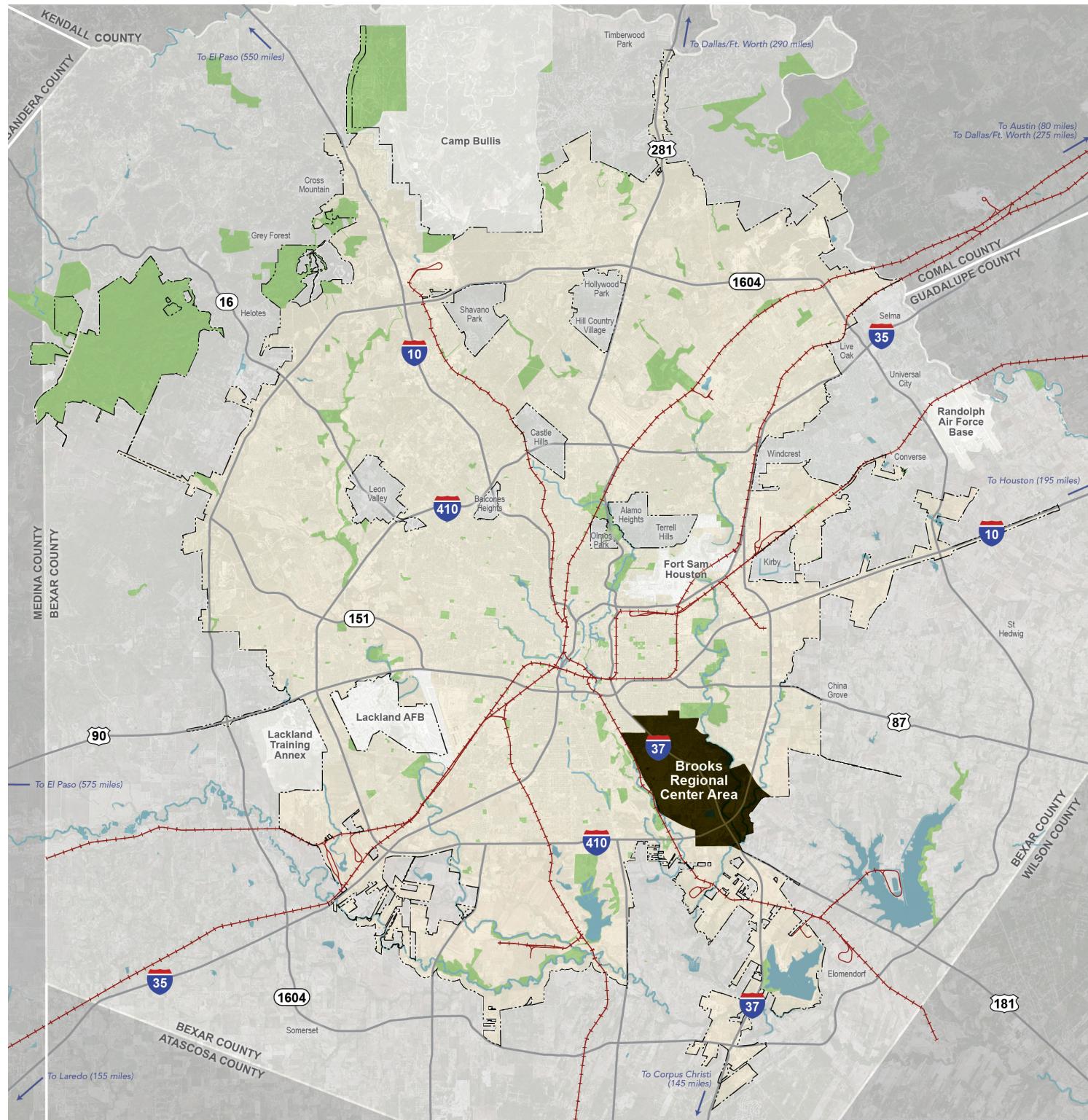
The Fleet Street Condominiums and Aloft Hotel development in National Harbor, Maryland anchors a key intersection in the National Harbor mixed-use district.



PLAN LOCATION

LEGEND

- City Boundary
- Major Highway
- Rail Line
- Park or Open Space
- Water Body



History of the Brooks Regional Center Area

The Brooks Area Regional Center (BARC) is a pioneering community on San Antonio's Southside. Throughout its history, it has been home to innovation and creation, ranging from Spanish colonial missions to early flight schools to aerospace medicine. Like a true pioneer, the Brooks area is resilient, adaptive, and has persevered through adversity. This includes redeveloping the de-commissioned Brooks Air Force Base (AFB) for which the planning area is named into the vibrant Brooks community that is attracting new jobs, housing and renewed investment throughout the plan area.

The Brooks AFB was developed in 1917 and named after San Antonio aviator Sidney Johnson Brooks, Jr. It was an active army and aviation training center through both World Wars, and later focused on aeronautical medical research and education. In 1995, the Brooks AFB was slated for de-commissioning. Ownership of the site was transferred to the Brooks Development Authority in 2002, and Air Force operations ceased completely in 2011. New education and research uses began locating on the former base in 2006, and redevelopment has ushered in a new era of education and innovation, attracting new research, medical and educational uses. Today, Brooks is a 1,308-acre mixed-use campus.

Another major land use and anchor institution in the plan area is the San Antonio State Hospital (SASH), which was founded as the Southwestern Insane Asylum in 1882 on 640 acres. The hospital is still active today, treating and housing about 300 patients. The San Antonio State Hospital is an active residential treatment facility and the site is now also home to the Texas Center for Infectious Disease and Supportive Living Center.

The area's residential growth occurred at a time when State Highway 13, known as Military Drive, was the city's first loop (before Interstate 410 was developed), and when S. Presa Street was the main thoroughfare between San Antonio and Corpus Christie. Highland Hills is an established residential neighborhood north of SE Military Drive. The Hot Wells neighborhood is named for a spa, hotel and health resort on the San Antonio River until the 1920's was established. Many families have lived in the area for generations, with several families claiming ties to the area which pre-date 1776. Others moved and built in the area at the turn of the century, while other development came when Brooks AFB was built and expanded from the 1940's to 1960's.

BARC residents and stakeholders respect and value this rich history and the legacy of long-time residents and pioneers. The area's many well-established natural, recreational, cultural, and historical resources are a strong part of the Brooks Area heritage and identity.



Brooks is a trail-blazing, pioneering community; the area lays claim to a pedigree of such projects throughout history which have influenced its creation from Spanish colonial missions to early flight schools to aerospace medicine.

Brooks Infrastructure and Institutions

Major Landmarks and Infrastructure

The Brooks Area Regional Center lies immediately east of the San Antonio River. Several waterways, including creeks and acequias, traverse the study area. The area is bisected by Highway 37 and SE Military Drive and I-410 skirts the southern limits of the area, where development is rural in nature. The primary landmarks in the area are also its largest institutions and landowners—Brooks and the San Antonio State Hospital. The San Antonio River is a major landmark that is directly west of the plan area; its Mission Reach is accessible by foot, bicycle or car. The Hot Wells Resort and ruins is a well-known landmark on the river that is slated for renovation. Other landmarks in the BARC include:

- Hangar 9 is the oldest wooden aircraft hangar of its kind still standing in its original location. Today it serves as an event venue.
- McCreless Corner Shopping Center is a major retail destination for Brooks area residents and employees.
- The Embassy Suites Hotel and Spa is the only full-service hotel on San Antonio's southside.
- The University of the Incarnate Word (UIW) medical campus sits on the former site of the US Air Force School of Aerospace Medicine
- Mission Trail Baptist Hospital
- The Republic Golf Club is a popular private golf course with meeting and event facilities.
- Berg's Mill is a historic site including ruins of the first wool-washing mill in South Texas.

Several waterways and natural features also serve as area landmarks.

The San Juan Acequia was part of the irrigation system built during the city's Spanish colonial period.

Other waterways include Asylum, Salado and Brooks Creeks. Pytel, Pickwell and Brooks Parks as well as the Salado Creek Greenway South and the new Greenline in Brooks are defining natural and open space features.

Neighborhoods and Institutions

The Brooks Area Regional Center is a mix of large institutions and established and emerging residential neighborhoods. Residential areas take a variety of forms, including registered neighborhood associations, homeowner associations (HOAs), large-lot single-family residential, and other medium-density residential developments that developed organically, without a master plan or organizational structure. The Highland Hills, Hot Wells Mission Reach, and Highland Forest Neighborhood Associations represent predominantly single-family neighborhoods north of SE Military Drive. Other neighborhoods or their representative neighborhood associations adjacent to the Brooks Area include Highland Park, East Pyron/Symphony Lane and Pecan Valley.



Built in 1918, Hangar 9 is the oldest U.S. Air Force aircraft storage and repair facility.

New residential developments at Brooks—including The Kennedy and The Landings—contribute to the changing character of the area.

The Brooks Area Regional Center benefits from the presence of several large public and private organizations, including educational, commercial and medical institutions.

This creates prime opportunities for partnerships that can leverage resources and bring multiple benefits to the area. These organizations include—but are not limited to the following.

- Mission Trail Baptist Hospital
- The University of Incarnate Word (UIW) Medical School
- Pre-K for SA
- South San Antonio Chamber of Commerce
- Mission Solar
- Emergency Operations Center
- Texas Center for Infectious Disease
- State Supported Living Center
- Texas Departments of Transportation and Public Safety



With the growth of San Antonio after World War II Berg's Mill lost its character, and by the 1960s it was no longer shown on maps.

