



*“If a man faces up to the unknown and takes the dare of the future,
he can have some control over his destiny.”
- John Glenn, Space Pioneer*

welcome to the brooks area regional center open house!

Today, alongside your neighbors and other community stakeholders, you have the opportunity to help shape the future of this important area.

Please review the information at each of the stations and provide us your feedback on the draft content that will become part of the Sub-Area Plan. City of San Antonio staff are available to answer your questions, and you can record other thoughts and ideas on post-it notes and place them on the appropriate comment boards.

what's the best way to go through this open house?

1. Sign-in
2. Browse the various posters around the room - especially the ones you're most interested in.
3. Chat with City Staff.
4. Grab a post-it note, write down your comments, and stick on the appropriate comment poster.
5. Refuel with some refreshments and chat with your neighbors.
6. Keep an eye on your inbox for future announcements about the Brooks Area Regional Center Plan.

View the complete plan online at
brooks.sacomplan.com

process

Development of the Brooks Area Regional Center Plan was approximately a 24-month process 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, the District 3 City Council Office, and other City departments to create a realistic and implementable plan for this important Southeast side Regional Center.

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.

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.

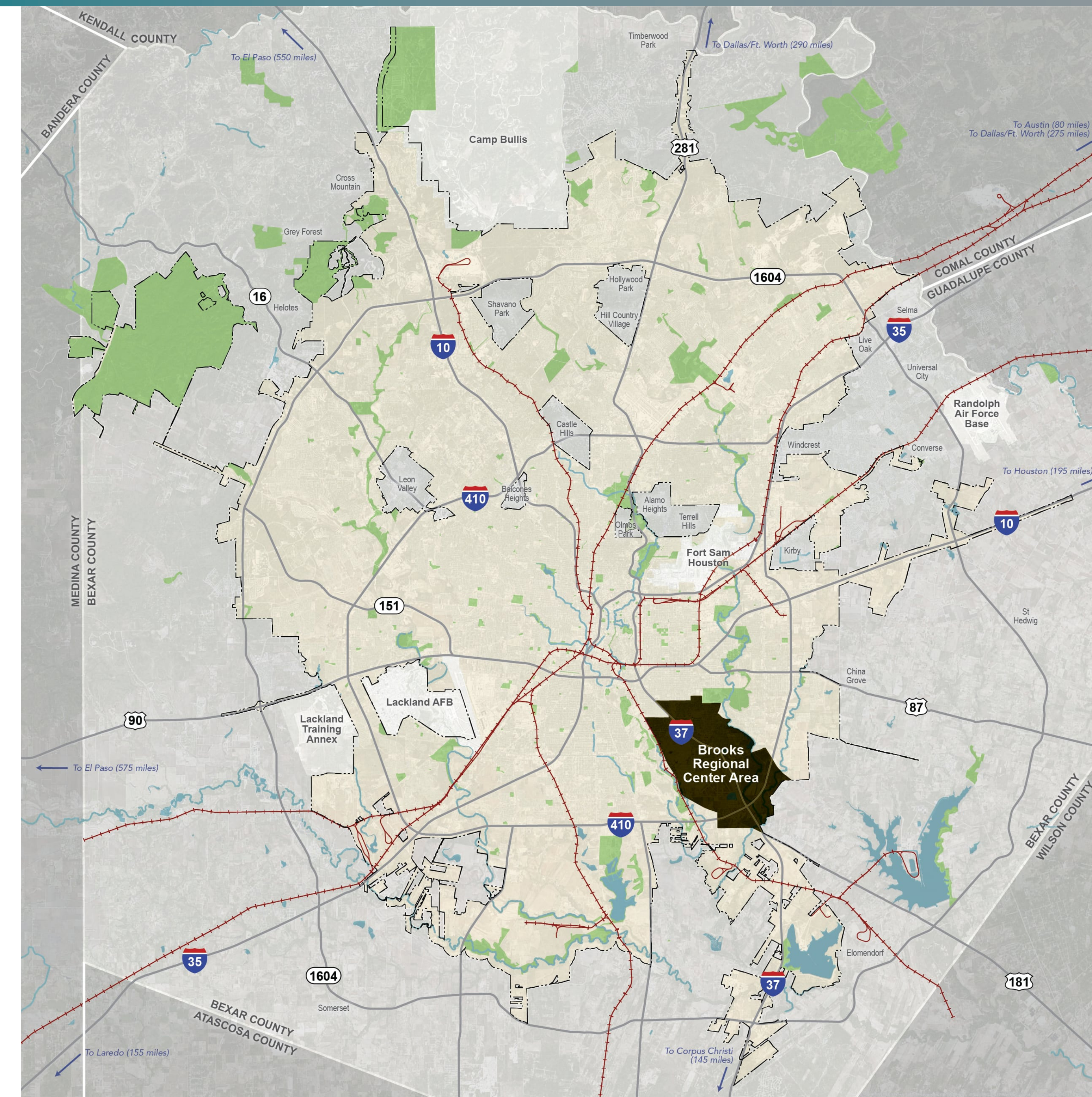
a history of the brooks area

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 City Base for which the planning area is named.

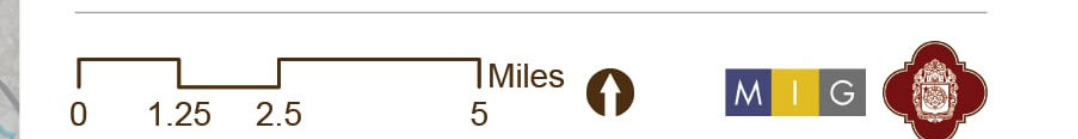
Family, history, and the environment are all deeply respected in the innovative spirit of the area; rejecting the status quo and motivated by those that came before them, the Brooks area honors their history by discovering new ways to enhance and improve the community holistically.

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.



SA Brooks Regional Center Area
TOMORROW Center Area
PLAN LOCATION

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



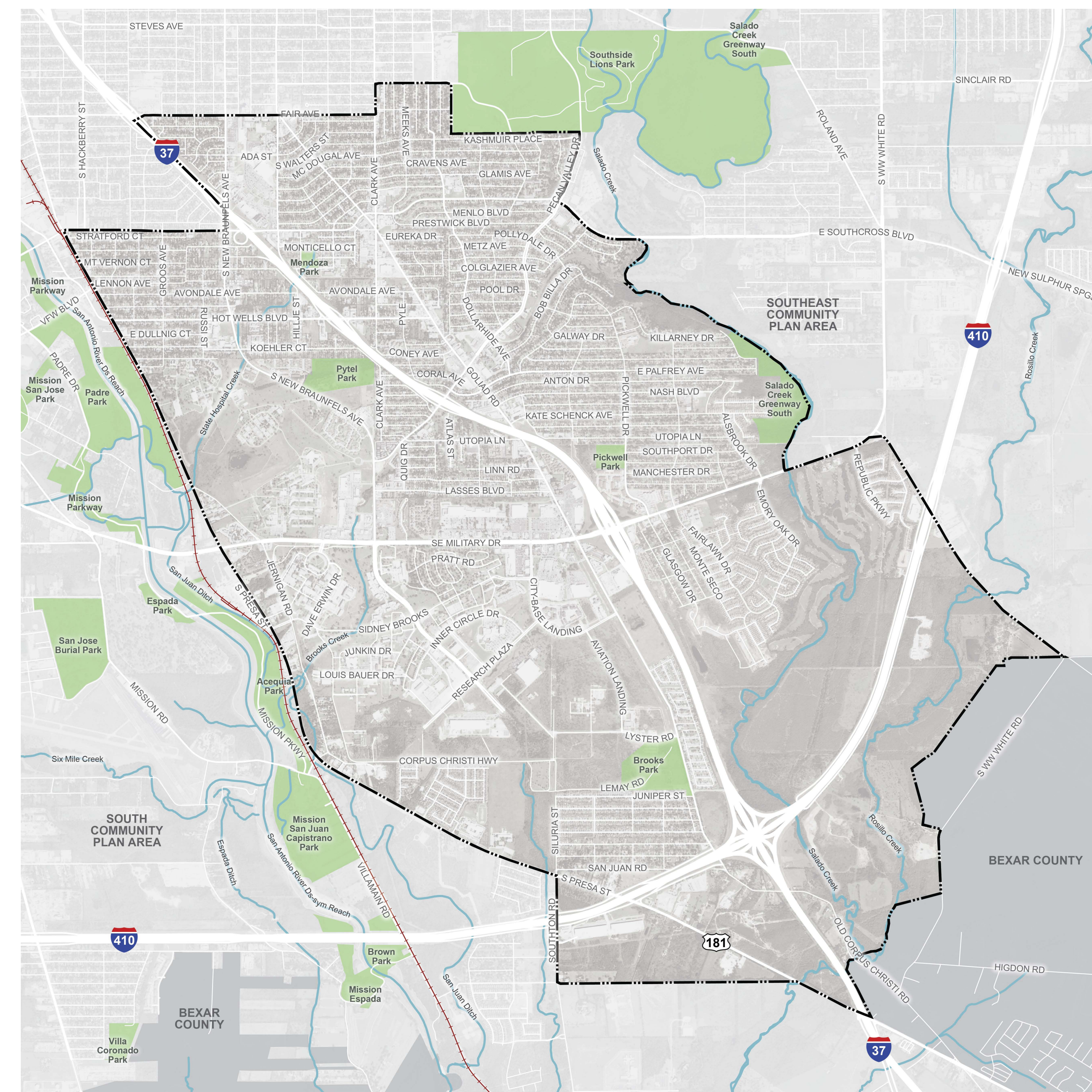
Photograph shows exterior of the asylum (subsequently named Southwestern Insane Asylum, and later San Antonio State Hospital). 075-1114, General Photograph Collection, UTSA Special Collections-- ITC.



Image shows proposed sites of McClellan Shopping Mall, recreation center, and Expressway (IH-37 / U.S. 281). Z-1536-A-01, Zintgraff Studio Photograph Collection, UTSA Special Collections-- Institute of Texas Cultures

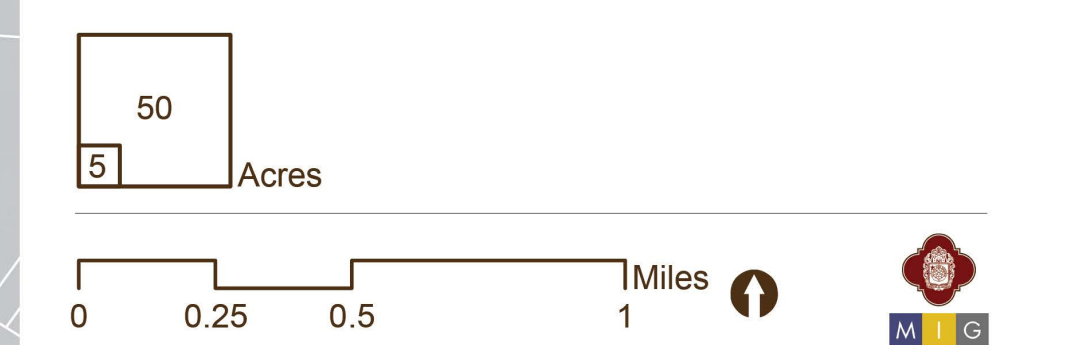


Enlisted men jumping from DeHaviland DH-4s during demonstration of the feasibility of using paratroops in battle, near Brooks Field, March 29, 1929. 075-0922, General Photograph Collection, UTSA Special Collections-- ITC.

