

The background features a large, light-colored circular graphic. Inside the circle is a stylized map of the Brooks Area, showing the outlines of the Brooks Range and the Beaufort Sea. A large, white, curved arrow on the left side of the circle points upwards and to the right, suggesting a clockwise or forward direction. The overall design is clean and modern, with a focus on the regional context of the plan.

attas

Existing Conditions

BROOKS AREA REGIONAL CENTER PLAN



SA Tomorrow Project Overview

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

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

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

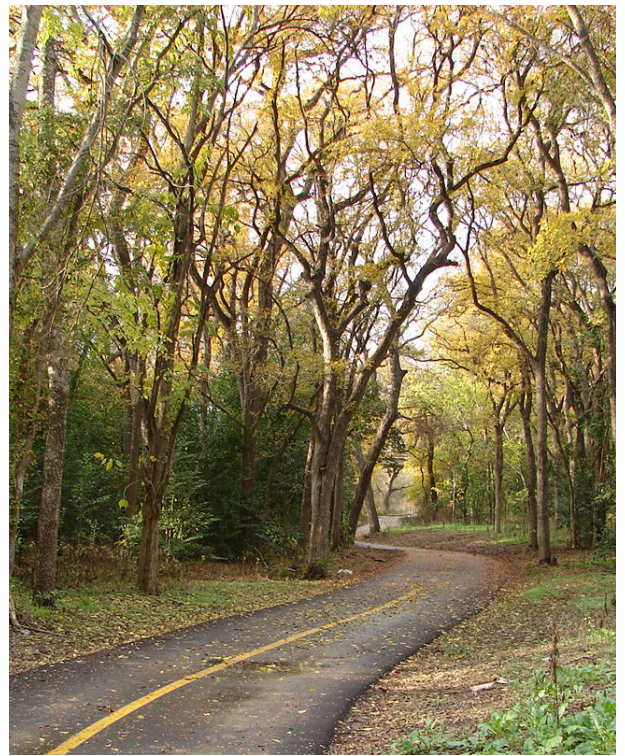


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City-Wide Vision and Plans

SA2020

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



VIA's Vision 2040

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



SA Tomorrow Comprehensive Plan

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

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

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



SA Tomorrow Sustainability Plan

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



SA Tomorrow Multi-Modal Transportation Plan

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

SA Tomorrow Sub-Area Planning

Comprehensive Planning Program

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

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

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

San Antonio Sub-Area Planning

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

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

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

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

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

SA Tomorrow SA Corridors

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

Three Types of Regional Centers

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



Activity Centers

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



Logistics/Services Centers

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



Special Purpose Centers

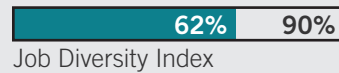
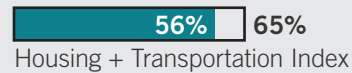
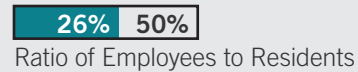
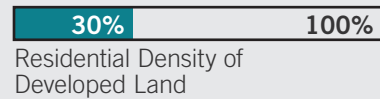
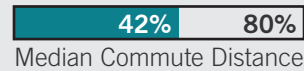
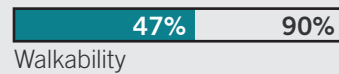
These areas have large employers, institutions and/or concentrations of similar types of employment. These centers typically require a barrier or buffer to separate their specialized activities from surrounding areas. They mostly contain primary employers and supportive services and amenities.

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

Regional Center Area Profile

BROOKS REGIONAL CENTER PROFILE

Existing & Aspirational Scores



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

Population (2015 estimate): 20,149

Households (2015 estimate): 6,885

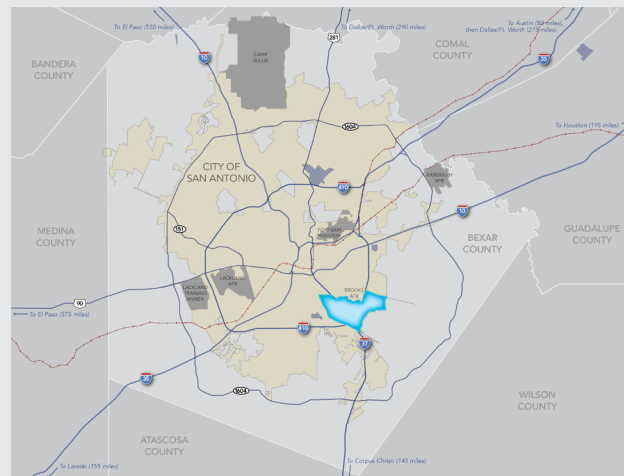
Single-family to Multifamily Housing Units Ratio: 1.91