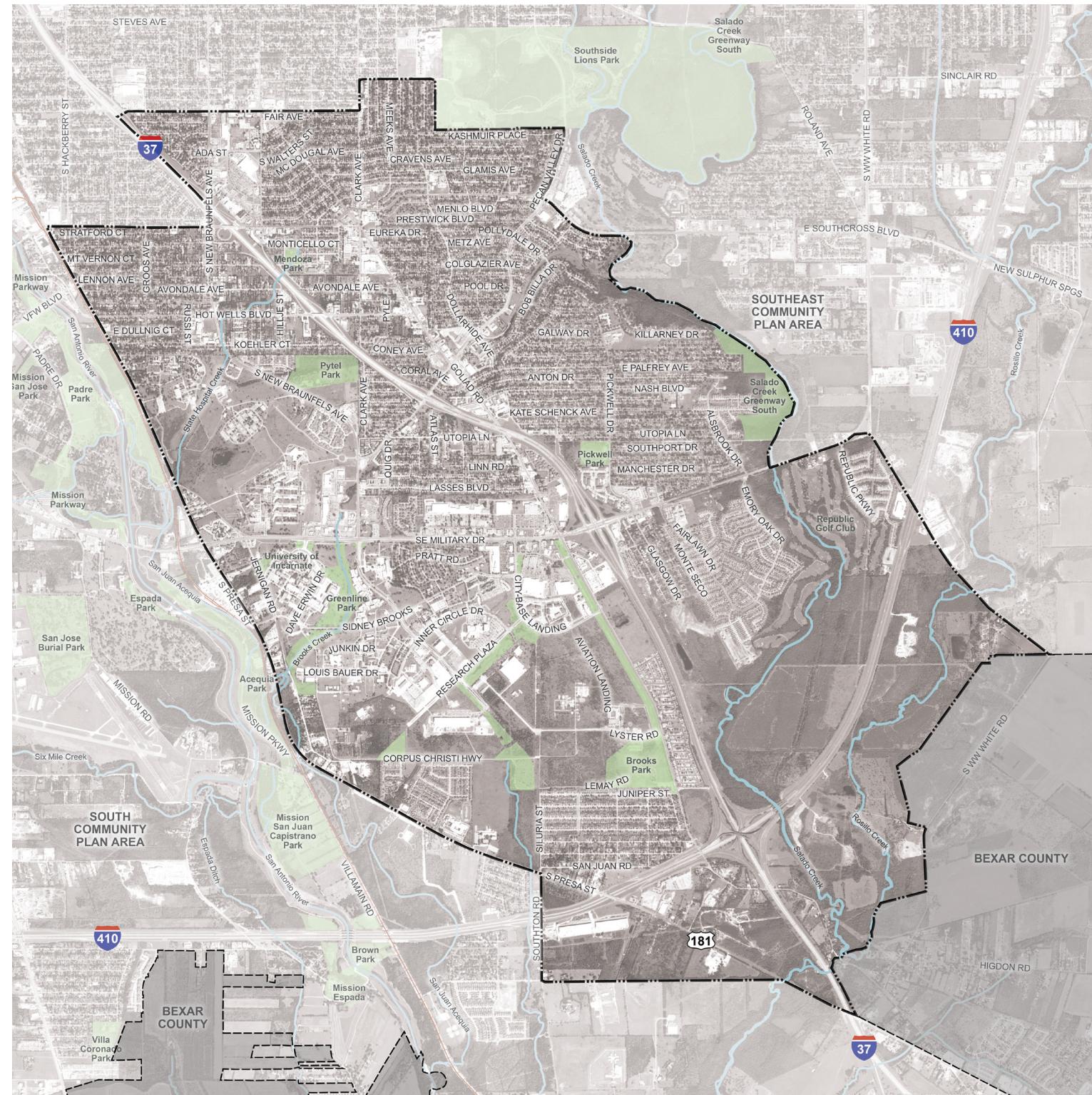


STUDY AREA

LEGEND

- Brooks Regional Center Area Boundary
 - City Boundary
 - Rail Line
 - Park or Open Space
 - Stream

13



Demographics and Economic Profile

The Brooks Area Regional Center experienced slower growth than San Antonio as a whole until relatively recently. Since 2010, the plan area's population has been growing at the same rate as the City and the Regional Center is home to a number of new, strong major employers. Recent investments along the river, at Brooks and in other areas have sparked growth, redevelopment and other changes in surrounding neighborhoods. The economic activity at Brooks, proximity to the San Antonio River and historic missions, and access to downtown presents many growth and investment opportunities for the Regional Center.

Overall, the Brooks Area Regional Center:

- Has jobs concentrated in health care, retail, education, food services and other sectors that offer relatively low wages.
- Anticipates over 10,000 new households and 20,000 new jobs will be added by 2040.

Population

The population in the Brooks Area Regional Center grew 1.2% annually between 2000-2016. During this same period, the City of San Antonio grew at an annual rate of 1.3%. Since 2010, just over 400 people and 130 households per year were added to the plan area.

In 2016, the population of the BARC was nearly 41,000, with close to 14,200 households. The characteristics of households in this Center are similar to the city overall, with 69% of all households defined as "family", while 65% of households in the City are family households. About one-quarter (26%) of households have only 1 person, comparable to the 28% in the City and 25% in the MSA. The average household size in Brooks Area Regional Center is 2.83 – the largest of all regional centers – and has increased only slightly from 2.82 in 2010.

Age

The Brooks Area Regional Center population is younger than the regional population overall; the median age in the area is 33.1 years, compared to 33.7 in the City and 35.0 in the MSA. Thirty percent of the population is under age 20, compared to 28% in both the City and the MSA. The population of "Millennials" – those born between about 1980 and 1995 - in the Brooks Area Regional Center is the same as the MSA but slightly lower than the City, with 22% of the population aged 20 and 34, compared to 24% in the City. The senior population in the Center is similar to the region, with 12% of the population over age 65, the same as the City and close to the 13% of the MSA.

Race and Ethnicity

The population of the Brooks Area Regional Center is 80% Hispanic, higher than the 65% in the City and 55% in the MSA, and 74% White, similar to 71% in the City and 74% in the MSA. The area has a Diversity Index score of 63 – measured from 0 to 100, this number represents the likelihood that two random persons in the same area belong to different race or ethnic groups. San Antonio and its MSA both have a Diversity Index of 72. This indicates that the Brooks Area Regional Center is more ethnically segregated than the City as a whole.

Income

Personal and household income in the Brooks Area Regional Center is significantly lower than the region overall. The average household income in the Brooks Area Regional Center is \$46,404, while the average household income for the City of San Antonio is \$65,213.

Education

Brooks Area Regional Center residents tend to have less education than the city and regional populations. Of those 25 and older, 25% have less than a high school diploma (compared to 18% in the City and 15% in the MSA), and only 15% have an Associate's, Bachelor's, or Graduate/Professional degree (compared to 33% in the City and 35% in the MSA).



Annual Population Growth | 2000-2016



Median Household Income

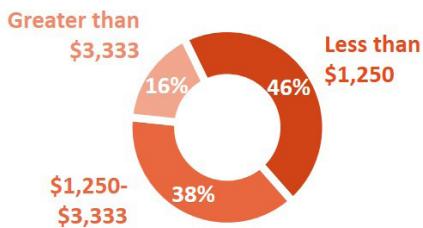
\$36,100

22% lower than City of San Antonio



Wage Distribution

46% earn less than
\$1,250 per month



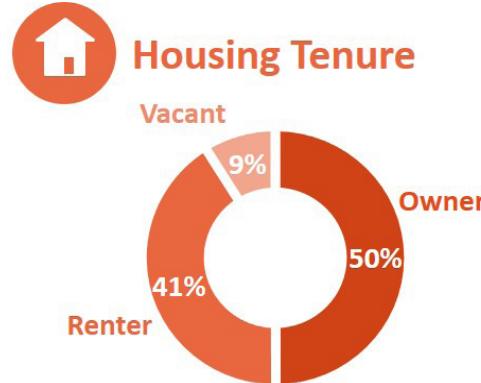
Housing

Housing costs are lower in the Brooks Area Regional Center than in the County overall. The average single-family home value is about \$88,000 – just 54% of the average value of \$163,000 in the County. The value of new homes is higher, with homes in Mission Creek averaging between \$100,000 and \$160,000 and new homes in Monte Viejo listed between \$240,000 and \$255,000. Other recently-built homes in the Monte Viejo area valued at between \$150,000 and \$200,000.

The average rental rate for an apartment unit is \$799 per month, or \$1.08 per square foot – less than the Countywide average of \$921 per month, or \$1.11 per square foot. For new apartments (built in 2010 or later) rents are higher, averaging \$990 per month, or \$1.17 per square foot. These are still lower than the Countywide average for new product of \$1,226 per month, or \$1.38 per square foot.

The composition of housing stock in the Brooks Area Regional Center is similar to the region overall. Most housing units (68%) are single-family detached homes, compared to 64% in the City and MSA. The area has a smaller share of multifamily units compared to the City, with 26% of housing units in multifamily (2 or more units) structures, compared to 32% in the City (23% in the MSA). Just 10% of units in the BARC are in structures with 10 or more units (compared to 18% in the City, and 13% in the MSA).

Housing tenure in BARC is very similar to the City as a whole. In the plan area, 55% of housing units are owner-occupied (compared to 53% in the City), and 45% are renter-occupied (compared to 47% in the City). In the MSA, 61% of homes are owner-occupied and 39% are rentals.



There has been a recent increase in new housing in the area, consisting mostly of multifamily development. Five new apartment projects were completed in the area since 2010, totaling 1,427 new units. One project – Phase II of The Kennedy – is currently under construction, and will add 159 units when completed. Additionally, there are four recent residential master development plans in the area, totaling 366 acres of new development.

Housing Targets

The recent residential development in the Brooks Area Regional Center is expected to continue, and the Brooks Area Regional Center is forecast to grow by 10,600 new households between 2010 and 2040, which equates to 350 households annually, or 2% of County growth. The number of new housing units added since 2010 indicates that area growth is consistent with forecasts.

Employment

The Brooks Area Regional Center had 13,371 jobs in 2016. Employment is anchored by health care, retail, and education. Nearly 36% of employment in the Center is in Healthcare and Social Assistance, a much larger share than the 15% in the County overall. The next largest sector is Retail Trade, with close to 20% of area employment (compared to 14% of County employment), followed by 14% in Educational Services (9% in the County) and 14% in Accommodation and Food Services (11% in the County).

The Brooks Development Authority has been actively working on attracting new employers, including Mission Solar, a solar panel manufacturing company. Major employers in the area include:

- Mission Trail Baptist Hospital
- Mission Solar Energy
- State of Texas
- Area Retailers (Walmart, HEB, Sam's Club, and others)

Employment in the Brooks Area Regional Center is largely in low-wage jobs; 46% of area jobs earn \$15,000 per year or less (compared to 26% in the County), 38% have earnings of between \$15,000 and \$40,000 annually (compared to 37% in the County), and only 16% of jobs have earnings of over \$40,000 annually, compared to 37% in the County.

Most of the people employed in the Brooks Area Regional Center do not live in the area, and most residents do not work nearby. Ninety-four percent of workers commute in from other places, while 95% of residents travel to other locations for work.

Of those that commute into the BARC, most live relatively close, with 39% commuting fewer than 10 miles, and another 39% commuting between 10 and 24 miles.

Commercial and Industrial Development

Office

The Brooks Area Regional Center has just over 800,000 square feet of office space, and the inventory increased by nearly 140,000 square feet since 2005. Office vacancy rates in the area—an indication of demand for space—are 1.88%, much lower than the Bexar County average of 9.98%. The BARC the average rent of \$14.80 per square foot is much lower than the \$19.30 County average, and has not increased much since 2005.

Since 2010, three new office projects have come online in the plan area, including the Brooks Medical Plaza and Mission Trail Medical Plaza, totaling 118,000 new square feet of space. The Brooks Development Authority has been actively working on attracting additional office development working with JLL. JLL has recently proposed the development of two new office buildings within Brooks, with one of the two buildings being oriented to medical office users.

Retail

The Brooks Area Regional Center currently has 3.1 million square feet of retail space, and the inventory of retail space increased by nearly 891,000 square feet since 2005.

This major expansion of new space was driven by the recent household growth and the Brooks redevelopment. Vacancy rates for retail in the area are 2.38%, lower than the County average of 4.18%.