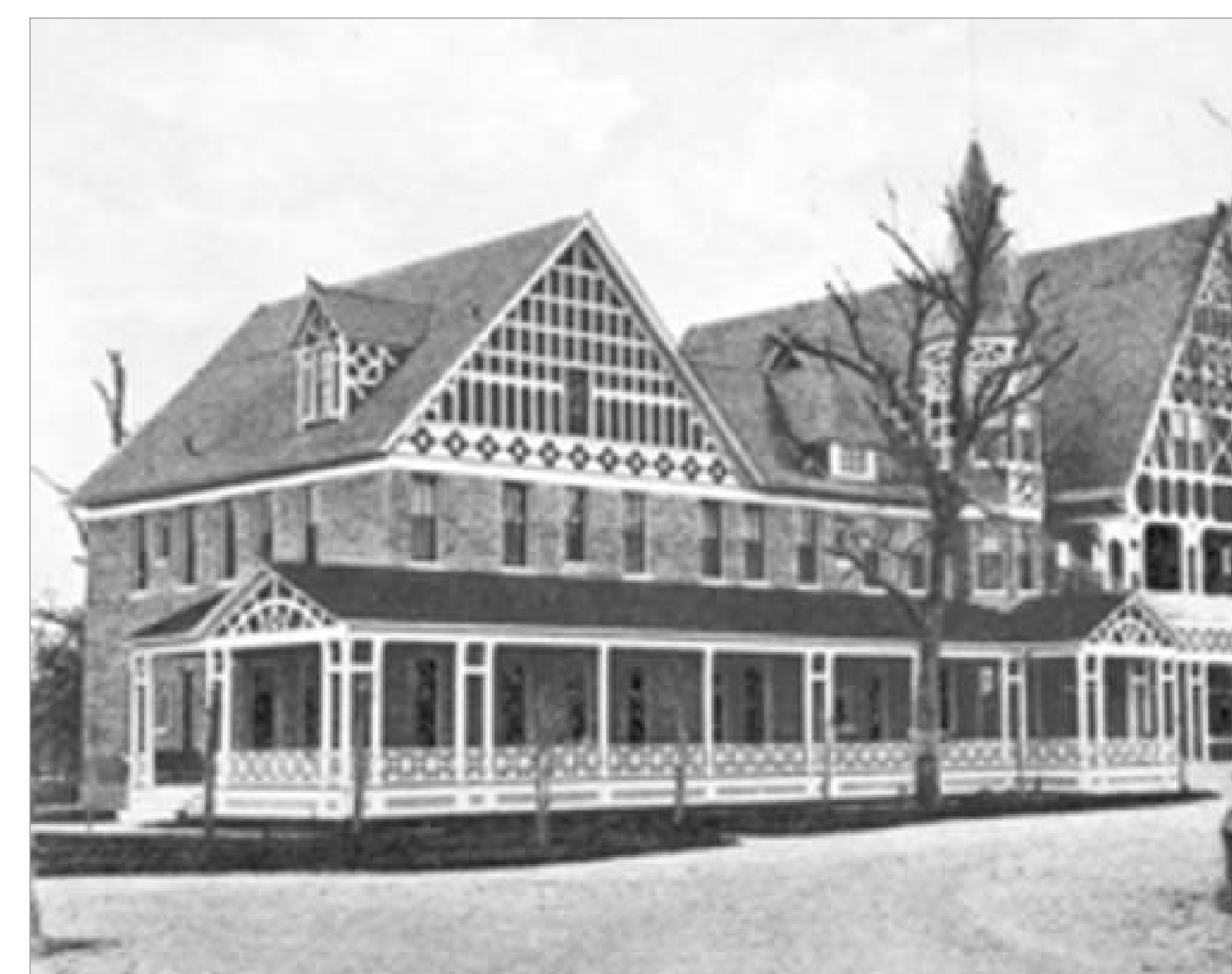


SA Brooks Regional Center Area
TOMORROW Center Area
STUDY AREA

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



View of Salado Creek, southeast of downtown. 109-0291, General Photograph Collection, UTSA Special Collections-- ITC.



Hot Sulphur Wells Hotel, San Antonio, Texas. 082-0473, General Photograph Collection, UTSA Special Collections-- ITC.

View the complete Existing Conditions Atlas online at brooks.sacomplan.com

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 on/near the Brooks or intangible, 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 has 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

Many of the Brooks Area's challenges have recently turned into 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. 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.



Nissei Plastics manufacturing facility at Brooks



Mission Solar's headquarters are located at Brooks



Poor sidewalk conditions in Highland Hills



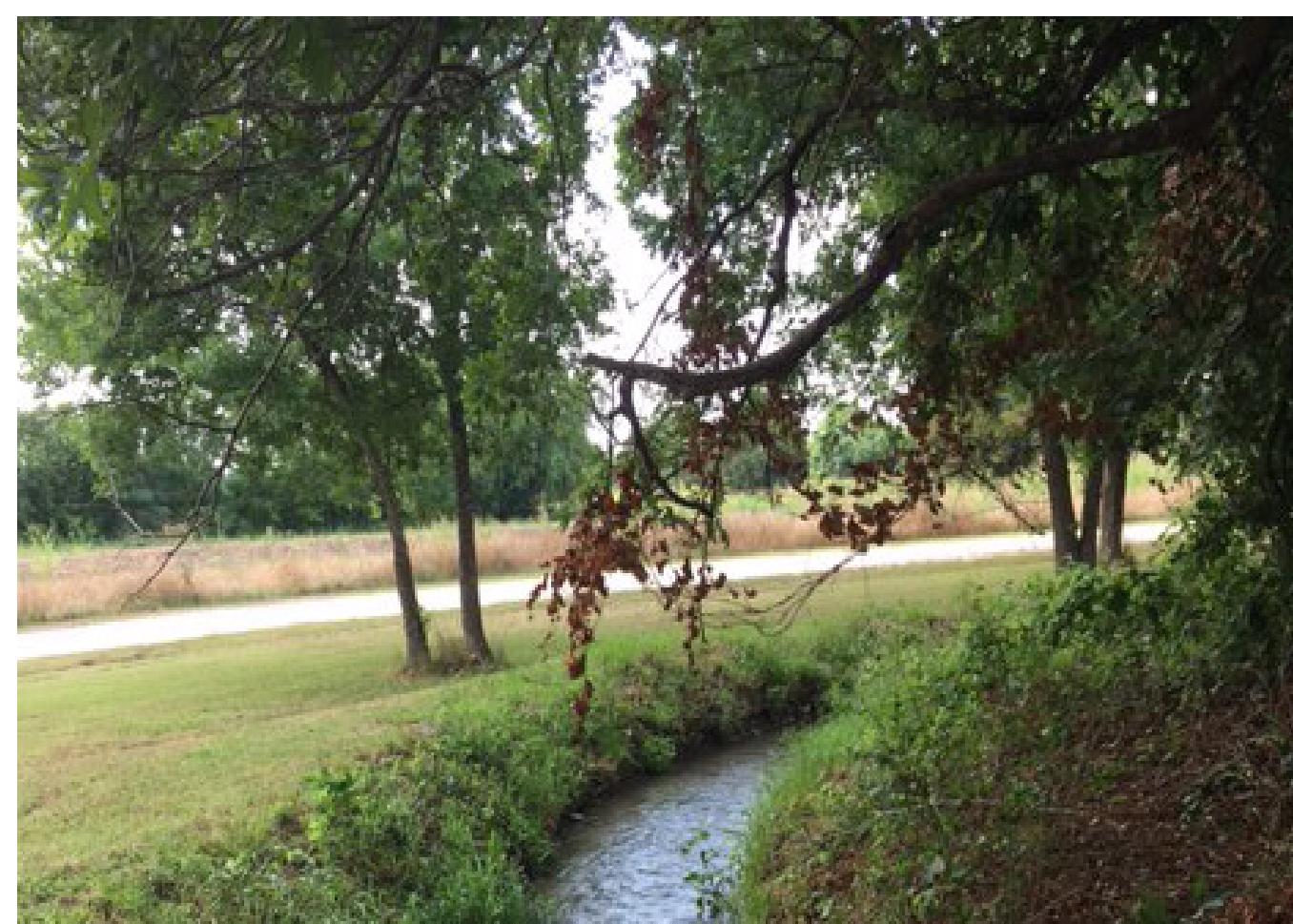
Lock of pedestrian amenities at McCreeless



New development provides areas for growth to occur where appropriate, such as along a major corridor



Underutilized and/or vacant buildings present opportunity for redevelopment and adaptive reuse.



The San Juan Acequia is a remnant of the Spanish Colonial Missions



Running with the Moon' sculpture at the Greenline at Brooks



Poor drainage in the Brookside neighborhood



Vacant former air force base building



Continued development of social spaces can strengthen community bonds



Multi-modal transportation options increase connectivity across the regional center and to other parts of the city



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.

vision for the brooks area

In 2040, the Brooks 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 Southeast side, no longer born of necessity but a continued community identity—history, 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 for the brooks area

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 and high-quality rental options for all members of the community.
- Support a healthy and desirable community with social and dining options that 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