Employment (2013 estimate): 7,200

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

Acres: 7,540

Developed Acres: 4,800

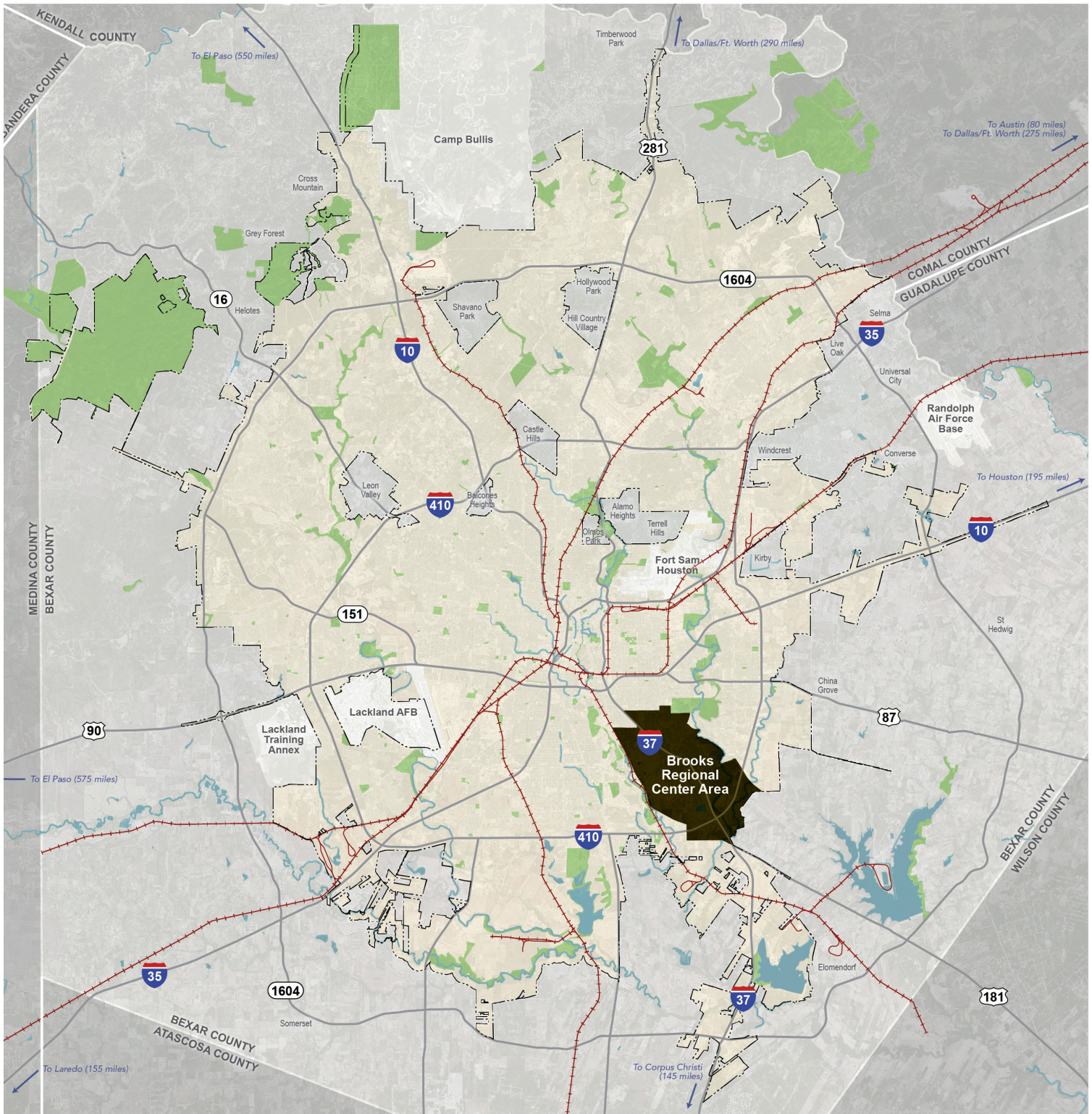


Anchored by the redeveloping Brooks City Base, this area is one of San Antonio's emerging activity centers and a major catalyst for growth on the south side of the city. As the focus of redevelopment in the area, the 1,200 acre mixed-use Brooks City Base has attracted 3,000 jobs, comprising over 40%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

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



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



SA Brooks Regional Center Area
TOMORROW

PLAN LOCATION

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



History of the Brooks Regional Center Area

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

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

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

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

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



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

Brooks Infrastructure and Institutions

Major Landmarks and Infrastructure

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

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

Several waterways and natural features also serve as area landmarks.