Likewise, the average rent of \$17.91 is higher than the County average of \$14.88. Rents for retail space in the Brooks Area Regional Center have increased an average of 2.2% per year since 2005, much faster than the average County increase of 0.8% per year.

There have been 20 new retail developments in the area since 2010, totaling 462,500 square feet of new space. There is currently one 8,000 square foot project under construction at S. New Braunfels Ave and Pecan Valley Drive, and two proposed projects, which together would add another 15,250 square feet of retail to the area.

Industrial

The Brooks Area Regional Center currently has 563,000 square feet of industrial space, and has only added 59,000 square feet since 2005, not including the 240,000-square foot Mission Solar development. Vacancy rates for industrial space are 10.2% in the area, compared to 5.6% in the County, and rents of \$3.61 are lower than the \$5.25 County average. There has been no new industrial development in the Center since 2010.

Hotel

There are 11 hotel properties in the Brooks Area Regional Center, totaling over 650 rooms. Four of these properties have been built or renovated in the past 5 years. The most recent development includes two projects completed in 2017, totaling 254 rooms—an Embassy Suites at Brooks, which is the first full-service hotel in the area, and a Hampton Inn & Suites.



Largest Employers

Mission Trail Baptist

Mission Solar Energy

State of Texas

Area Retailers (Walmart, HEB, Sam's Club, etc...)



Largest Employment Sectors

Health Care, Retail Trade, Education, and Accommodation

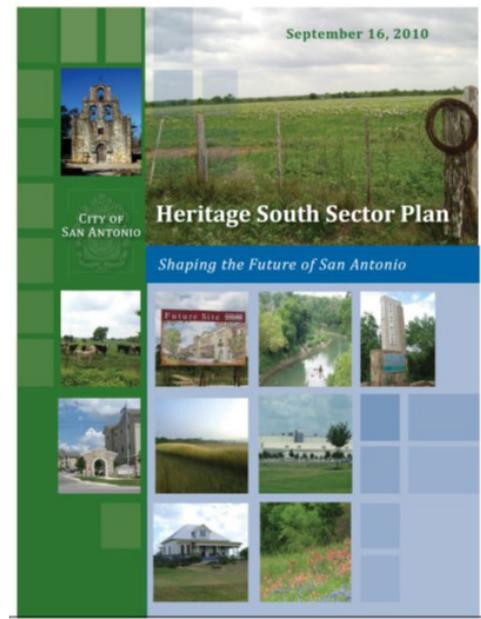


Previously Adopted Plans

Previous plans developed for the Brooks Regional Center Area, such as the Brooks City Base Plan and the Heritage South Sector Plan have already begun to lay the groundwork for change and redevelopment of this center. Redevelopment at Brooks is envisioned to include a vibrant sustainability district with a range of land uses. The Brooks City Base Plan (2015) is helping to achieve this vision. Led by the Brooks Development Authority, this plan has crafted a vision in which Brooks has the opportunity to influence broader development patterns; affirm local history and identity; elevate Southside communities; integrate campus-wide accessible technology; and foster cultural, economic, and environmental sustainability. The plan seeks to ensure the ongoing development of aspirational, sustainable, community-focused, and economically viable projects.

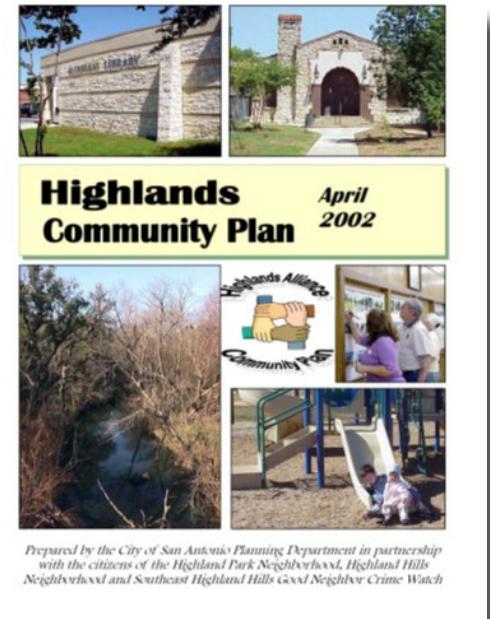
The Vision for Brooks City Base includes shifting the development pattern from sprawl to place, from isolated to connected, and from closed to open. Additionally, the importance of honoring the Identity of the past, community and family and increasing the indices of wealth, education, health and fitness are identified as core vision components. Ultimately the Plan aims to foster sustainable diversity of the environment, economy and culture in order to Transform the Southside.

The planning area for the Heritage South Sector Plan (2010) is comprised of 197 square miles generally bounded by Loop 410 to the north; I-35 to the west; Highway 181 to the east; and the extraterritorial jurisdiction (ETJ) boundary to the south.



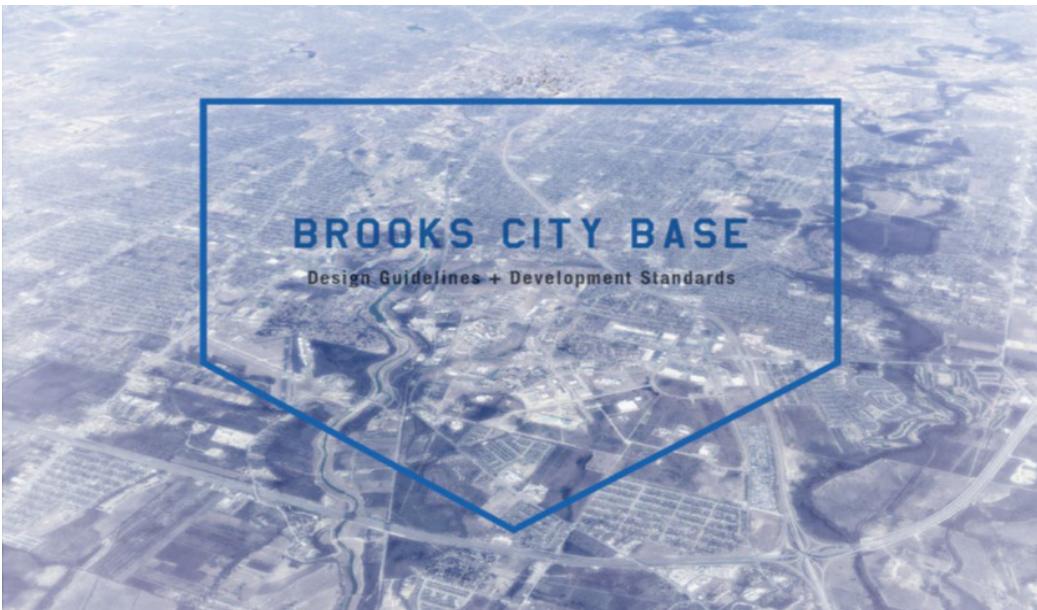
The plan vision statement references planting seeds of economic development; integrating the best of urban and rural life through planned development; ensuring safe neighborhoods and a premier educational system; and preserving and respecting the history, values and natural resources of the area.

Significant plan features that are relevant to the Brooks sub-area plan include important conversations around parks and natural spaces. Heritage South has the greatest concentration of rivers and creeks in Bexar County. Population growth and development may impact or threaten rural area and open space and natural resources such as wetlands, rivers, streams and lakes.



The Plan calls for growth to occur in an environmentally sensitive manner and to: preserve Medina and San Antonio Rivers and continue to support linear parks; preserve natural resources, parks and open spaces; and create an interconnected system of parks, open spaces and greenways.

Additionally the Plan calls for sustainable growth through the integration of “green” technologies, premier education, agricultural activity and capitalizing on the area’s unique characteristics for eco-tourism.



The Highlands Community Plan (2002) is the result of a joint effort of the Highland Park Neighborhood, the Highland Hills Neighborhood, the Southeast Highland Hills Good Neighbor Crime Watch and the City of San Antonio's Planning Department. The plan area is bounded by Highway 90/IH-10 to the north; Clark, Hiawatha, Pecan Valley, Southcross, and Salado Creek to the east; Military Highway to the south; and IH-37 to the west.

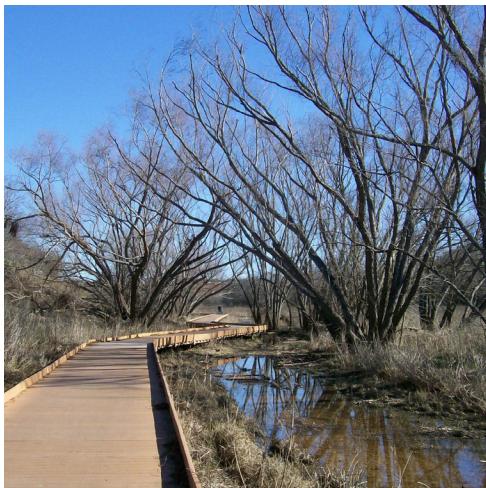
This plan includes goals and strategies intended to support and strengthen community character through design, aesthetics and maintenance and ensure land use compatibility.

It also addresses ways to improve the transportation system, including safe routes to schools, pedestrian and bicycle mobility and transit improvements. Importantly, the plan also addresses community facilities and programs with a special call to address unmet needs for residents of all ages, with particular focus on recreational and educational programs and facilities.

The Stinson Airport Vicinity Land Use Plan (2009/ Updated 2011) is another plan that is helping to shape the Brooks Regional Center.

The plan area is approximately 10.2 square miles and is bound by S.W. and S.E. Military Drive on the north, IH-37 on the east, Loop 410 on the south and Pleasonton Road, Gladnell Avenue and Loleta Street on the west. The Plan calls for "additional measures to ensure compatible land uses adjacent to Stinson Airport". The Plan is also specific regarding opportunities for neighborhoods, economic development, and cultural and environmental resource "to promote future sustainability" and to protect the quality of life of residents including health, safety and welfare.

The South Central San Antonio Plan's (1999/ Updated 2005) purpose was to maintain and build on the old-fashioned neighborhood character of South Central San Antonio. This plan covers the northern portion of River South to SW Military Drive. The Plan emphasizes infill development, improving housing stock and the quality of commercial corridors, including S. Flores and S. Presa streets, Roosevelt Avenue and SW military Drive. A chief goal for the plan is to "enhance and improve the Missions, parks and the San Antonio River" through strategies aimed at zoning, safety, accessibility and restoration. This plan also includes a SWOT map which includes identification of "green" corridors.



Natural Systems

The Brooks Regional Center's primary natural systems are the San Antonio River, South Salado Creekway, San Juan Acequia, and other smaller tributary waterways which permeate the area. These many waterways constrain large land areas which are in floodplains. The area is home to large areas of mature tree canopy in neighborhoods and protected open spaces, as well as several natural sulfur springs, some of which have been capped. It is part of two watersheds—the San Antonio River Watershed and the Salado Creek Watershed.