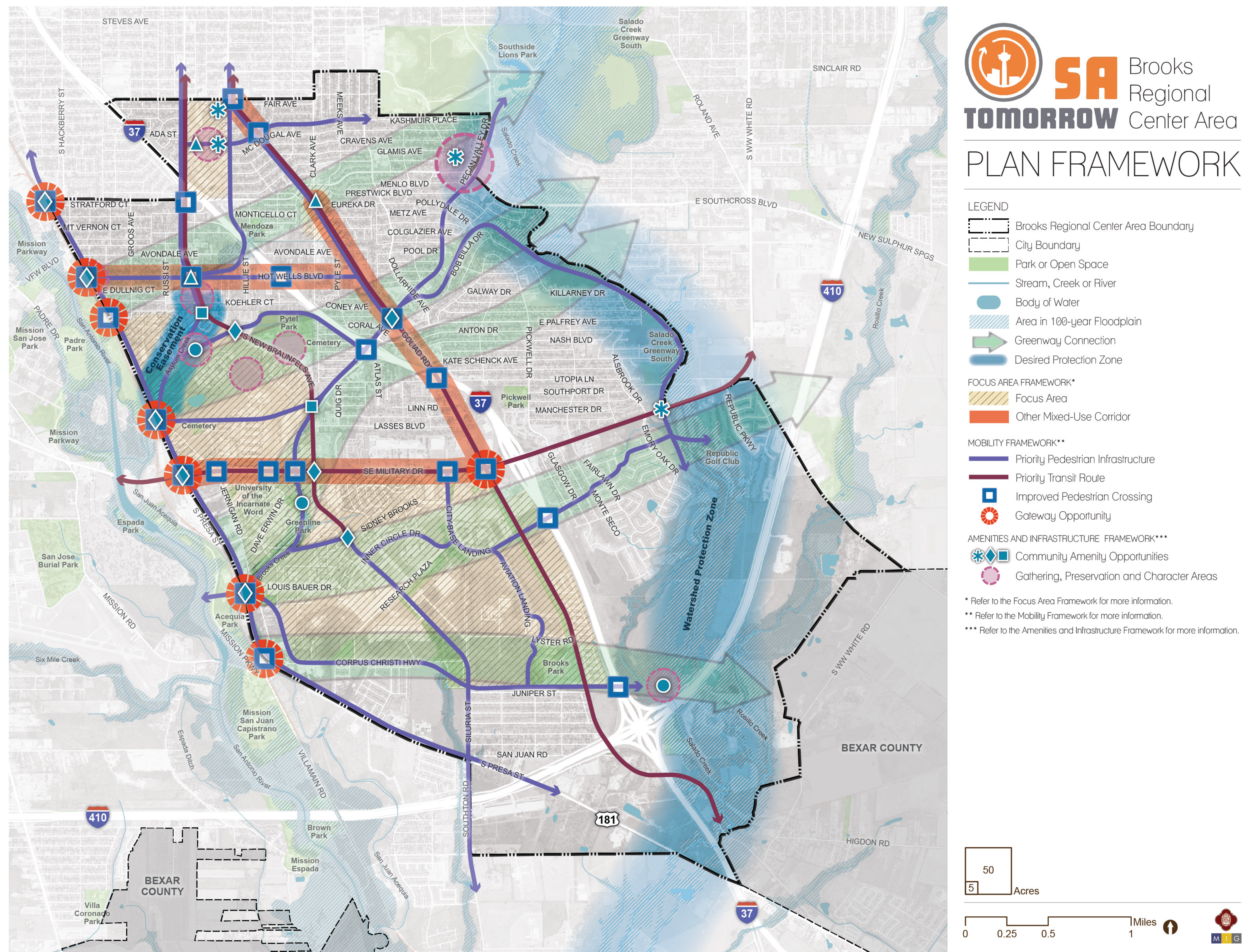
- Preserve and encourage green spaces and reduce impervious surfaces.
- Create more safe, multi-generational, public parks and organized programming in recreational spaces.
- Ensure convenient, equitable access and distribution of parks and open spaces.
- Improve physical and mental wellbeing by providing 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.

introduction

The Plan Framework map above identifies and shows the interrelatedness of key physical concepts and strategies in the plan. 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 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.

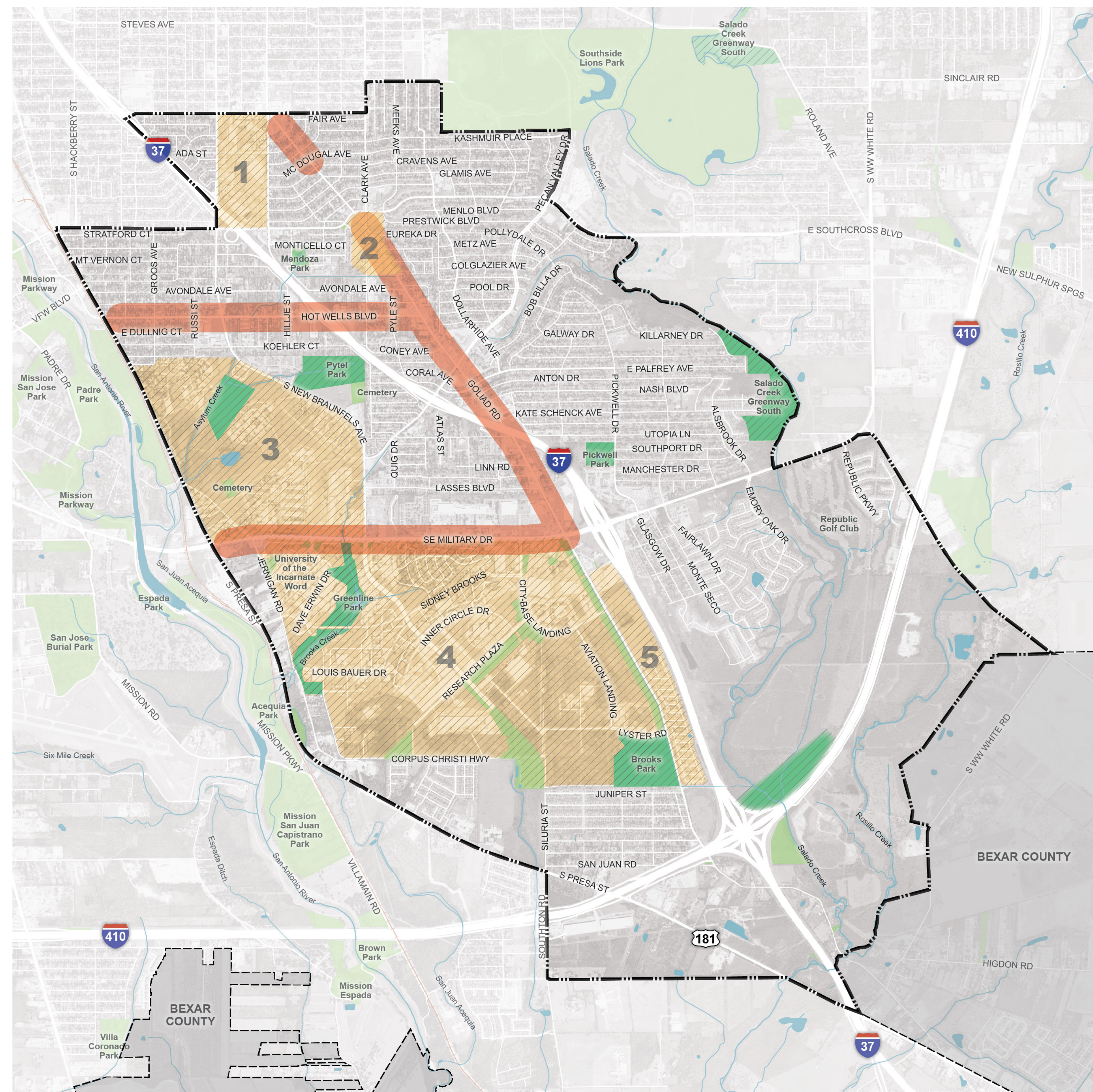


The Focus Areas in the Brooks Area Regional Center are the portions of the study area identified by the community and project team as most suited for growth and change. While each is unique, they all present opportunities to take advantage of their strategic location within the City and the Regional Center, and to accommodate growth while furthering the SA Tomorrow goals of creating 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.

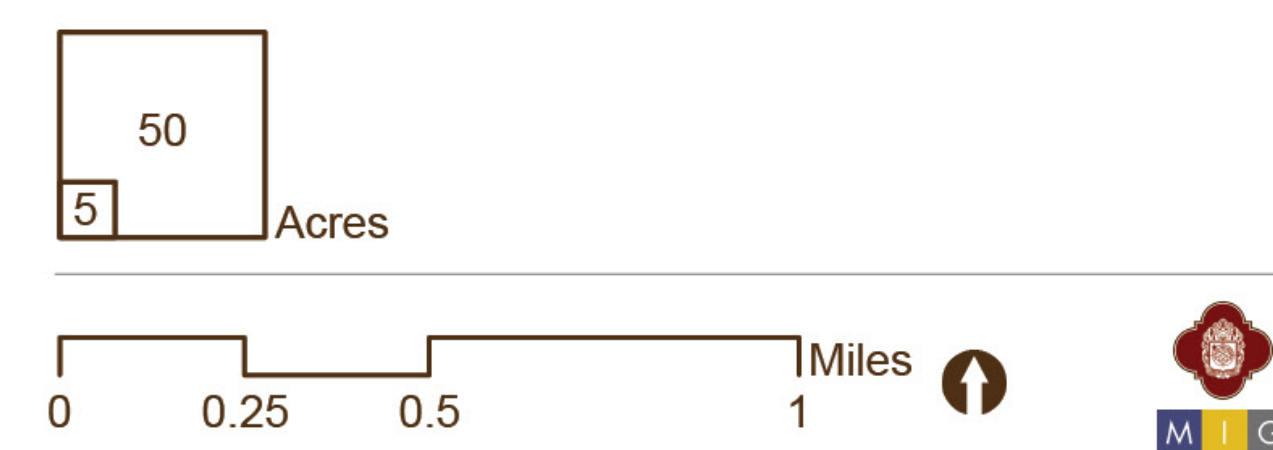
The Brooks Area Regional Center includes many large sites that are undeveloped or have the capacity to be redeveloped over time in a manner that uses land, infrastructure and resources more efficiently. Most notably, the San Antonio State Hospital and Brooks are very large sites that are already experiencing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



SA TOMORROW Brooks Regional Center Area FOCUS AREA FRAMEWORK

- LEGEND**
- Brooks Regional Center Area Boundary
 - City Boundary
 - Park or Open Space
 - Stream, Creek or River
 - Body of Water
 - Other Mixed-Use Corridor
 - Park, Open Space and Recreation Opportunity
 - Focus Area
- FOCUS AREA IDENTIFIERS**
- 1 Fair Avenue/McCreless Commercial Center
 - 2 Goliad Corridor
 - 3 San Antonio State Hospital
 - 4 Brooks (City Base)
 - 5 I-37 & Goliad





Focus Area #1: Fair Avenue/McCreless Commercial Center

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 may be incorporated in mixed-use development, particularly where the Focus Area borders existing single-family neighborhoods.

The 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 along single-family residential streets and may go as high as eight stories where the site is adjacent to the freeway interchange and/or South New Braunfels and will be oriented towards 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

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 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)

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, heritage interpretation, 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 by transit, including the Brooks Transit Center service hub, to take 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

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.



recommendations

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

- 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.
- 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.

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

- Ensure streetscape, sidewalk, and transit infrastructure improvements are undertaken before or during construction of new focus area projects.
- Develop and implement multi-modal and transit plans throughout the Brooks Area Regional Center, prioritizing projects in the Focus Area.

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

- Site buildings with greater height at intersections along mixed-use corridors and in other locations where they will minimally impact single-family homes.
- Gradually decrease height and density of new buildings and developments as they transition towards single-family neighborhoods.

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

- Enhance and expand public parks and open spaces, targeting underserved areas within the Brooks Area
- Use site design strategies for large projects, such as clustered subdivisions, that maximize open space and land preservation within large-scale developments
- Pursue tools and options for permanently protecting sensitive lands and natural resources, including conservation easements

background and transportation vision

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.