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

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

Neighborhoods and Institutions

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



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

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

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

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






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

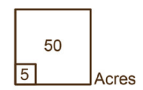
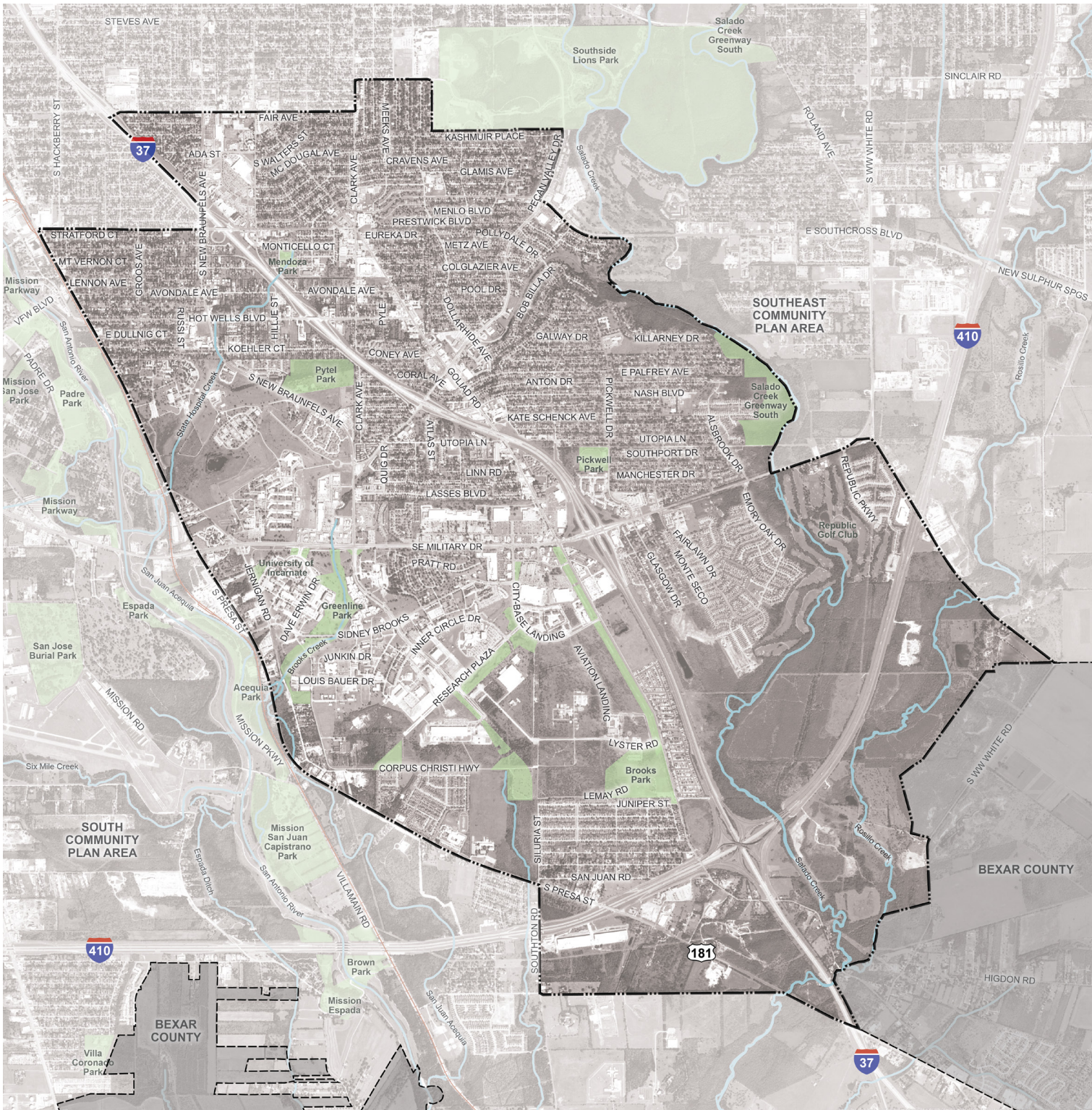


With the growth of San Antonio after World War II Berg's Mill lost its character, and by the 1960s it was no longer shown on maps.

STUDY AREA

LEGEND

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



Demographics and Economic Profile

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

Overall, the Brooks Area Regional Center:

- Has a demographic composition that closely matches city-wide averages for rate of population growth, average household size, housing tenure and age of residents.
- Has a higher concentration of residents of Hispanic origin, lower than average educational attainment and lower household incomes.
- Experienced recent housing growth spurred by the redevelopment of the former Air Force Base at Brooks, which is helping to support and revitalize the existing neighborhoods to north. Brooks has attracted multifamily housing development with over 1,400 new units built since 2010 as well as 530 single-family homes.
- Is recovering from the economic decline that followed the decommissioning and closure of Brooks Air Force Base. The attraction of the Mission Trail Baptist Hospital, retail development along SE Military Drive, educational institutions, and the Mission Solar manufacturing plant have created new opportunities.

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

Population

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

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

Age

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

Race and Ethnicity

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

Income

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

Education

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



Annual Population Growth | 2000-2016



Median Household Income

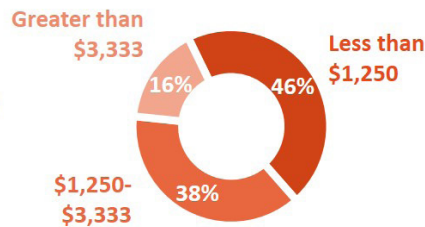
\$36,100

22% lower than City of San Antonio



Wage Distribution

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



Housing

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

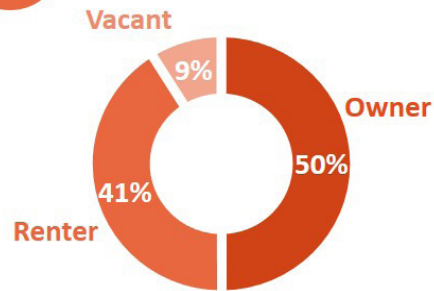
The average rental rate for an apartment unit is \$799 per month, or \$1.08 per square foot – less than the Countywide average of \$921 per month, or \$1.11 per square foot. For new apartments (built in 2010 or later) rents are higher, averaging \$990 per month, or \$1.17 per square foot. These are still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