The San Antonio River runs along the eastern edge of the Brooks Regional Center, just outside the plan area. However, it still has a major impact on this area of the city. The area includes the River Improvement Overlay (RIO) districts which requires Low Impact Development (LID). The River is a heavily modified system that was channelized at the turn of the century to mitigate flooding. Recent significant investments made to naturalize the river again along the southern "Mission Reach" which borders the planning area. These include planting of indigenous beneficial vegetation and other ecological restoration efforts.

The San Antonio River is still presently compromised by high E. Coli levels caused by pollution and stormwater runoff. Until these levels are mitigated to acceptable and safe levels, the river is a non-contact recreation river. This means it is not considered safe for swimming, but that boating and kayaking are allowed.

The Brooks Area has established neighborhoods and protected open spaces where large canopy trees and vegetation have been maturing for decades. This mature urban forest provides multiple benefits, including urban wildlife and bird habitat, shade protection from sun and excessive heat, improving mental health, and slowing/evaporating stormwater runoff, which in turn reduces the need for or extends the useful life of expensive "grey" stormwater infrastructure investments.

The eastern edge of the plan area is characterized by steep slopes which offer recreational opportunities such as hiking and mountain biking. South of the 410 loop and east of 37, the land is predominantly within the FEMA 100-year floodplain, making this area less appropriate for development.

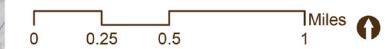
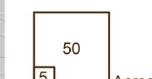
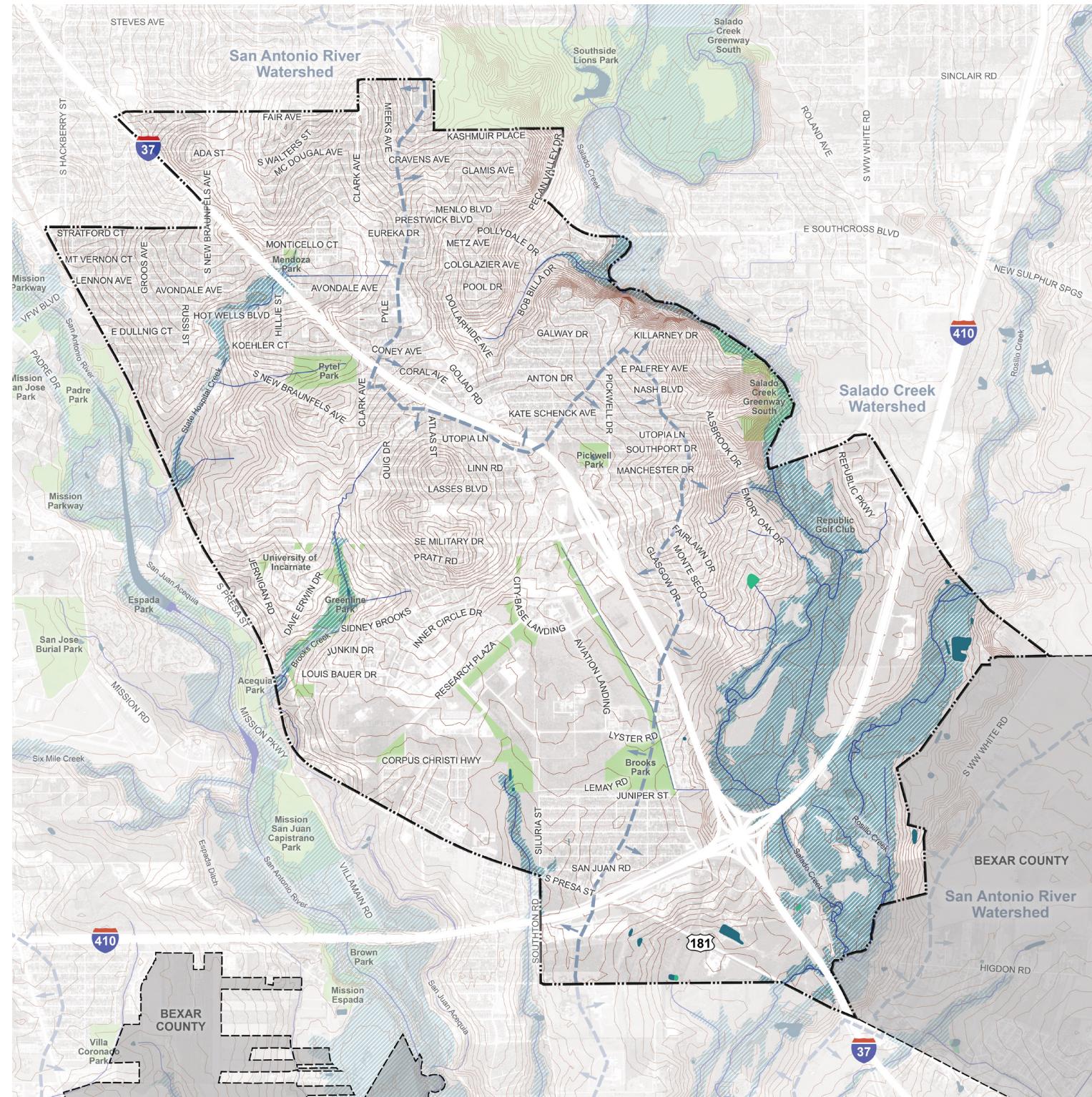


SA
TOMORROW Brooks
Regional
Center Area

NATURAL SYSTEMS

LEGEND

- [Solid black line] Brooks Regional Center Area Boundary
- [Dashed black line] City Boundary
- [Red dashed line] Rail Line
- [Green area] Park or Open Space
- [Blue hatched area] Watershed Boundary
- [Brown contour lines] 5-foot Contour Lines
- [Light blue hatched area] FEMA 100-year Floodplain
- [Blue line] Riverline
- [Green circle] Freshwater Wetland
- [Dark blue circle] Lake/Freshwater Pond



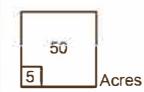
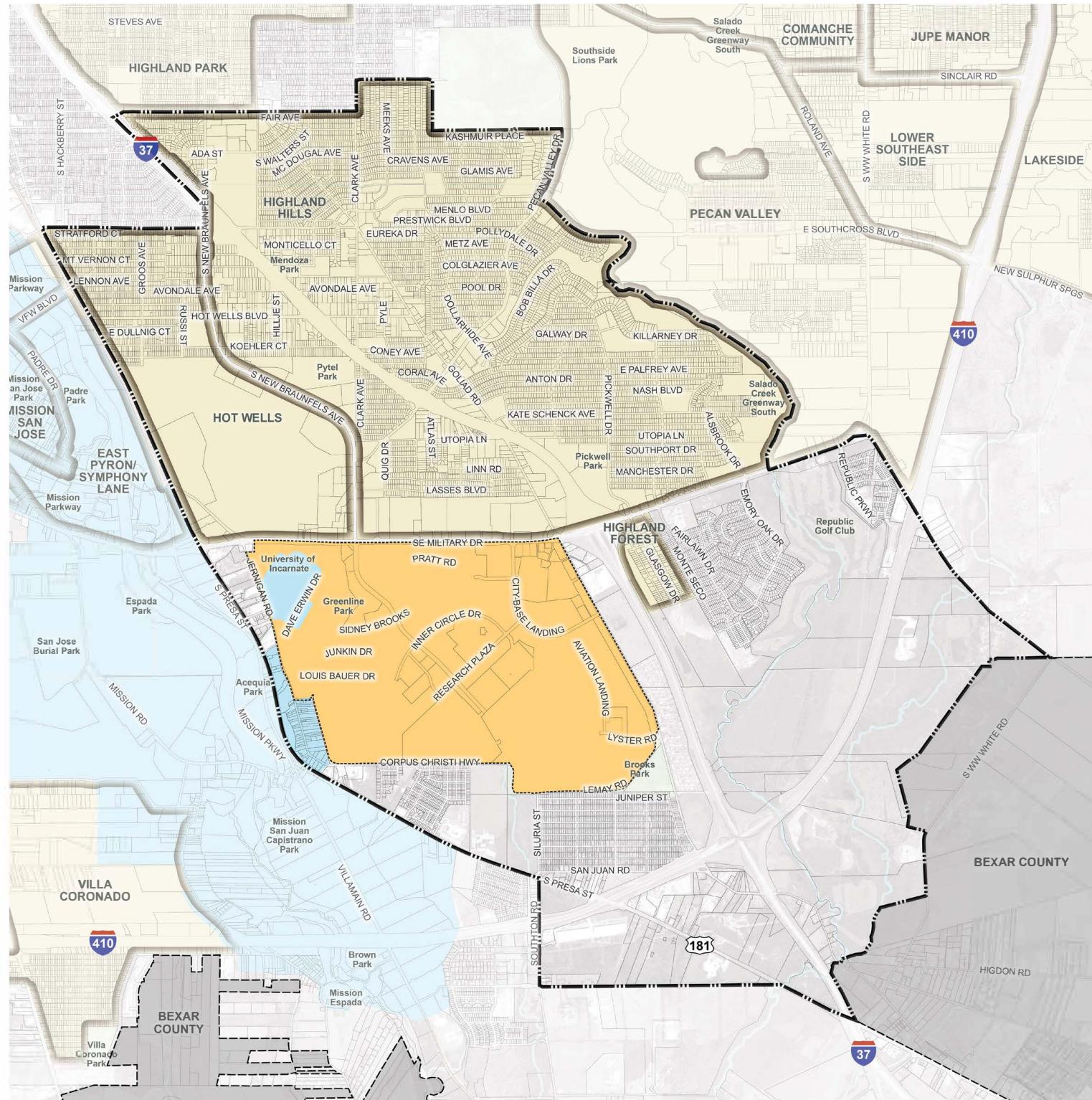


Brooks
Regional
Center Area

DISTRICTS

LEGEND

- Brooks Regional Center Area Boundary
- City Boundary
- Parcels
- Existing Neighborhoods / Neighborhood Associations
- Historic District
- Brooks City Base Boundary



Land Use

Land uses in the Brooks Regional Center are diverse. About one-third of the land area is devoted to single-family residential uses, while about a quarter of land is designated institutional and another 23% is vacant, including large swaths of land with floodplains and/or steep slope. There are pockets of multi-family residential housing throughout the plan area as well as nodes of commercial development.

There is a notable concentration of institutional uses west of I-37 on the former the Brooks City Base and the San Antonio State Hospital. As each of these large areas evolves to include a mix of uses, the land uses are diversifying. On Brooks, ongoing redevelopment is changing the institutional use to single-family, multi-family, industrial, educational, commercial and other uses.

Commercial uses tend to be concentrated on primary transportation corridors such as along SE Military Drive, Goliad Road, S. Presa Street and IH-37.

Land between the primary transportation corridors is predominantly single-family residential with some multi-family dwellings such as apartments and senior housing. Concentrations of multifamily housing are seen along transportation corridors such as Goliad, S. New Braunfels, SE Military Drive and on Brooks.