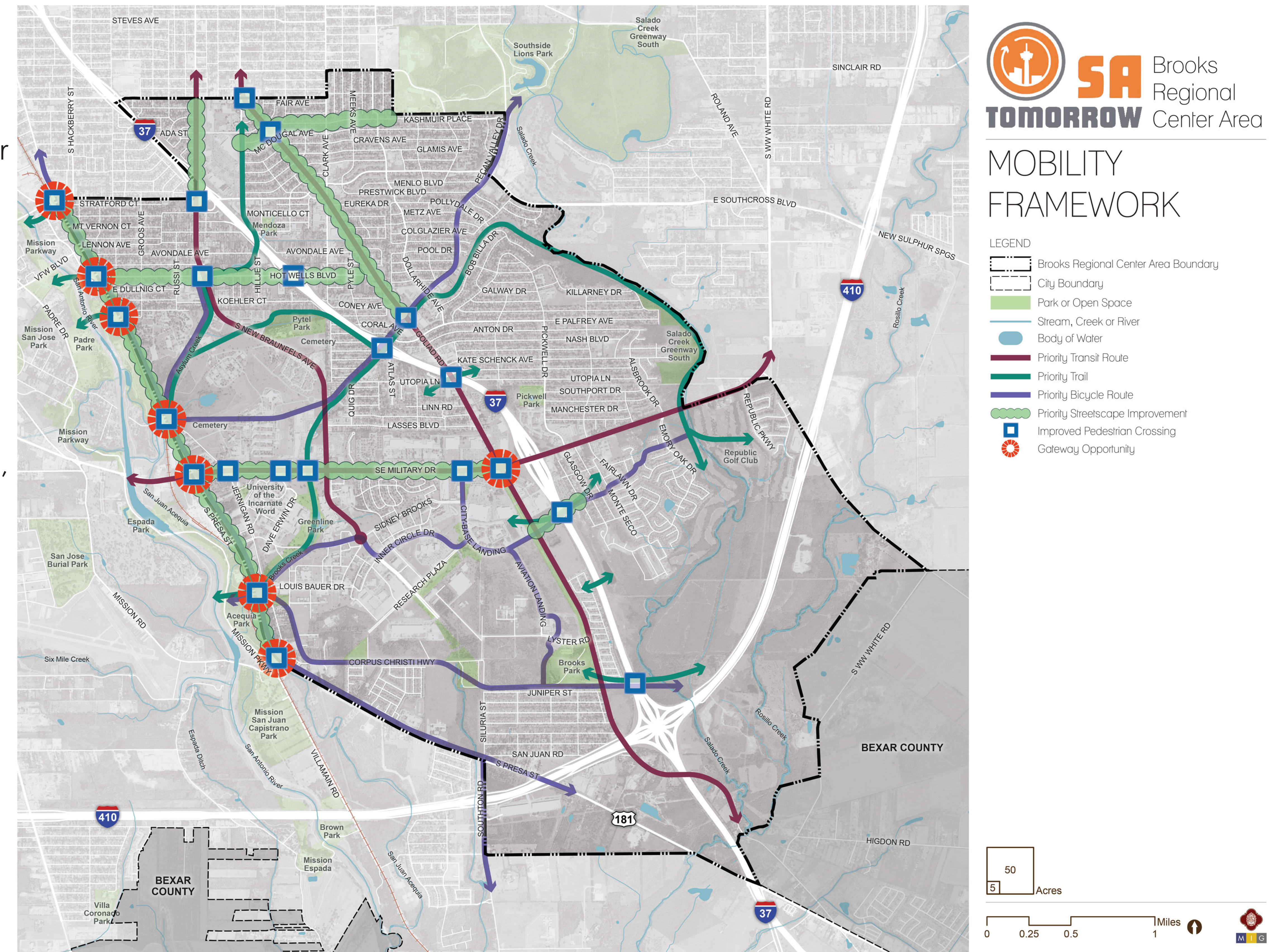
The combined costs of housing and transportation are often a large portion of a household's budget, with experts recommending the combined total not be more than 45% of household income. In the Greater San Antonio Region that total on average is 53%. Walkable communities that provide great transit options 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 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' 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;
- 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 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;
- 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, Kashmir Place, Goliad Road, and SE Military Drive area 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 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. Construction 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 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.” 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 shape 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 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 automotive 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 St, 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.





recommendations

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

Strategy 1.1: 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;
- 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: 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: 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: 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
- Kashmir Place
- Goliad Road, and
- SE Military Drive

Strategy 2.2: Develop trail connections to the Greenline, 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: 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: 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: 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: 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: The Planning Department should seek funding for, and work with TCI, TxDOT and other partners on a Corridor Plan for S.E. Military Drive.

Strategy 3.3: 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.

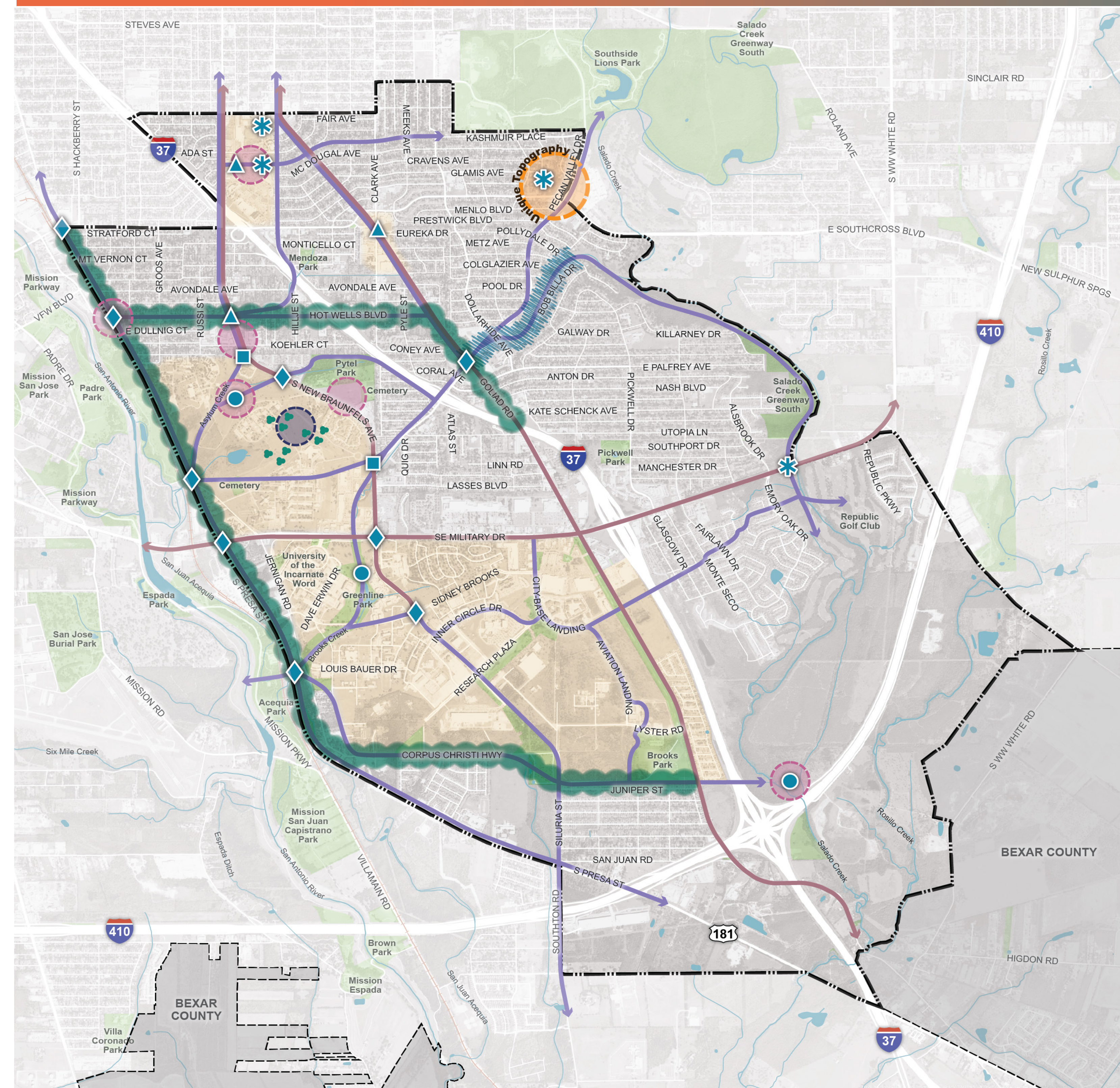
Strategy 4.1: As large parcels develop or redevelop, ensure future freight and delivery vehicle access needs are accounted for in site planning and road design, allowing freight and delivery vehicles to travel, turn, and park in appropriate areas.

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: While all transit service requires adequate pedestrian and bike connections, first/last mile improvements should be prioritized on VIA Primo and Rapid Transit Corridors. 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.

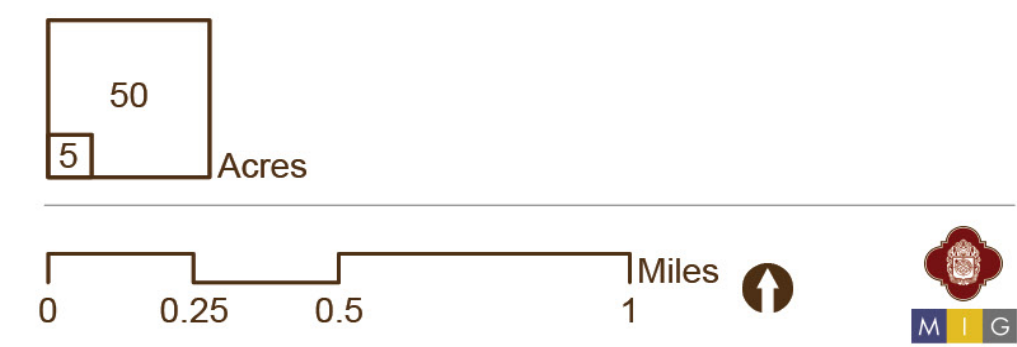
Strategy 5.2: When VIA Rapid Transit Corridor Stations are designated, the Planning Department should complete studies determining the application of TOD zoning, and future developments in these station areas will require consistency with the VIA Urban Design Guidelines for Transit Station Areas, including:

- 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.



AMENITIES AND INFRASTRUCTURE FRAMEWORK

- 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
 - Healing 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.



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.
- 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.

introduction

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 and 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 regional center. 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.

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 and 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.



recommendations

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 are of a quality that walking and biking are a viable and attractive option. 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.

- Add or enhance pedestrian crossings along major thoroughfares throughout the Brooks Area
 - Prioritize crossings of S Presa Street, S New Braunfels, Interstate 37, Goliad Road, Hot Wells Boulevard, SE Military Drive, and Juniper Street.
 - Prioritize crossings in close proximity to schools, libraries, parks and trails.
- Use traffic calming design and techniques, such as narrowing lanes and adding roundabouts, to slow vehicular traffic in areas with high volumes of pedestrians, including:
 - Neighborhood nodes and main streets;
 - School zones; and
 - Near parks and open spaces.
- 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.

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.

- Enhance existing parks with updated and new amenities, features.
 - Ensure all existing and new parks meet ADA standards for accessible and universal design.
 - Provide additional active and passive park features including as benches and water fountains, sports fields, and off-leash areas for dogs in existing parks.
 - Add or enhance multigenerational programming in parks.
 - Provide additional shaded picnic areas and play areas in existing parks.