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

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



Housing Tenure



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

Housing Targets

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

Employment

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

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

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

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

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

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

Commercial and Industrial Development

Office

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

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

Retail

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

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

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

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

Industrial

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

Hotel

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



Largest Employers

- Mission Trail Baptist**
- Mission Solar Energy**
- State of Texas**
- Area Retailers (Walmart, HEB, Sam’s Club, etc...)**



Largest Employment Sectors

Health Care, Retail Trade, Education, and Accommodation

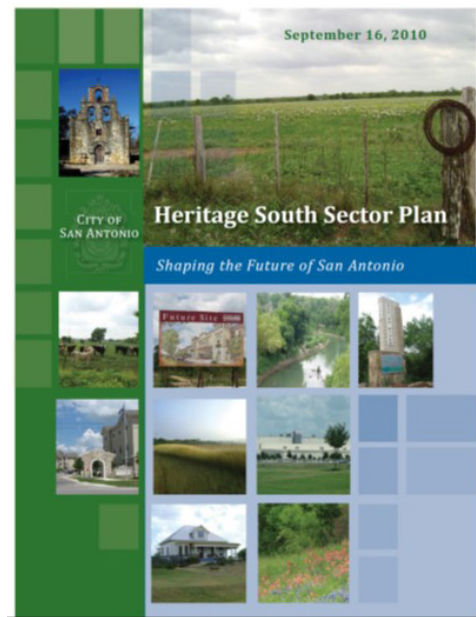


Previously Adopted Plans

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

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

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



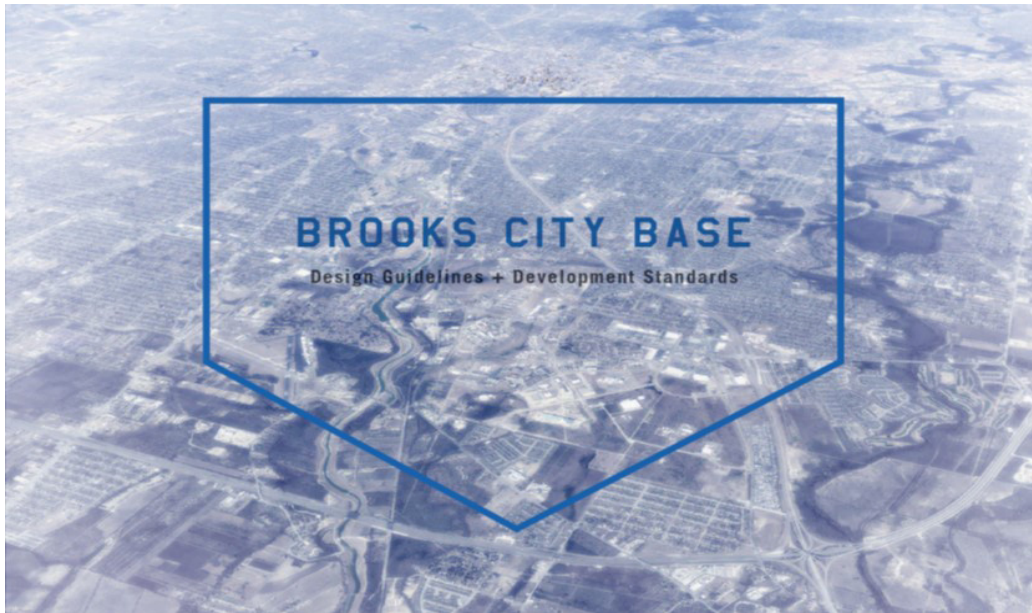
The plan vision statement references planting seeds of economic development; integrating the best of urban and rural life through planned development; ensuring safe neighborhoods and a premier educational system; and preserving and respecting the history, values and natural resources of the area.