The Brooks Regional Center has many diverse neighborhoods. Neighborhoods such as Hot Wells and Highland Hills have resources of historic significance, age and style which could justify the application for a historic district if the community wished to do so. The age of the built environment of the area is generally aligned with the north-south axis: oldest areas being at the north part of the planning area (built at the turn of the century) and youngest being in the south (current development). There are some exceptions to this rule such as the neighborhood along Old Corpus Christi Highway, as well as some of the older, more agricultural, estates in the southern areas. The area also follows this same north-south axis in terms of urban to agricultural transition.





Land Use

The Brooks Regional Center is characterized by a mixture of uses that have been developed in stages over time. Most of the developed land in this area is used for either residential or institutional purposes, with a considerable amount of vacant land, much of which could possibly be developed in the future.

Single Family Residential

Neighborhood houses make up about 1/3 of the land in the Brooks Regional Center area. This category includes detached single-family homes as well as duplexes, garden homes and townhouses. Much of the housing stock in this area is over 30 years old.

Commercial

Commercial properties are generally where goods and services are purchased. Shopping centers, grocers, restaurants, office buildings and hotels are all examples of commercial uses. Less than 10% of the property in this area is used for commercial purposes.

Institutional

Institutional uses make up about 1/4 of the land in this area, according to appraisal district data. Institutional uses include schools, hospitals, churches, social services, cultural institutions, military facilities and government services. In the Brooks area, however, this designation is confused a bit because the land owned and managed by Brooks City Base is classified as institutional. This is because of its historic designation as owned and operated as a military base, even though much of it is to be redeveloped as a mixture of uses in the future, including residential, commercial and industrial.

Industrial

Currently there is a very low percentage of land in this area used for industrial purposes. Industrial uses include manufacturing, assembly, distribution and storage facilities. As mentioned above, some of the land in the Brooks City Center will likely be used for industrial purposes, even though it is currently designated as Institutional.

Vacant Land

Vacant land, for the purpose of this analysis, is land where there is no vertical improvement or assigned or exercised use. This does not necessarily mean that a property is developable in the future. Some of the land classified as vacant is not developable, including utility easements and land in the floodplain. Some of this land, however, is developable, and will be able to accommodate future growth in this regional center. The high percentage of vacant land is an indicator that this regional center has the capacity to absorb a considerable amount of future growth and development.

Multi-family Residential

Multi-family residential properties are those residential properties that have multiple units that are either owned or rented by different households. Multi-family residential uses include apartments and condominiums. The low percentage of multi-family found in the Brooks area, related to the higher percentage of single family residential properties, shows that this area is currently a low density area of the City. As commercial growth and employment increase in this area, more multi-family development is likely to occur. Coupled with the amount of undeveloped land, this is an indicator that this regional center has the capacity to absorb a higher level of future city growth than other parts of San Antonio.



SA
TOMORROW Brooks
Regional
Center Area

LAND USE

LEGEND

Brooks Regional Center Area Boundary

City Boundary

Rights-of-Way

Land Uses

Single Family Residential

Multi Family Residential

Commercial

Industrial

Institutional and/or Total Tax Exempt

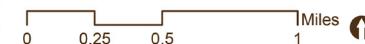
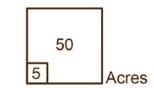
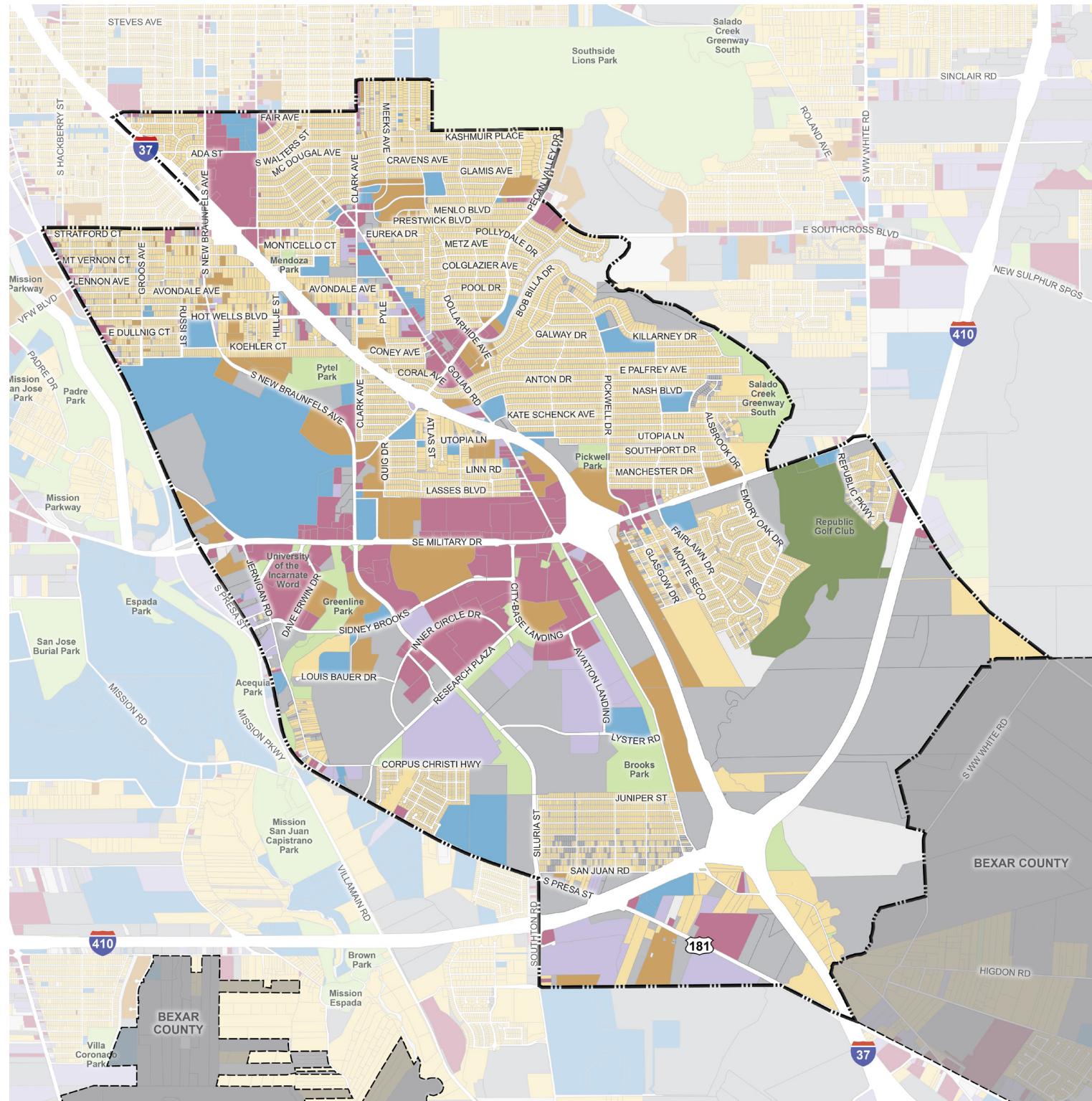
Open Space / Park

Private Open Space

Vacant

Other / Not Specified

25



Open Spaces

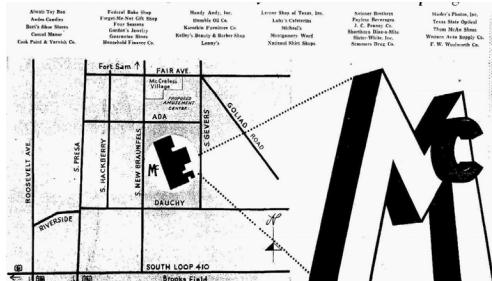
Open Spaces are those public and private portions of the Brooks Regional Center that are designated for uses that are not dominated by buildings. They are typically preserves, easements or private recreational areas. Open spaces include golf courses, and are therefore not always natural habitat. In this area 4% of the land consists of open space.

Below is a breakdown of the distribution of land uses in the Brooks Area Regional Center:

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Land Use	Percent of Area
Single Family Residential	34%
Commercial	7%
Institutional	24%
Industrial	3%
Vacant Land	23%
Multi-family Residential	5%
Open Space	4%





McCreless Mall, which included Montgomery Ward, was a popular destination in San Antonio.

Land Use Over Time

- McCreless Mall was built in the 1960s and was only recently redeveloped as McCreless Market (past 10 years). Other than that site, most new commercial development has occurred around the intersection of SE Military and I-37.
- Most housing stock in the Brooks sub-area dates to the 1940's and 1950's.
- The SE Military corridor generally marks the transition from old to new growth in this area.
- The NW corner of the area was the first to develop (pre-1940), as seen by the mixture of uses.



Brooks offers many options for new development and redevelopment.

Land Availability

- Redevelopment, infill development and greenfield development are all possible in the Brooks sub-area.
- The area south of SE Military has the highest concentration of large undeveloped parcels in the area.
- Land adjacent to creeks and waterways is more complicated to develop.



Careful planning and well thought out transitions will protect historic neighborhoods like Highlands Hills.

Land Use Transitions

- Residential and non-residential uses can be complementary, but are dependent on scale (size of the lots) and intensity (density and height).
- Commercial and single family can exist as neighboring uses when the scale of the commercial development is small and intensity is low.
- Where the scale is large or intensity is high for commercial projects, a transition is needed between commercial development and single family residences.
- The larger commercial areas generally lack a transition to buffer the single family neighborhoods.
- When building in the future, use higher intensity residential, such as multifamily and townhomes, as a buffer between single family neighborhoods and non-residential development.



Transportation and Mobility

The Brooks Regional Center generally has a historic, regular grid street network that is interrupted by interstate highways, creeks, floodplains, and a few large open space and institutional areas including the San Antonio State Hospital and Brooks. Traveling by automobile is relatively comfortable and convenient, with multiple north-south collector streets, interstate highway access, and expansive parking areas. Residents have reported traffic congestion on SE Military and Goliad and around a few other traffic destinations and sources such as University of Incarnate Word-Medical Campus.

Brooks residents of neighborhoods are separated from amenity-rich areas surrounding Brooks by SE Military Dr. and IH-37. There is an active rail line which runs parallel to S. Presa which creates a barrier to safe multi-modal and recreational access to the San Antonio River.

Pedestrian networks are poor in the Brooks Area despite the fact that many residents and employees frequently walk. Sidewalks are missing completely on some streets, have significant gaps and /or are in poor condition. The following deficiencies exist throughout the area: lack of shade during the day, narrow sidewalks, deteriorated sidewalks, sidewalks obstructed by utility poles, sidewalks or lack of sidewalks adjacent to high speed traffic, steep crossing ramps, long intersection crossings, flooding at intersections after rain. Incomplete, missing and obstructed sidewalks or crosswalks are evident in some of the most densely-populated areas, including next to high-density public housing for seniors and people with disabilities.

Examples include near Fair Avenue Apartments and between higher density apartments off S. Presa, and in neighborhoods such as Hot Wells. SE Military is severely lacking in elements that would make travel by foot comfortable and safe, even where retail services and transit access are prevalent (e.g., on SE Military across from the Texas Center for Infectious Disease).