- Pursue opportunities to expand parks, open spaces and trails throughout the Regional Center, with a focus on under-served areas.
 - Develop strategies and incentives to ensure private developers provide publicly-accessible open spaces.
 - 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.
 - Direct resources to expand parks and open spaces in under-served areas of the Regional Center, prioritizing areas North of SE Military Drive and East of I-37.
 - Pursue opportunities to expand Pickwell Park.
- Explore opportunities for recreational amenities within the public rights-of-way.
 - Develop multi-use paths within the public right-of-way where feasible.
 - Link bicycle and pedestrian paths to existing parks and recreational amenities where ever possible.
 - Provide amenities, such as play features, outdoor exercise equipment, and benches, along trails and paths.
 - Include landscaping, recreational amenities and other features in streetscape design and construction.
- 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 bonusing for entitlements in return for community benefits such as the provision of publicly available open spaces.

Recommendation #3: Maintain and enhance the tree canopy and other shade elements in existing and new development. Integrate separated sidewalks and street trees in all new thoroughfare designs.

Many areas of the Brooks Area Regional Center have a well-established tree canopy that provide 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 Regional Center 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. Integrate separated sidewalks and street trees in all new thoroughfares.

- Update street design standards to improve pedestrian environment requirements along major thoroughfares.
- Fund street trees and landscaping for new streetscapes.

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.

- Identify locations for community gardens and work with community-based organizations including neighborhood associations and environmental non-profits to establish a volunteer program to manage them.
- Explore the creation of a community food cooperative.
 - Survey the community to gauge interest in contributing to, volunteering for, and/or 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 Area cooperative.
- **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 in the Brooks Area.
 - Identify and secure a temporary location for a Brooks Area farmers' market.
 - Develop a plaza space that is designed to host the Brooks Area farmers market.

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.

- 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.
- Design and program new and enhanced open spaces to allow for flexible use.
 - Bring additional recreation programs and community events (e.g., farmers' market, live music, movies) to parks, plazas and streets.
 - Consider infrastructure and functional needs (electricity, water, storage) of active open spaces in their design or improvements to support multiple uses.



future land use

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 connecting 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 is 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.



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 when 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 ICRIP and CCHIP programs help to encourage desired development types in parts of the City where it might not otherwise occur. Both programs are being 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 may 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.

recommendations

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

Strategy 1.1: The Planning Department should 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: The Planning Department should 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: The City should 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: The Planning Department should 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.

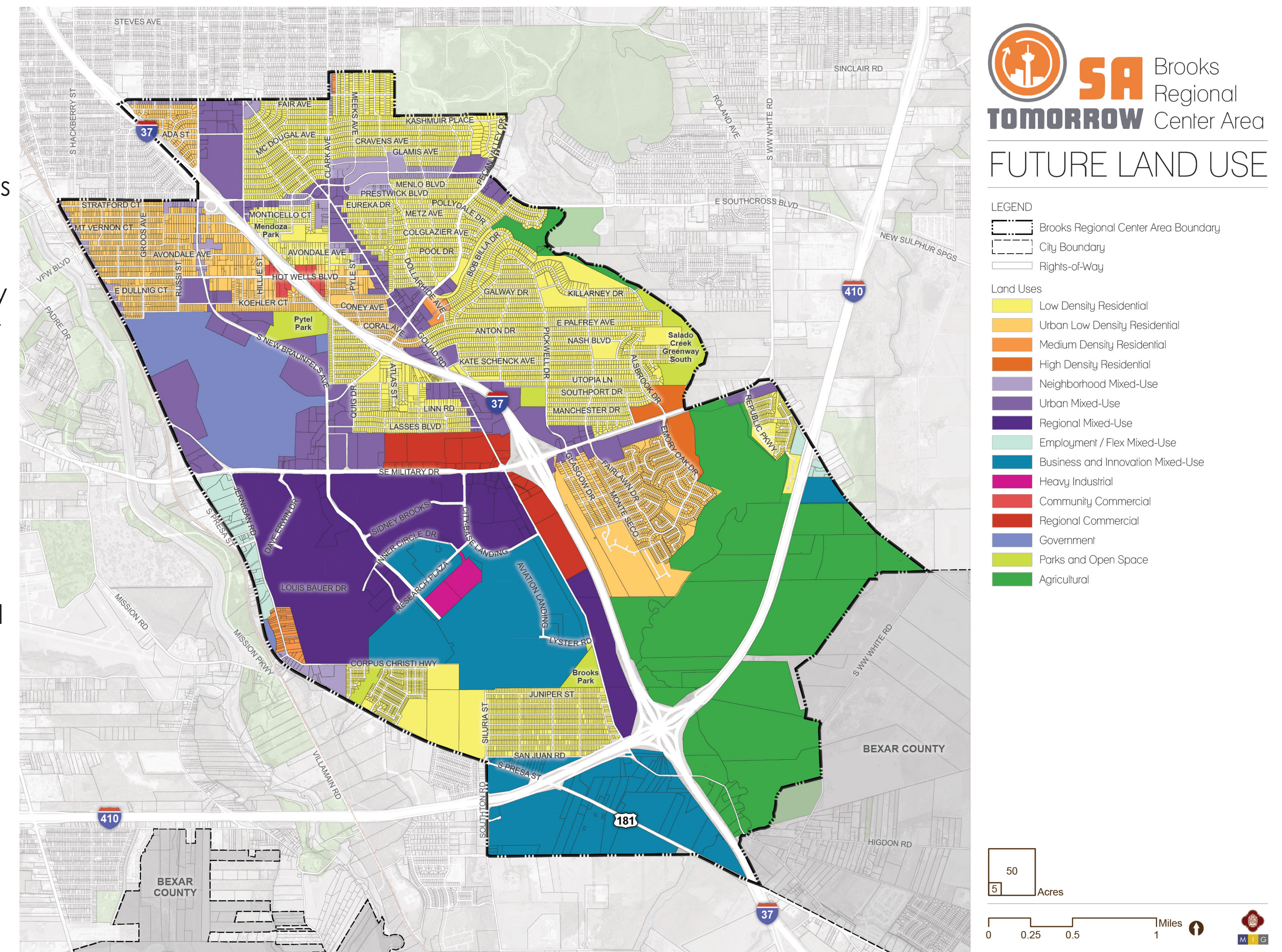
Strategy 3.2: The Planning Department should revise the Transit-Oriented Development (TOD) Special District in accordance with the recommendations made in Chapter 4 of the SA Corridors Transit-Supportive Land Use Framework to incentivize use of the district in support of denser, compact walkable areas around VIA transit stations.

Strategy 3.3: 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: Updates to ICRIP 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.

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: The Planning Department should 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.



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.