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



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

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



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

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

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

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

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

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



Natural Systems

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

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











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

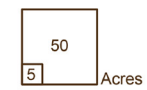
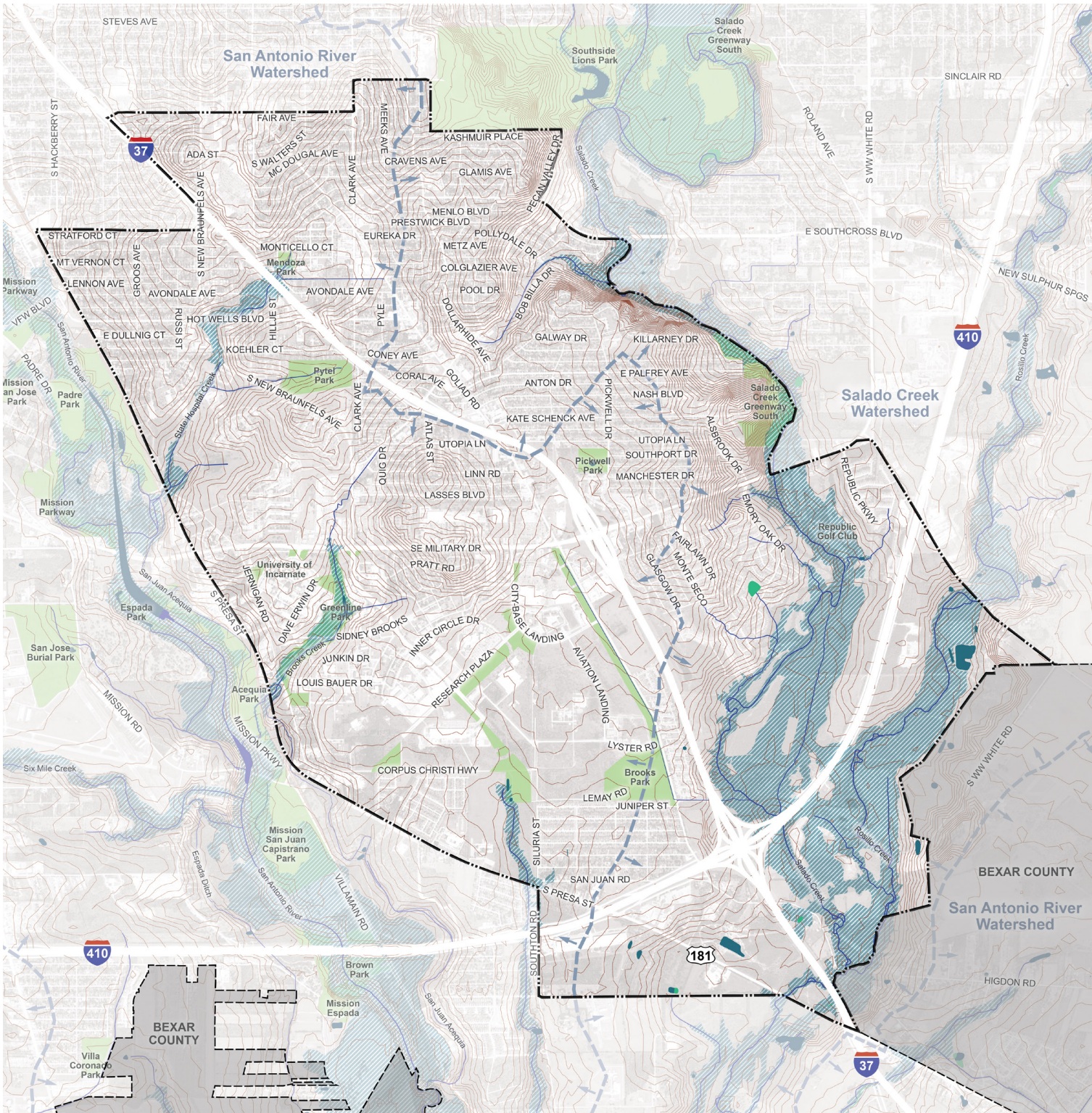
The Brooks Area has established neighborhoods and protected open spaces where large canopy trees and vegetation have been maturing for decades. This mature urban forest provides multiple benefits, including urban wildlife and bird habitat, shade protection from sun and excessive heat, improving mental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

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

NATURAL SYSTEMS

LEGEND

-  Brooks Regional Center Area Boundary
-  City Boundary
-  Rail Line
-  Park or Open Space
-  Watershed Boundary
-  5-foot Contour Lines
-  FEMA 100-year Floodplain
-  Riverline
-  Freshwater Wetland
-  Lake/Freshwater Pond

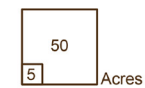
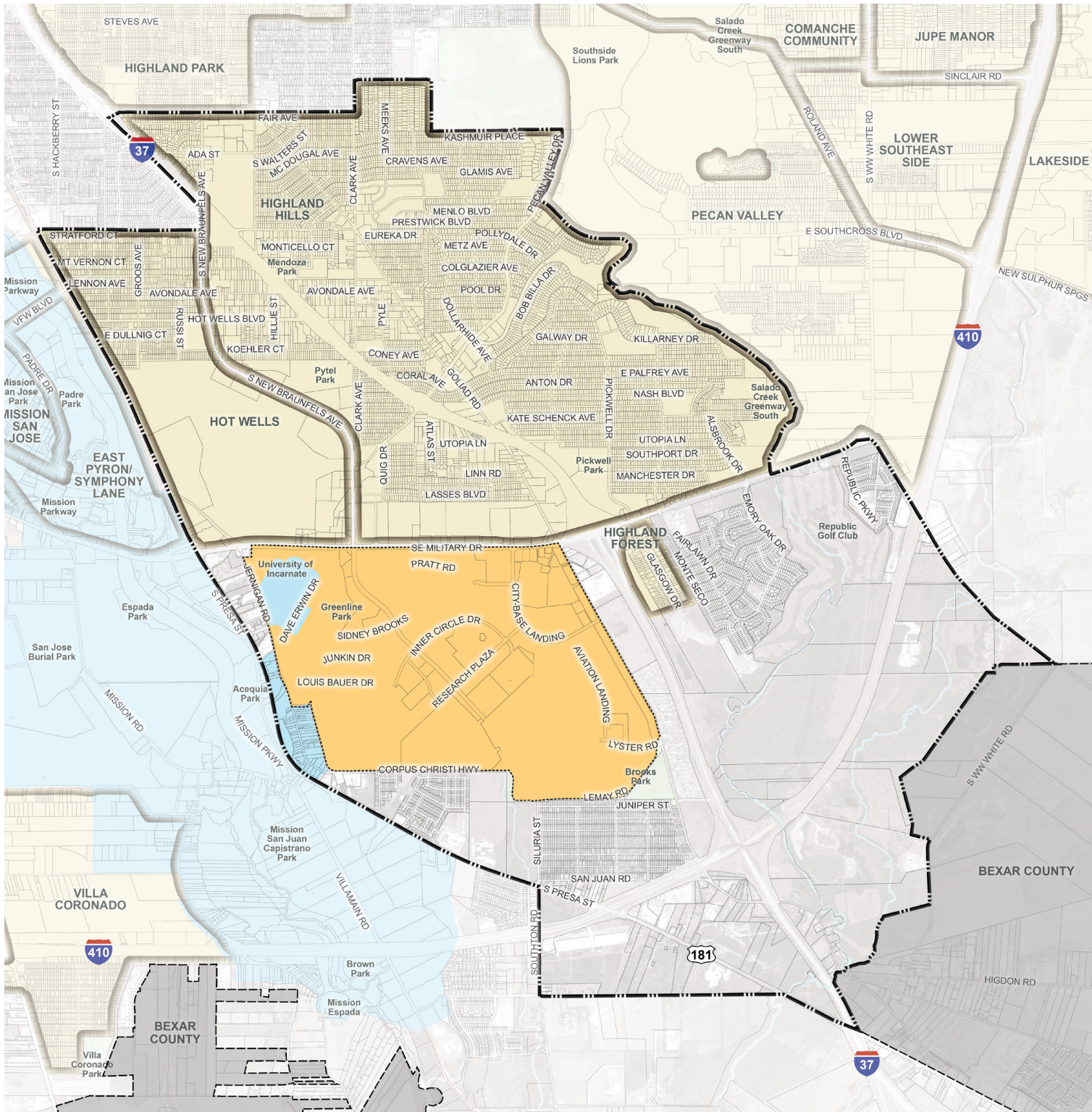