The area is served by VIA bus transit. Bus stops are of varying quality throughout the planning area; some are covered while many are located in high traffic areas with no buffer or shelter of any kind from passing cars or elements. There are several bicycle routes and marked lanes in the Plan Area, including those on Brooks and near schools. These tend to be relatively narrow, unprotected lanes adjacent to vehicles traveling at 35 miles per hour or more, and they include awkward or difficult to navigate route transitions at some intersections. East-west route connectivity is lacking across the plan area in all forms of multi-modal transportation.

Many pedestrians and bus-riders can be seen in the area even though the current Brooks multi-modal network is not comfortable, reliable, safe or fast enough to be effective or convenient for many users. A proposed VIA Transit Station is scheduled to begin construction on Brooks City Base within the next 1-2 years which would bring more options to the area. Light rail service has been proposed by the community and would bring better access to downtown and other destinations to a transit-dependent population as well as new residential and commercial development. Some residents have expressed concerns about noise associated with light rail service.



SA Brooks
Regional
Center Area
TOMORROW

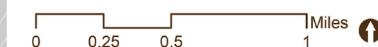
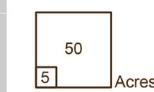
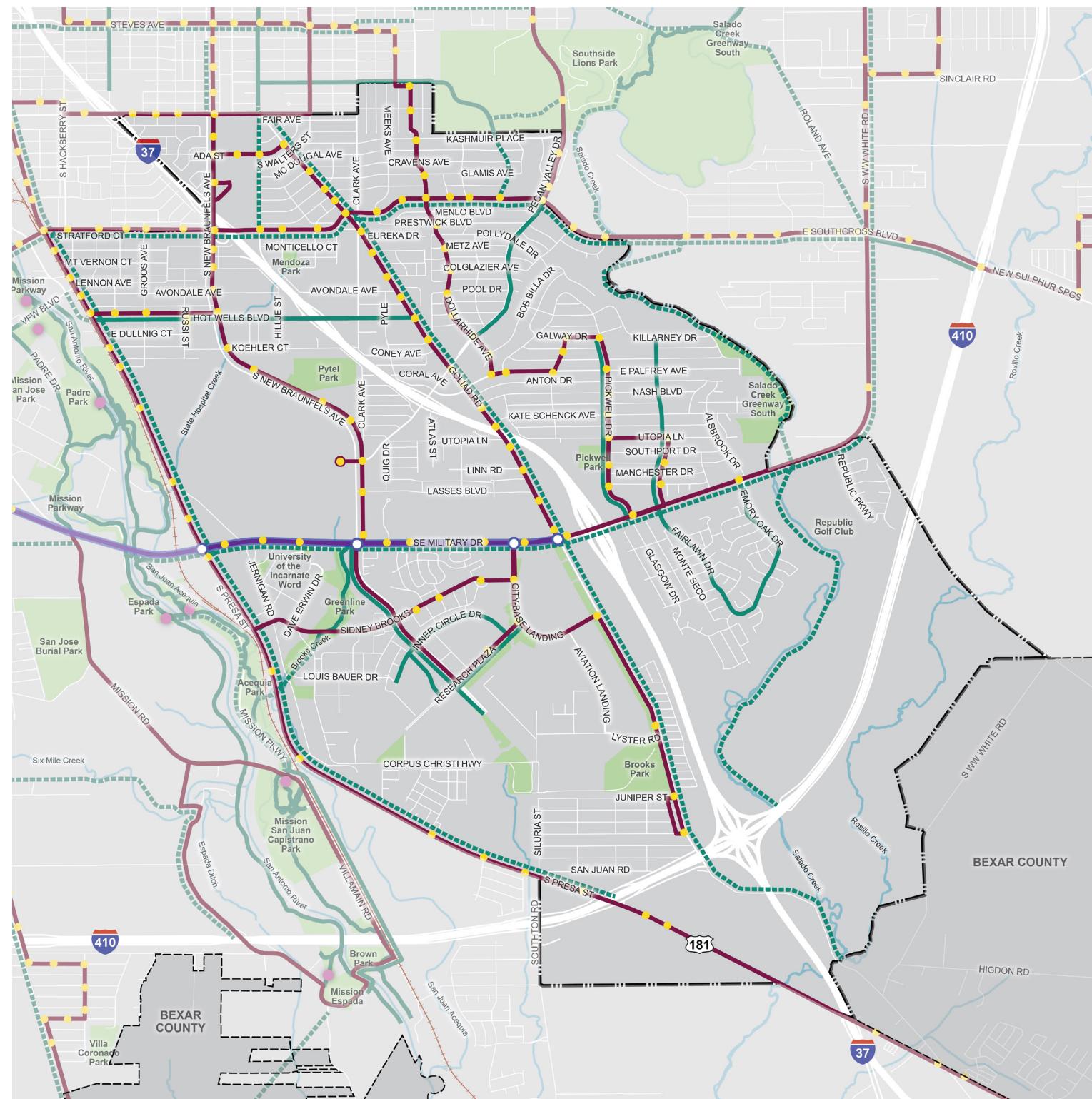
TRANSPORTATION AND MOBILITY

LEGEND

- Brooks Regional Center Area Boundary
- City Boundary
- Block
- Rail Line
- Park or Open Space
- Stream
- VIA Bus Route
- VIA Bus Stop
- Proposed LRCTP Route
- Proposed LRCTP Stop
- Existing Bicycle Trail, Lane or Route
- Proposed Bicycle Trail, Lane or Route*
- B-Cycle Location

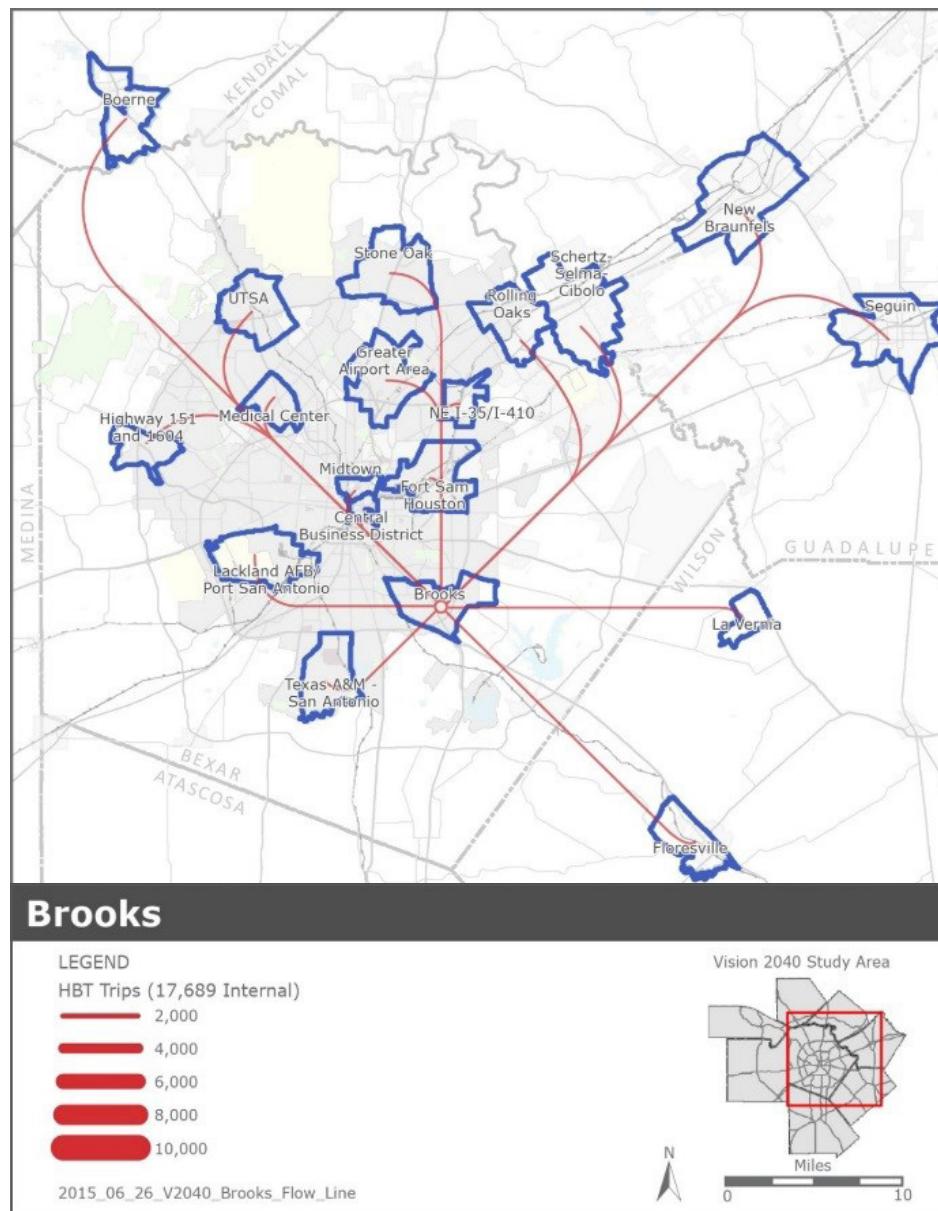
* Acquired from the 2011 Bicycle Master Plan

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Transportation planning for the Brooks Regional Center should address connectivity both to and within the study area. Currently, the transportation infrastructure is dominated by facilities designed for automobiles and freight. VIA transit service is present but provides slower travel times than driving. Pedestrian and bicycle facilities, and overall connectivity, is lacking. The roadways in the study area offer a grid pattern in the residential areas north of SE Military Drive, but are circuitous south of this roadway, interrupting connectivity. The residential and commercial areas are accessible by walking or biking, except on major roadways, such as New Braunfels, which lacks bicycle infrastructure or a safe, comfortable environment for pedestrians. While the McCreless Marketplace commercial area is close enough for nearby neighborhood residents to access, it was not explicitly designed for the pedestrian experience (e.g. buildings are set back behind parking lots).

The map to the right demonstrates trip flows or the total number of vehicles moving toward the Brooks center from all other centers in the Greater San Antonio Region. Each flow line represents the approximate total flow from other activity centers and the approximate direction of flow; however, flow lines do not represent the exact route that traffic would take to reach the destination.



Roadways

The major roadways that provide for north-south travel are S. Presa Street, New Braunfels Avenue, and Goliad Road. SE Military Drive and I-410 are the only major roadways offering continuous east-west travel. As the study area includes many large lots, including a hospital, golf course, and numerous industrial sites, the transportation facilities in these areas often disrupt the directness of roadways. Unless these uses change over time, their concentration in this area is a barrier to completing the grid network with new streets. A grid of streets can be beneficial to pedestrian and bicycle connectivity, and can improve the connectivity of transit service.