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 SNAPSHOT

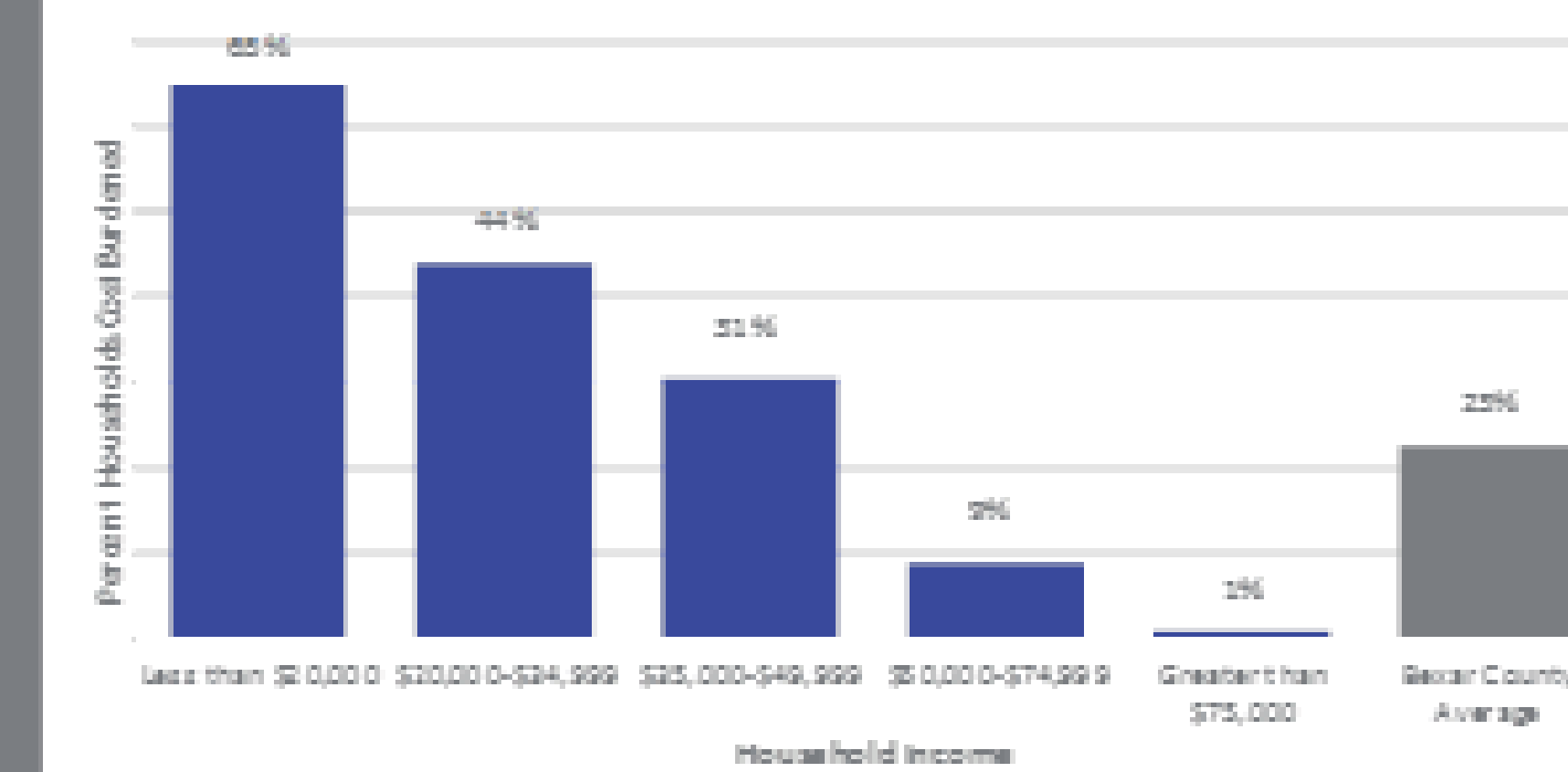
Total Population | 40,951

Total Households | 14,162

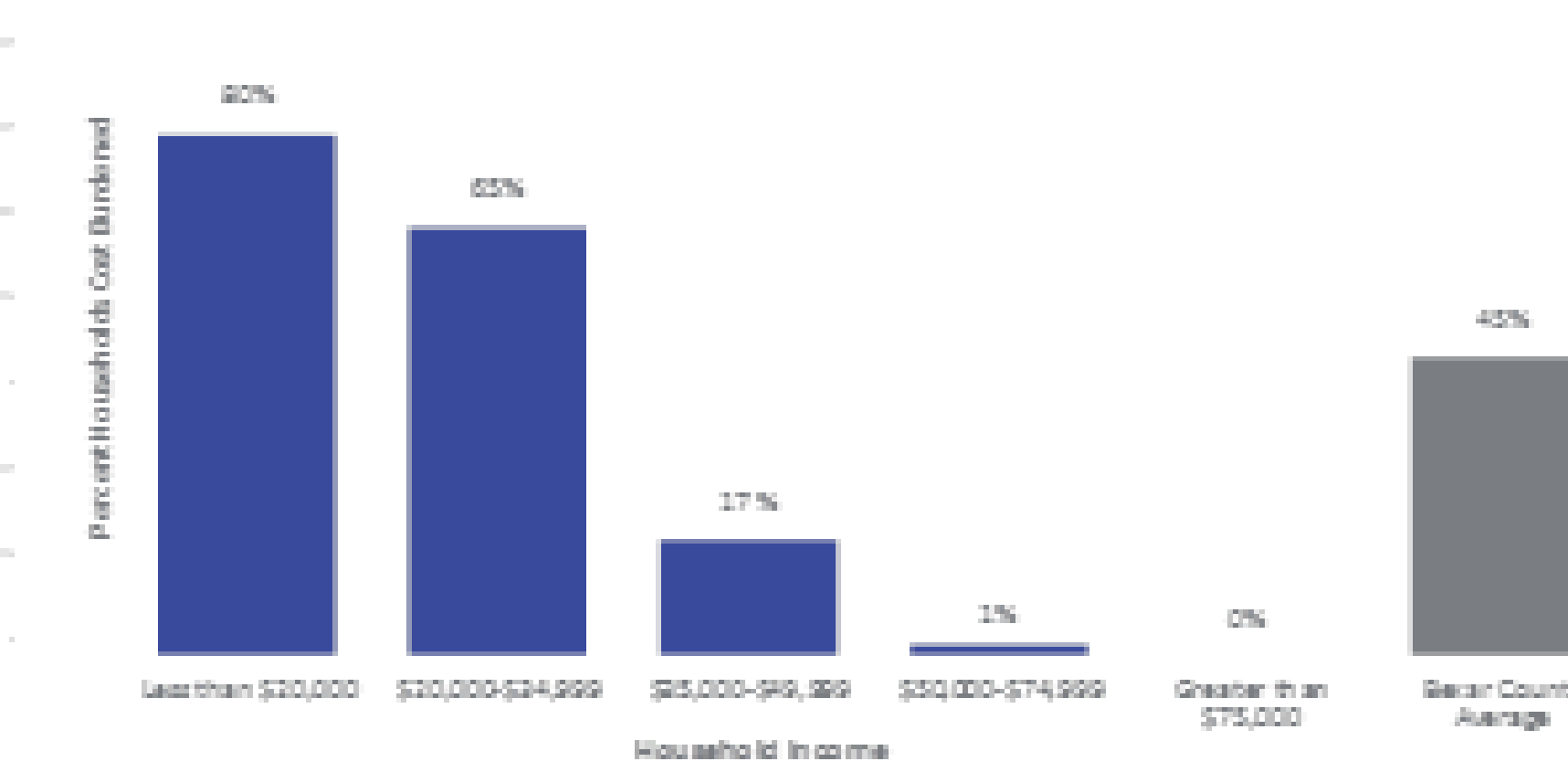
Annual Household Growth, 2010-2016 | 1.0% (COSA | 1.0%)

Average Household Size | 2.83 persons (COSA | 2.73)

One-Person Households | 26% (COSA | 28%)



Owner-Occupied Households % Cost Burdened by Income



Renter-Occupied Households % Cost Burdened by Income



An example of new apartment buildings at Brooks



Older housing stock in an established neighborhood



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 have 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.



recommendations

Housing Recommendation #1: Increase the diversity of housing options within the Brooks Area Regional Center in order to support and attract residents at all income levels.

Housing in the Brooks Area Regional Center is predominately older, lower-density single-family homes and new garden-style apartments. Addressing this challenge will involve recognizing the variety of housing types (for example, townhomes, condos, more urban apartments, compact single-family homes) that could be supported and would improve housing options and walkability in the area.

- Focus high-density housing development within in walkable, mixed-use environments. Focus Areas and Mixed-Use Corridors have been identified as the most appropriate areas in the Regional Center for this type of development.
- Allow for 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).
- Partner with local industry groups, such as American Institute of Architects (AIA), and other Brooks Area Regional Center stakeholders to create a neighborhood infill, middle-density housing development toolkit. The toolkit would provide guidance to developers, property owners and residents on what types and character of housing fit in the Brooks Area, sample housing designs that are allowed by zoning in neighborhoods, and resources to support small scale housing builders navigating the approval process.

Housing Recommendation # 2: Encourage homeownership and ensure a balance of owner-occupied housing options.

Achieving 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, as well as incentives to stimulate the development of medium- and high-density for-sale units such as townhomes and condominiums.

- Proactively market existing homeowner assistance programs, such as the minor repairs program and home buyer down payment assistance program, to residents through the City's neighborhood associations to raise awareness of these programs.
- Identify mechanisms and tools the City can implement to reduce impact of significant increases in property values on homeowners by mitigating changes in property tax increases and other associated impacts of escalating property values for lower-income homeowners or owners on fixed incomes.
- Identify incentives and programs (e.g. expansion of the Inner City Reinvestment and Infill Policy or similar fee waiver incentives) that the City and Brooks can provide to encourage the development of for-sale medium and high-density units and high density for-rent products in Focus Areas and Mixed-use Corridors.

Housing Recommendation #3 - Strive to have at least 25 percent of housing units affordable to households earning less than 80 percent of AMI.

The cost of new development and demand for housing in the Brooks area make rents and prices for new (and even existing) homes harder for lower-income residents to afford. Addressing this challenge will involve finding strategies and pursuing resources to address this affordability gap and ensure housing opportunity for all household types and incomes.

- Target creation of affordable housing units within the Brooks development through partnership with the Brooks Development Authority to attract mixed-income residential 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 Affordable Housing Bond.
- Develop a set of incentives to encourage development of affordable housing units in Regional Centers through the use the existing ICRIP (Inner City Reinvestment and Infill Policy) financial incentives, and through regulatory incentives such as density and height bonuses and parking reductions.
- 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.
- Proactively identify development sites to purchase for future affordable housing development that are 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.
- Develop a program to incentivize the preservation of existing affordable housing projects that are near the end of their required affordability term.



introduction

The Brooks Area Regional Center had 13,400 jobs in 2016, anchored by health care, retail, and education. Nearly 36% 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.

The Brooks Development Authority has been very successful at attracting new employers to Brooks, which is increasing the diversity of employment opportunities and job types. New companies attracted to the area include Mission Solar, a solar panel manufacturing company, and Nissei, a plastics manufacturing company.

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.

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.

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) 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.

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.

Increase the appeal to live and work in Brooks: 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. Continuing to strategically use incentives and tools available is needed to generate sufficient demand to support speculative development for targeted uses and employers.

target/opportunity industries

The target industries and economic opportunities for the 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 is a target industry for the City of San Antonio. The Brooks campus is an attractive location for attracting additional manufacturers. The recent success attracting Mission Solar and Nissei can help drive demand for additional manufacturers and the development of additional industrial space.

Green Energy Hub: 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 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.

The Brooks Area would also benefit from an increased effort to organize and promote innovation and entrepreneurship activities in the area. More formal events (e.g., monthly chamber/business community events) and informal programmed social activities or amenities (e.g., trails, plazas, restaurants) could help bring together entrepreneurs, business owners, workers and residents more often and increase the opportunity for collaboration.



DPT is both a research center and manufacturing plant



The San Antonio Missions attract locals and tourists

recommendations

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

Creating vibrant, mixed-use areas with 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. Amenities that help increase activity and interaction between workers and residents will add to the vibrancy, as will an increased diversity of retail and entertainment options.

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 as well as fostering a more robust and successful network of small businesses and services in the area. Investing in office space will be critical to diversifying the area’s job base and attracting a greater diversity of employers. There are opportunities for small businesses and neighborhood-serving commercial centers on Goliad Road, at McCreless Market, and along Southcross Boulevard.

Recommendation #3: Create an environment that fosters innovation by leveraging the health, science, and education networks present in Brooks

The Brooks Area Regional Center has attracted strong health, education, and science related anchors. Leveraging these assets through with 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.

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, autocentric commercial corridor with strong potential for 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 project #1 - san antonio state hospital at s. presa street