DISTRICTS

LEGEND

- Brooks Regional Center Area Boundary
- City Boundary
- Parcels
- Neighborhood Association
- Historic District
- Brooks City Base Boundary



Land Use

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

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

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

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

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





Land Use

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

Single Family Residential

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

Commercial

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

Institutional

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

Industrial

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

Vacant Land

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

Multi-family Residential








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

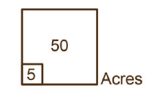
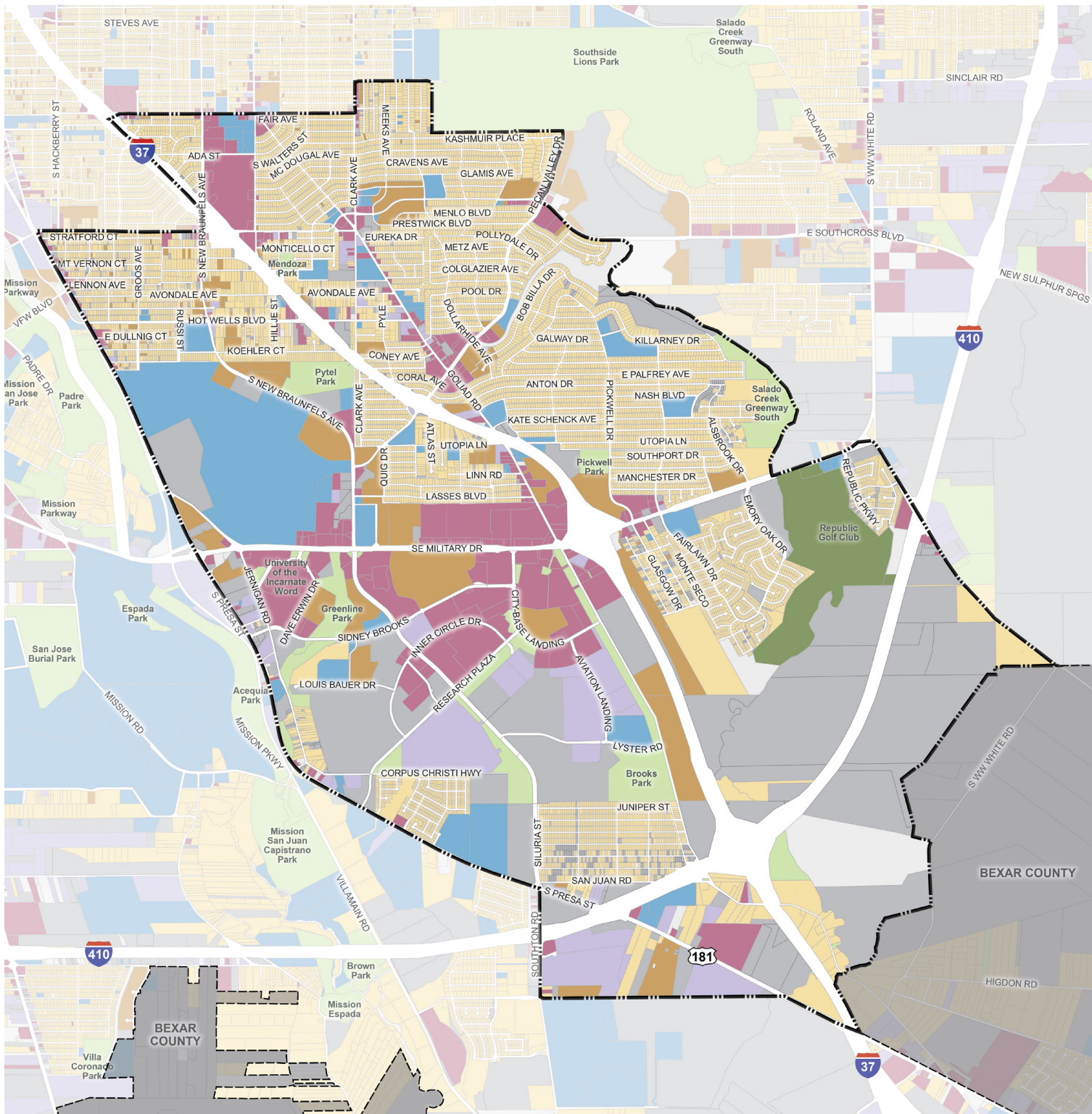
LAND USE