VIA Metropolitan Transit Vision 2040 Long Range Plan

Brooks is at the southern end of the Southeast Corridor, a VIA Vision 2040 Long Range Plan Rapid Transit Corridor under evaluation as one of the first projects to implement the plan (the VIA Alternatives Analysis). This analysis considers data, feasibility, professional expertise, and public input to prioritize which rapid transit corridor should move toward project implementation, as well as route selection and mode choice (Light Rail or BRT). Recent analysis, shown in Figure 3, shows that transit travel along the corridor (traveling North-South on S. Presa Street, New Braunfels Avenue, or Goliad Road) is typically slower than automobile travel. While Route 20 (New Braunfels Frequent) takes 55 minutes travel time between Brooks and Southcross Boulevard, the same route via car typically takes about 10 minutes, depending on travel conditions.

The Southeast Rapid Transit Corridor was identified in the VIA Vision 2040 LRP as a critical component of the Rapid Transit Network, a higher speed, reliable network of BRT, LRT, and Express Bus Service. The purpose of the Southeast Rapid Transit Corridor is to provide highly-reliable, direct connections between the near west side neighborhoods, the Pearl, and the region's next mixed use center, Brooks. High-quality transit service is needed to address the issues with and constraints of current bus service in the corridor, better serve current riders, and attract new riders to the system. Rapid transit with some dedicated right-of-way or priority treatment at selected intersections would offer a more reliable service than local bus. Rapid transit service would improve overall mobility, strengthen the competitiveness of transit, and leverage local investments, allowing people to live closer to jobs, saving households time and money; and reduce pollution.

Bicycle and Pedestrian Facilities

Existing facilities for pedestrians and bicyclists are insufficient in the study area. While sidewalks are present in much of the study area, on many roadways, sidewalks are on only one side of the roadway, and some roadways lack sidewalks altogether. The Multi-Modal Transportation Plan (MMTP) pedestrian facilities map indicates many sidewalk gaps, and the MMTP bicycle facilities map indicates few existing bike lanes and marked routes in the study area. There are several recreational bicycle and pedestrian trails just outside of the study area to the west (along the San Antonio River), and the east (along Salado Creek) that run in a north/south direction.



Travel times for transit services along the South-West Corridor are currently slower than car travel times.

Connectivity improvements should address pedestrian and bicycle connectivity across wide and high capacity roadways including I- 37, I-410, and SW Military Drive, and S. New Braunfels Ave. Streets and connections introduced during redevelopment of Brooks City Center and other parcels in the area should be designed to be pedestrian-focused, and transportation functions should incorporate complete streets design to effectively serve new and existing development while creating connectivity to and within the study area.



Amenities and Access

The Brooks Area enjoys easy access to downtown via Interstate Highway 37. The area has historically been the home to large employers with campuses, such as Brooks Air Force Base and the San Antonio State Hospital. The area has recently experienced significant economic investment, in large part due to the re-development of the former Brooks Air Force Base. This new development activity has brought many new amenities to the Brooks area, though many neighborhoods are underserved by certain amenities.

State Offices

There are many State offices located within the planning area such as the San Antonio State Hospital, Texas Department of Public Safety (TxDPS), Texas Highway Patrol, Texas Health and Human Services, Texas Department of Transportation (TxDOT), Texas Center for Infectious Disease, State Supported Living Center, and Texas Department of Aging and Disability Services.

Medical

There is a focused medical presence in the community. In combination with the State organizations in the area mentioned above there is The University of Incarnate Word Medical Campus and the Mission Trail Baptist Hospital.

Resilience

In addition to TxDOT and TxDPS, the City of San Antonio's 311 Call Center & Emergency Operations Center, Texas A&M's Extension Service (TEEX) H.B. Zachry Training Center, and Mission Solar, a large solar panel manufacturer, are all located within the planning area. The Zachry Training center offers fire, rescue, infrastructure and safety, law enforcement and economic and workforce training and exercises, technical assistance and economic development.

The area also currently accommodates and supports agriculture and farming in the southern planning area.

Amenities

There are many places to worship in the area, but a shortage of public educational resources. The public schools are not well rated and therefore not seen as viable educational options for those that can afford to go elsewhere. There are several charter and private schools in the area. There is only one library, and there are no book stores in the area. There is one museum in the area, located at the historic Hangar 9. Additionally, the area lacks a dedicated police station. The Brooks Area is currently serviced by the East and South substations.

The Brooks Area is underserved by public park and recreation amenities. The entire plan area is served only by Pytel, Mendoza, Pickwell and Brooks Parks. The new Greenline linear park will be highly impactful to the area, creating easy eastern bank access to the San Antonio River for the planning area.

The Brooks Area lacks access to resources which improve health and wellness. The majority of the area is a food desert or food swamp--residents lack access to healthy food options including affordable, fresh fruits and vegetables and non-processed foods in general. There is also a lack of medical providers in the area, with few (or no) providers in specialty fields such as pediatrics. This lack of educational, nutritional, and medical amenities contribute to the lower educational attainment, income levels and health outcomes for Brooks residents.



**Brooks
Regional
Center Area**

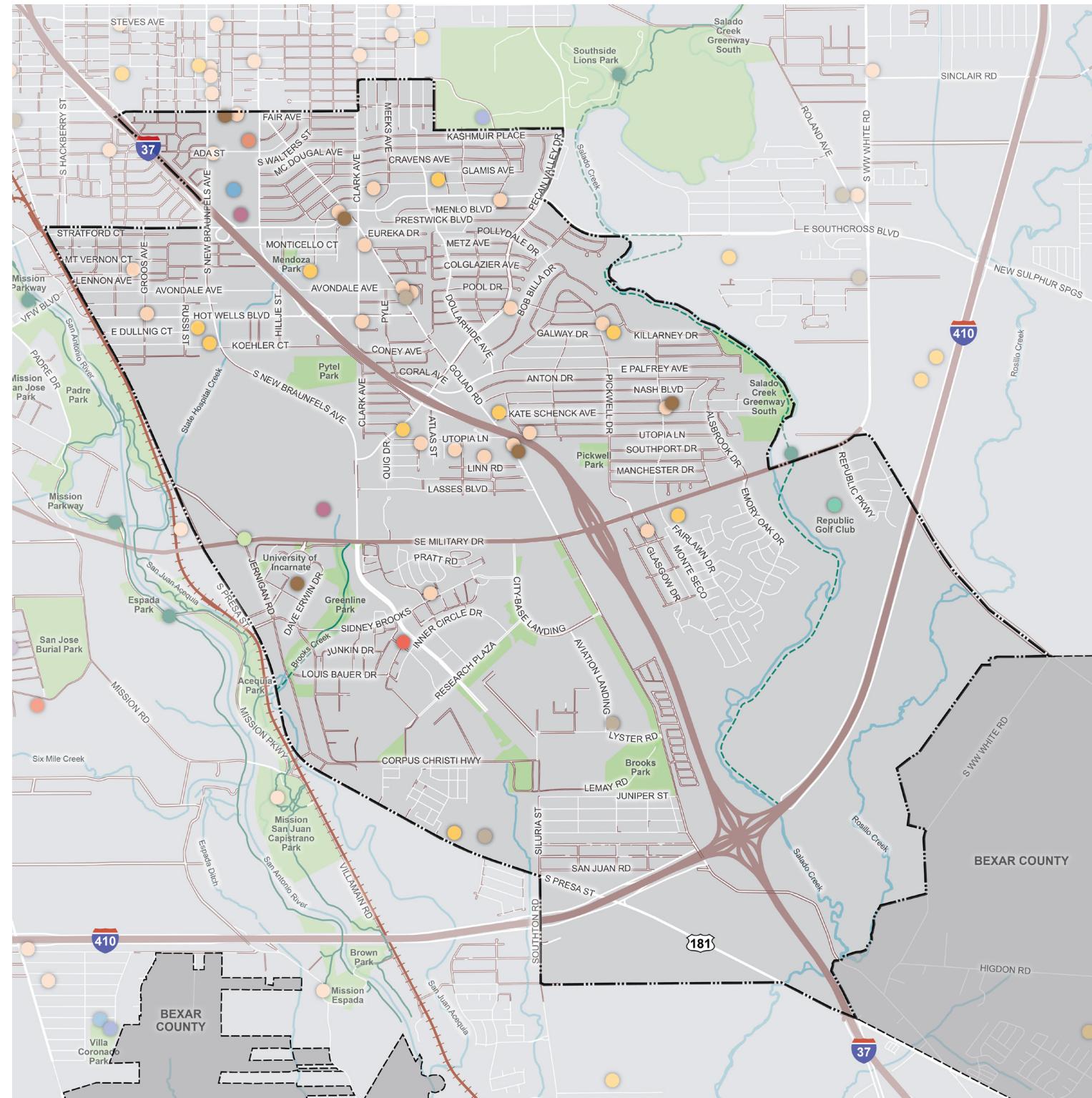
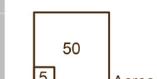
AMENITIES AND ACCESS

LEGEND

- Brooks Regional Center Area Boundary
- City Boundary
- Block
- Park or Open Space
- Stream
- Existing Greenway
- Planned Greenway
- Public School
- Private School
- Charter School
- Place of Worship
- Library
- Museum
- Community Center
- Recreation Center
- Community Garden
- Trailhead
- Golf Course
- Movie Theater
- Stadium

Physical Barriers

- Major Road
- Rail Line
- Non-existent Sidewalks





Public Investments

Most Brooks Regional Center residents leave the area for work, and most people who work in the plan area commute from other areas in or around the city. There is a clear need for housing that is affordable to those who work in the Brooks Area, as well as job opportunities for residents, including high-wage positions. Community members have expressed support for a greater diversity of housing types and options. A greater mix of uses would facilitate access to community amenities, services and transportation routes.

Some tools and projects are in place to support change in the area. The Brooks Regional Center includes the Brooks Tax Increment Reinvestment Zone (TIRZ) which covers the former City Base and a small adjacent area. There is also an Inner-City Reinvestment Infill Plan (ICRIP) which covers the Brooks campus as well. The Inner-City Reinvestment and Infill Policy establishes priority areas of the City targeted for private reinvestment.

NOTE: Since the development of this document, the Inner-City Reinvestment Infill Plan (ICRIP) program was revised and renamed the City of San Antonio Fee Waiver Program. For more information, please access this link:
<https://www.sanantonio.gov/CCDO/IncentivesandPrograms/COSAFeeWaivers>

The intent of the policy is to coordinate and prioritize public incentives in these areas to stimulate and facilitate private investment. Such incentives include financial assistance, such as fee waivers and tax abatements for eligible projects, and staff support for assistance in navigating regulatory and procedural obstacles which sometimes serve as a hindrance to infill development.

There are several projects in the plan area that were approved in the 2017 Bond election. This includes the Southeast Neighborhood Improvement Bond, which is located over the majority of the San Antonio State Hospital campus and some surrounding property. Other projects from the 2017 Bond include drainage improvement near San Juan Rd. and street improvements along S. Presa and an extension to S. New Braunfels Avenue.