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

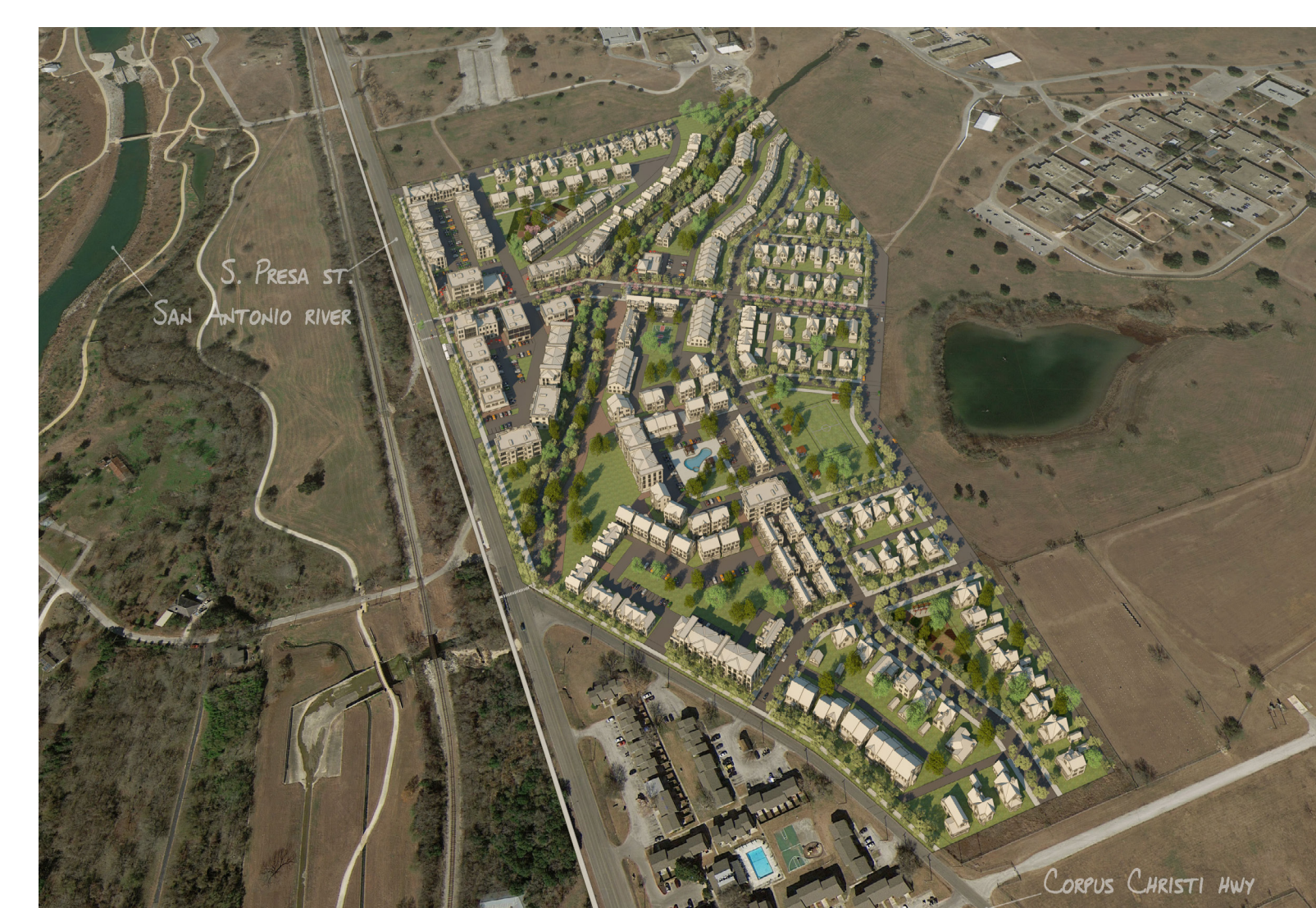
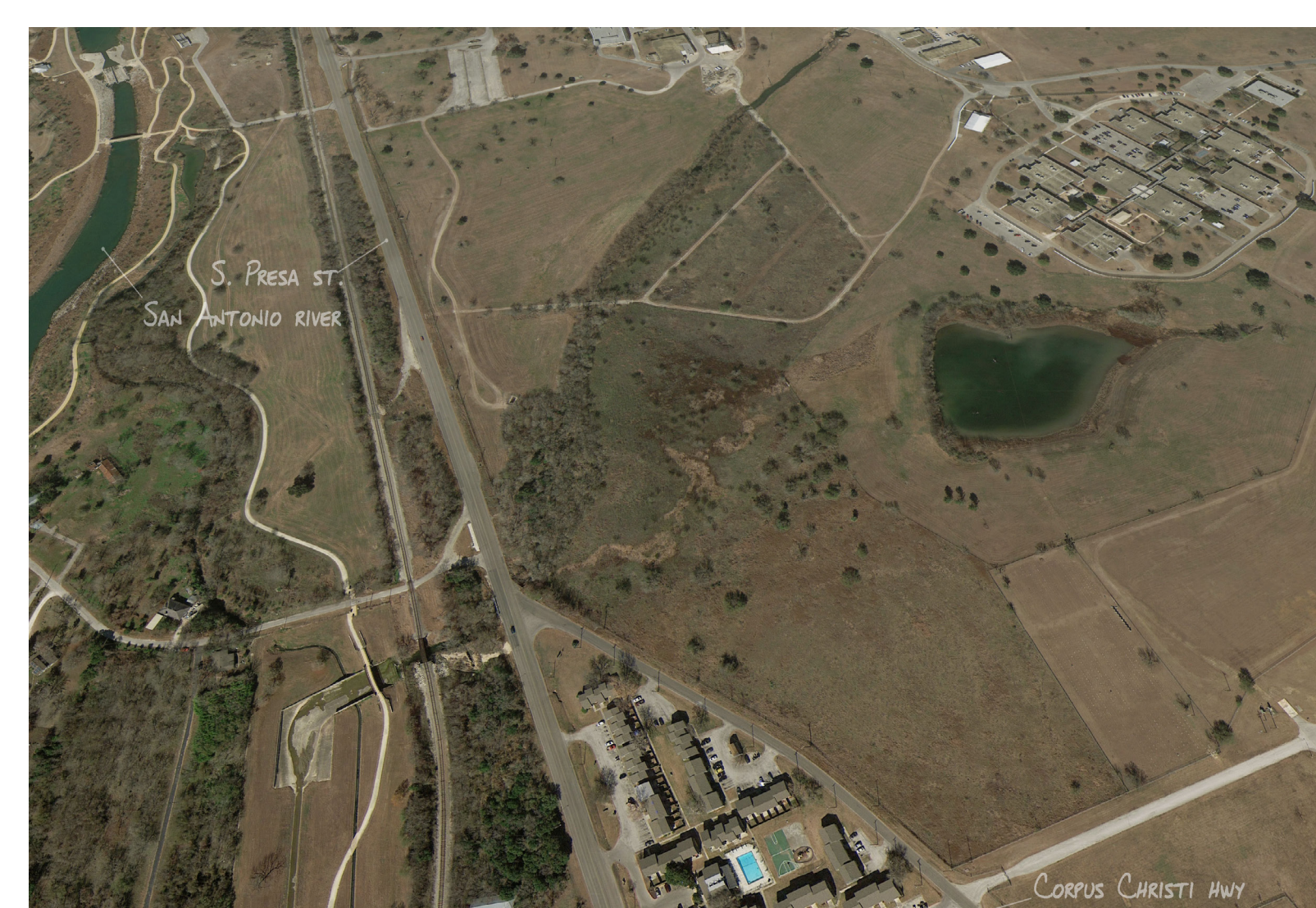
The 55 acres available for redevelopment does not have any existing structures. It is covered in thick vegetation which is bisected by State Hospital (Asylum) Creek which then flows into the San Antonio River.

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.

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.

CURRENT

LOOKING FORWARD



catalytic project #2 - 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.

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 feel unsafe and uncomfortable as the sidewalk is narrow and unprotected, and the area is lacking in shade and active ground floor uses.

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.

CURRENT



LOOKING FORWARD



recommendations

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

- Collaborate with the State Hospital, potential buyers and developers to facilitate the sale and development of surplus parcels.
- 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;
 - Engage with local partners such as the San Antonio River Authority (SARA) and other City departments to 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.
- Implement relevant recommendations and strategies in the Focus Area and Mobility plan elements to support the transformation of surplus State Hospital land.

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

- Engage with City, community, property owners, and business partners to 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.
- 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.
- 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;

what are 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 participated in Neighborhood or Community Plans that reflect local values and priorities. These plans, adopted by the City between 1988 and 2013, have guided local investments and improvements for many years and have helped strengthen the relationships among neighborhoods, 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 planning throughout the City. Although many neighborhoods in the City lack an existing Neighborhood Plan, or a registered Neighborhood Association, or both, the Sub-Area Plans are intended to increase equity citywide by ensuring that all of San Antonio's neighborhoods have input on future land use and a base level of policy guidance.

The Neighborhood Profile and Priorities section for each neighborhood in a Sub-Area Plan identifies unique local issues and priorities, drawing from both the existing neighborhood or community plans (if they exist), and from current neighborhood engagement. In this way, each Sub-Area Plan integrates 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 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 summary

Neighborhood Strengths and Character

Prior to the 1940's, Highland Forest was part of a large ranch. The neighborhood was officially named in the 40's but was not become fully developed until the 1960's. The houses located in the neighborhood are of various styles and time periods with some dating back to the 1920's. Most of the homes were built after the 1980's.

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

Neighborhood Opportunities and Challenges

Opportunities

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

Challenges

- 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.
- 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.
- 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

Home Rehabilitation

- Rehabilitate the appearance of structural damage to deteriorated houses and other 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 is 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.

Low Impact Development

- Improve drainage, water quality, and street appeal by installing low impact development (LID) improvements on neighborhood streets.

Tree Canopy

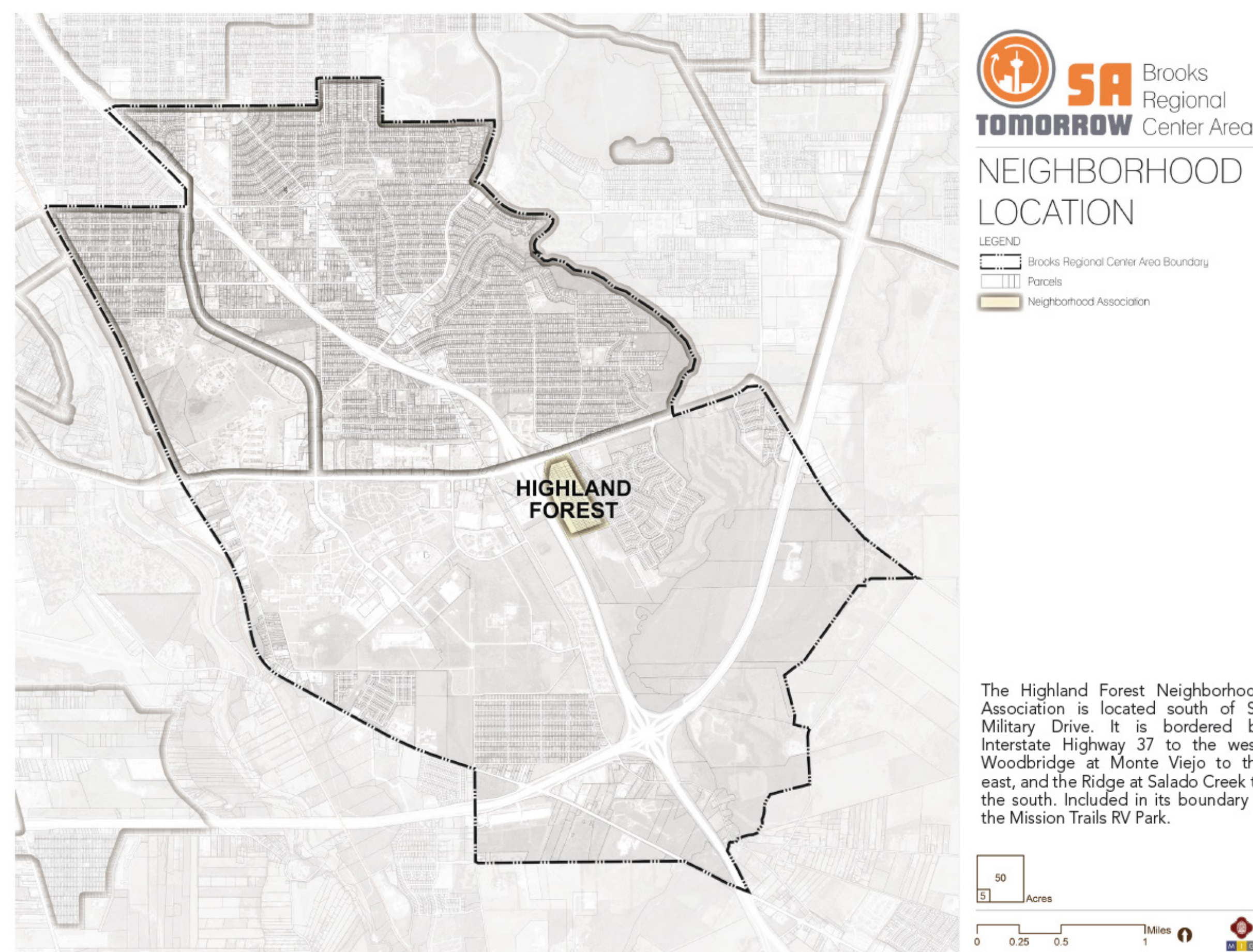
- Neighborhood groups should work with City and nonprofit partners to develop a tree plan for the area that conducts a tree inventory, and identifies achievable strategies to improve the health of existing trees, expand the tree canopy, and improve the urban forest. Focus on planting trees in areas where inventory findings suggest they are most needed.