LEGEND

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

Land Uses

-  Single Family Residential
-  Multi Family Residential
-  Commercial
-  Industrial
-  Institutional and/or Total Tax Exempt
-  Open Space / Park
-  Private Open Space
-  Vacant
-  Other / Not Specified



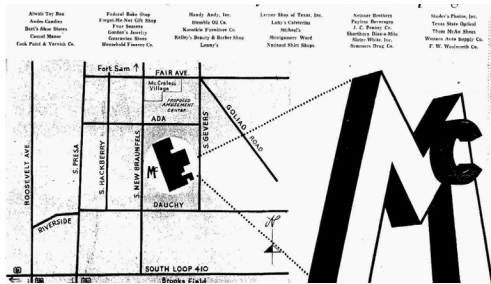
Open Spaces

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

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

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





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

Land Use Over Time

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



Brooks offers many options for new development and redevelopment. .

Land Availability

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



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

Land Use Transitions

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



Transportation and Mobility

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

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

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

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

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

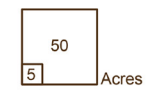
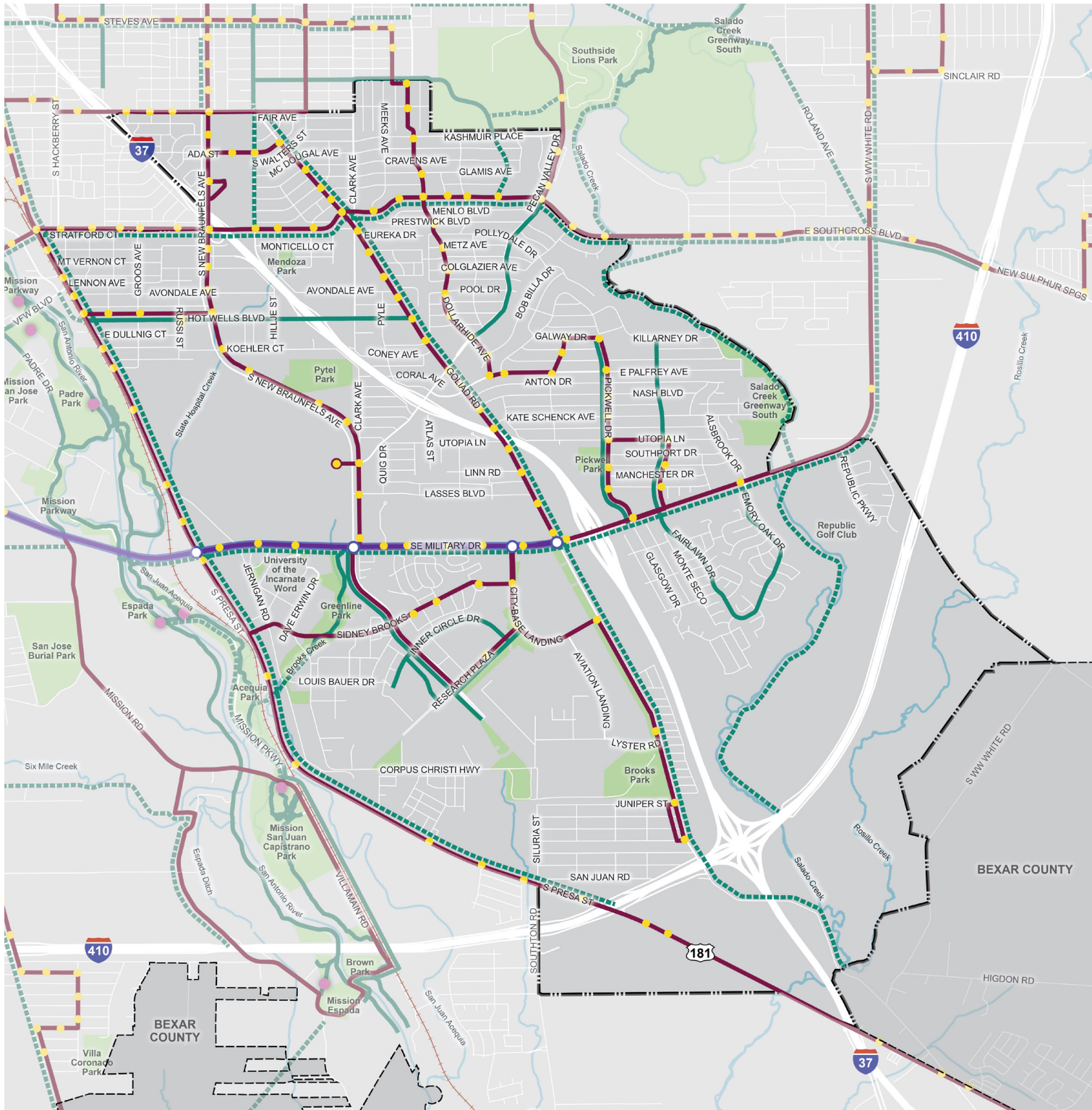
Many pedestrians and bus-riders can be seen in the area even though the current Brooks multi-modal network is not comfortable, reliable, safe or fast enough to be effective or convenient for many users. A proposed VIA Transit Station is scheduled to begin construction on Brooks City Base with the next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