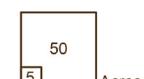
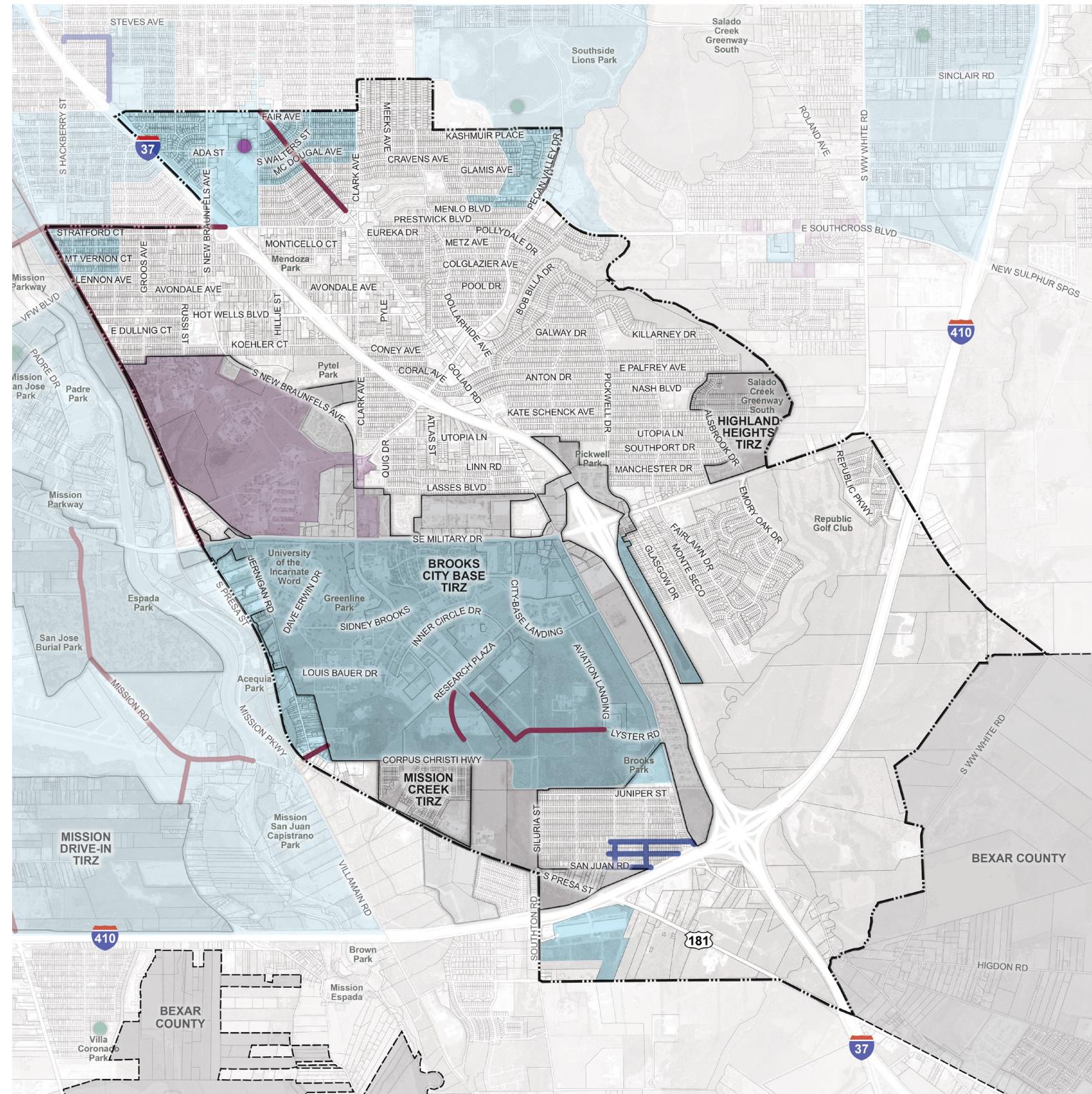
PUBLIC INVESTMENTS

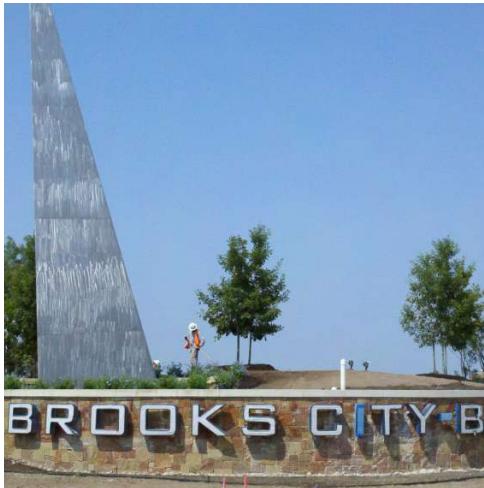
LEGEND

- Brooks Regional Center Area Boundary
- City Boundary
- Parcels
- City Initiated Tax Increment Reinvestment Zone (TIRZ)
- Neighborhood Improvement Bonds (2017)
- Inner City Reinvestment Infill Policy (ICIP)

Proposed 2017 Bond Program

- Park
- Library
- Street
- Drainage





Preliminary Opportunities

The Brooks Area Regional Center is evolving rapidly. Demand for housing and community amenities is growing, while institutional and large businesses are increasingly drawn to the Southside. With the redevelopment of Brooks, the rehabilitation of the Mission Reach trails and the renovation of the Hot Wells Resort, the area is poised for significant change. Opportunities abound to improve mobility, housing, employment while protecting and restoring natural resources.

The community has expressed a desire for improved transit services, with particular focus on enhanced bus service and other modes (including light rail) which are environmentally friendly, economical and aesthetically pleasing. Many residents and visitors rely on transit, walking and cycling, and would benefit greatly from improved connections and networks. There is a desire to provide east to west mobility throughout the planning area as well as eastern bank access to the San Antonio River. There are several large utility easements which run east to west throughout the planning area which present opportunities for connectivity.

The area has a strong network of natural resources, including mature tree canopy in many neighborhoods. There is an opportunity to create green infrastructure that helps manage stormwater, provide walking and biking paths and provides multiple community benefits at reduced cost. Abundant opportunities for developing renewable energy resources; promoting solar energy utilization and exploring new incentives to encourage green energy and environmentally-friendly businesses have all been expressed.

Focus Areas

The area is rich in land and presents opportunities to focus growth and development in key corridors and focus areas while protecting established neighborhoods and sensitive natural resources. Preliminary opportunity areas in the Brooks Regional Center include:

- The San Antonio State Hospital campus;
- Brooks;
- The area near Fair Avenue and S. New Braunfels Road, near the McCreless shopping center; and
- Along Goliad Road.

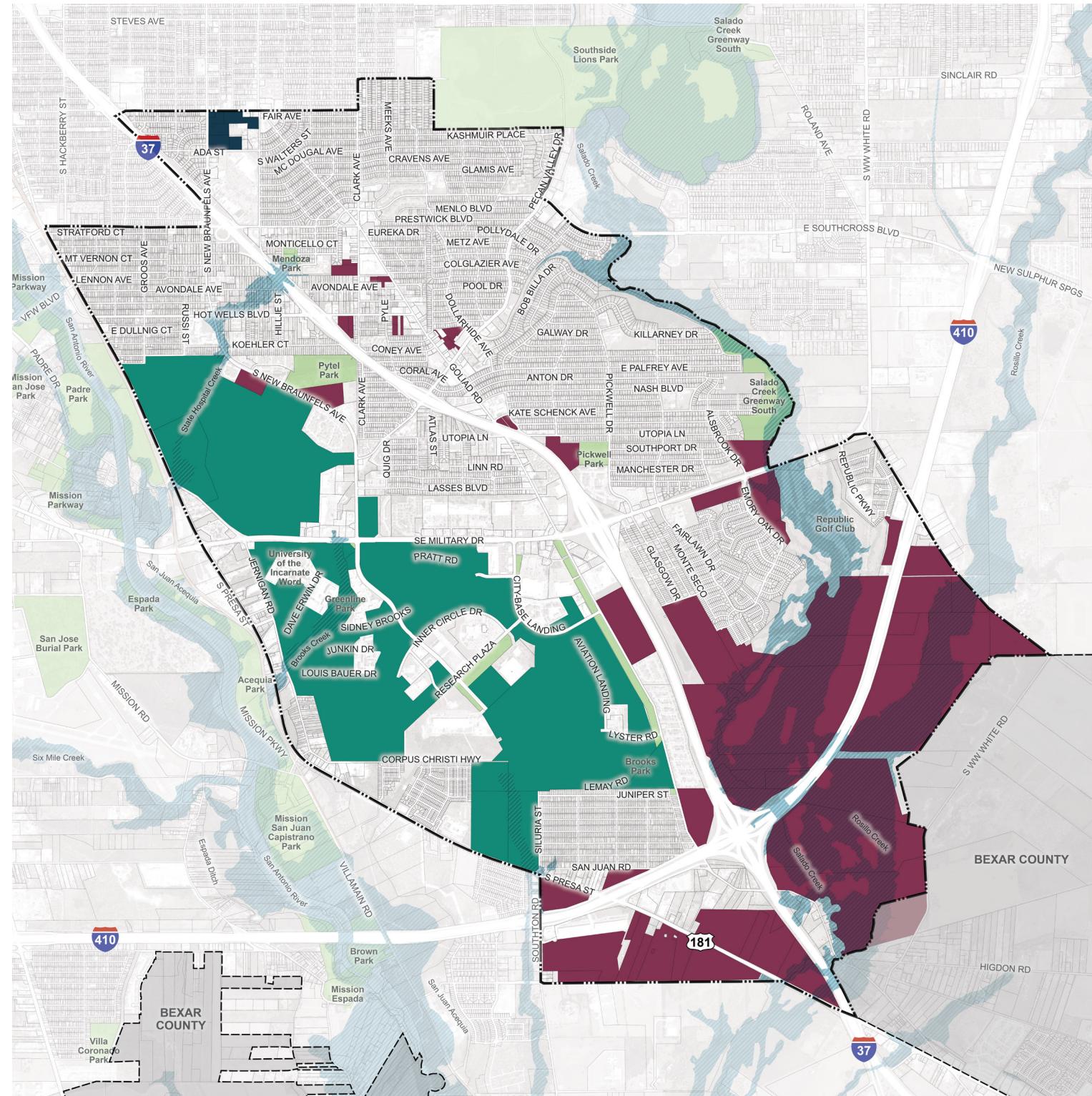


SA
TOMORROW Brooks
Regional
Center Area

OPPORTUNITY AREAS

LEGEND

- [Solid black line] Brooks Regional Center Area Boundary
- [Dashed black line] City Boundary
- [White area] Parcels
- [Light green area] Park or Open Space
- [Light blue area] FEMA 100-year Floodplain
- [Dark teal area] Underutilized Parcels
- [Maroon area] Vacant Parcels
- [Dark green area] Publicly-Owned Parcels



A large, faint watermark of the letters "MIG" is centered on the page. The letters are white and appear to be cut out of a dark gray background. The "M" is on the left, the "I" is in the middle, and the "G" is on the right. The entire logo is slightly transparent.

M I G