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.

View the complete Highland Forest
Neighborhood Profiles and Priorities document

on brooks.sacomplan.com





highland hills summary

Neighborhood Strengths and Character Strengths

- Since the 1950's, McCreless Market has been a community hub that provides neighborhood services including access to healthy foods, restaurants, a library, and medical services.
- Proximity and access to potential large natural, recreational and historical 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.
- Existing housing stock that provides affordable housing options and, traditional neighborhood stability.

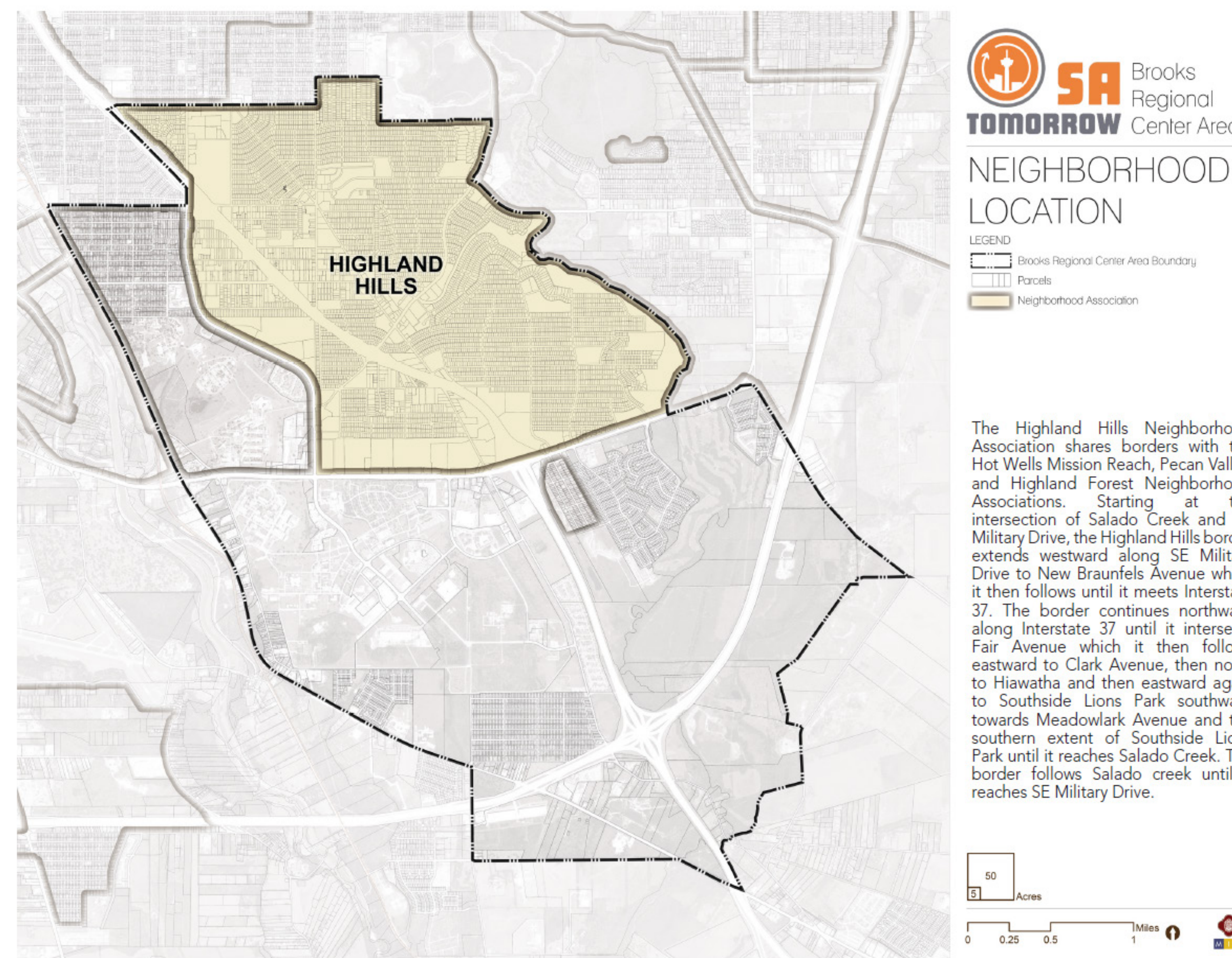
Neighborhood Opportunities and Challenges Opportunities

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

Challenges

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

View the complete Highland Hills Neighborhood Profiles and Priorities document on brooks.sacompplan.com



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.

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.

Neighborhood Priorities

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.

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.

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.

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.

Sidewalk and Curb Reconstruction

- Sidewalk and curb construction is 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.

Low Impact Development

- Improve street drainage, water quality, and street appeal by installing low impact 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.

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 summary

Neighborhood Strengths and Character

Strengths

- Hot Wells developed as a traditional single-family neighborhood with bungalow and ranch style homes. This housing stock is appealing to many household types.
- 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.
- Committed long-time residents care about their neighborhoods and the Southeast Side of San Antonio.

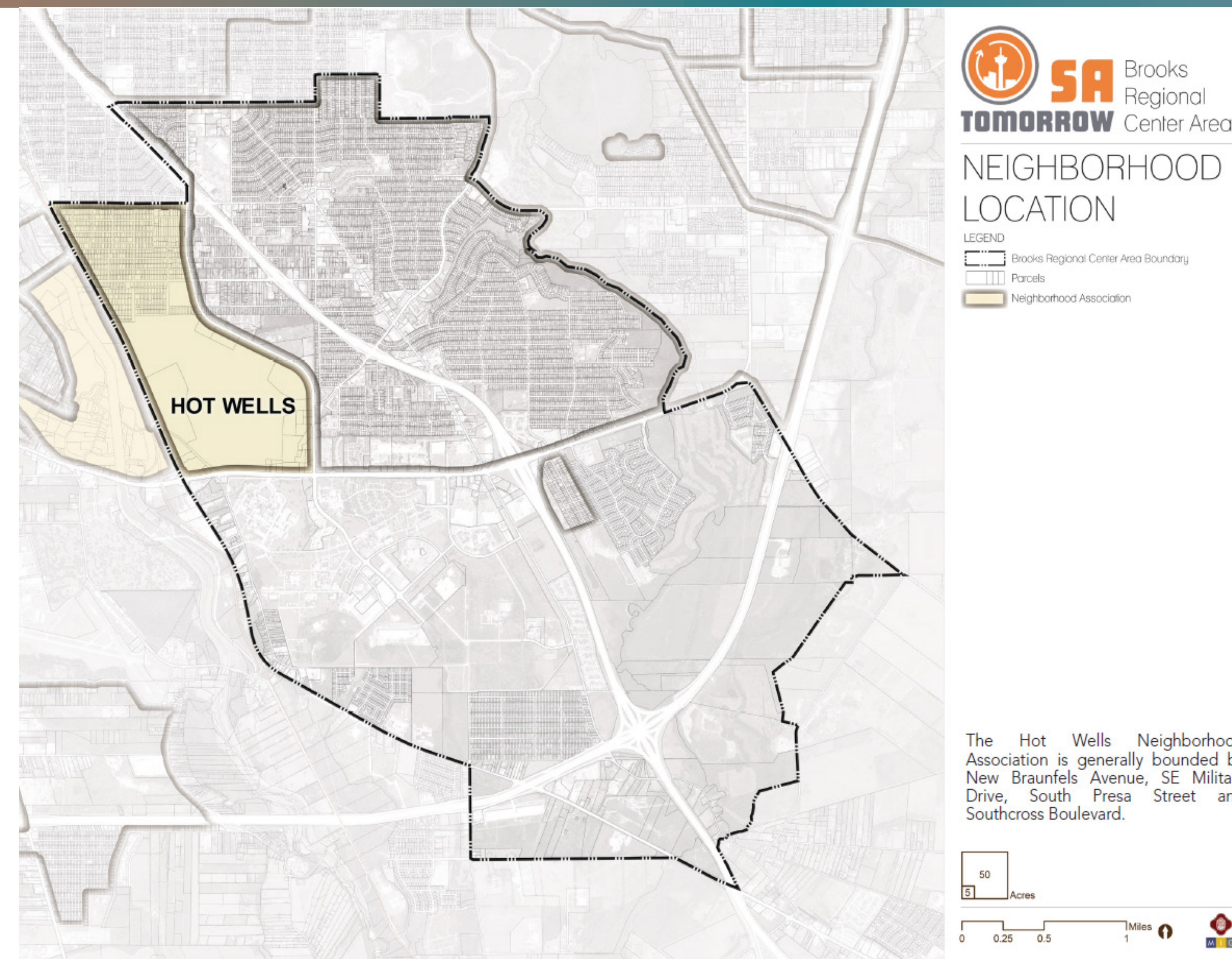
Neighborhood Opportunities and Challenges

Opportunities

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

Challenges

- Infrastructure (flooding/sidewalks/street maintenance), parking, safety, and general neighborhood upkeep are paramount concerns.
- Street, sidewalk, and storm drainage infrastructure need to be improved to alleviate neighborhood impacts and improve streetscape.
- 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.
- Neighborhood demographics are changing. The children and grandchildren of many original residents have moved out of the area, and a number of newer residents are renters who may not have long-term investment in the neighborhood. 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, or other issues.



View the complete Hot Wells Neighborhood Profiles and Priorities document on brooks.sacomplan.com

Key recommendations from Previous Planning Efforts

The South Central San Antonio Community Plan covers several neighborhood areas within the area bounded by Alamo Street, I-35, SW Military, and I-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.

The Neighborhood Development/Environment element focused on maintaining and building on the traditional neighborhood character of South Central San Antonio by 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 South 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 improving transit for area residents.

The Plan Implementation element outlines strategies to ensure the goals of the plan are realized. The action steps included the development of a community action group to work on achieving the goals outlined in the three core plan elements. The appendices include documentation, a resource directory, demographics, community history, and a list of planned improvements.

Neighborhood Priorities

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.

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.

Complete Neighborhoods

- Special attention should be given to making the neighborhood amenable to "aging in place" 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.

Home Rehabilitation

- Rehabilitate the appearance of and minor structural damage to deteriorated houses and other buildings. Expand and leverage programs to assist homeowners and business owners and continue consistent code enforcement

Sidewalk and Curb Reconstruction

- Sidewalk and curb construction is 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.

Low Impact Development

- Improve street drainage, water quality, street appeal by installing low impact development (LID) improvements on neighborhood streets (no curbs).

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 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.