TRANSPORTATION AND MOBILITY

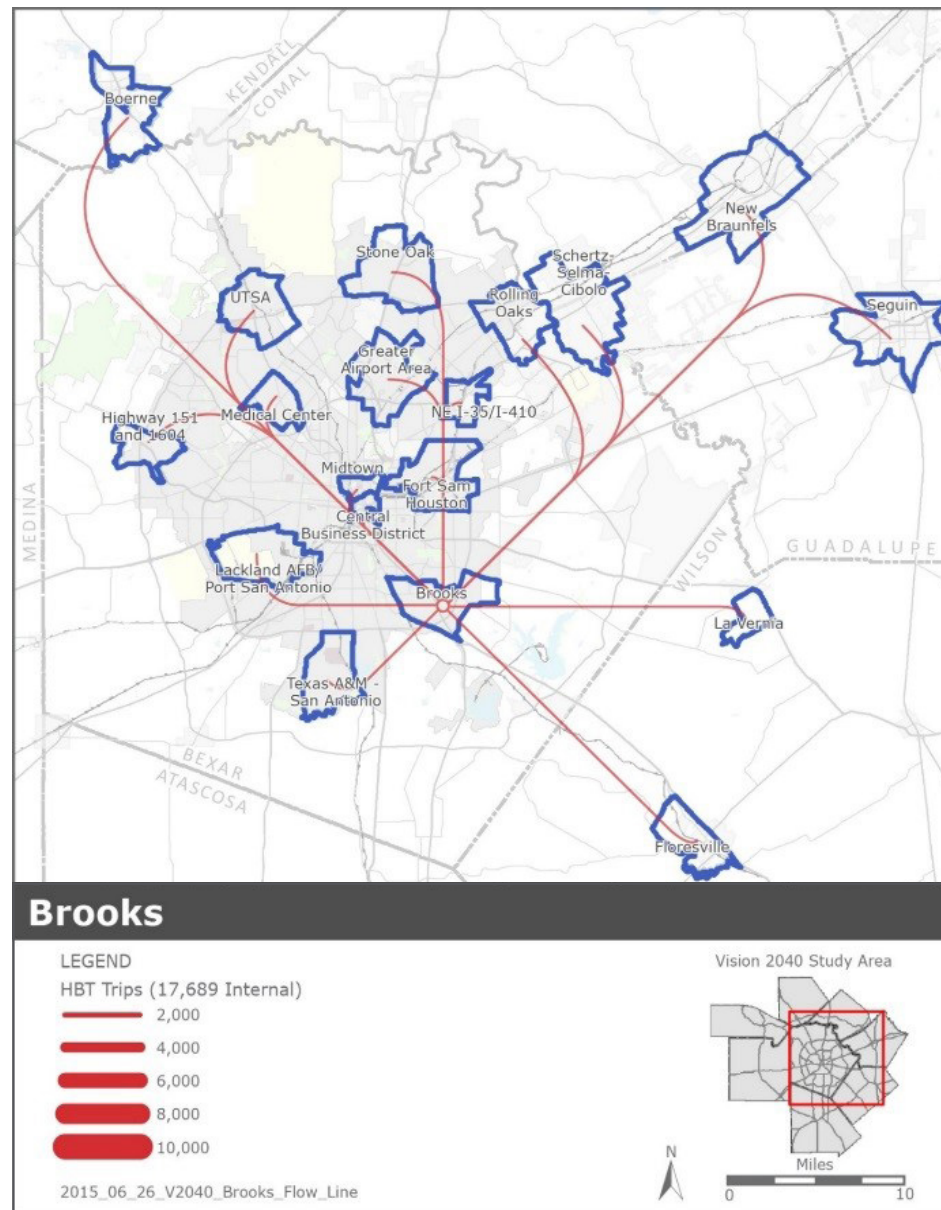
- LEGEND**
- Brooks Regional Center Area Boundary
 - City Boundary
 - Block
 - Rail Line
 - Park or Open Space
 - Stream
 - VIA Bus Route
 - VIA Bus Stop
 - Proposed LRCTP Route
 - Proposed LRCTP Stop
 - Existing Bicycle Trail, Lane or Route
 - Proposed Bicycle Trail, Lane or Route*
 - B-Cycle Location

* Acquired from the 2011 Bicycle Master Plan



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

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



Roadways

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

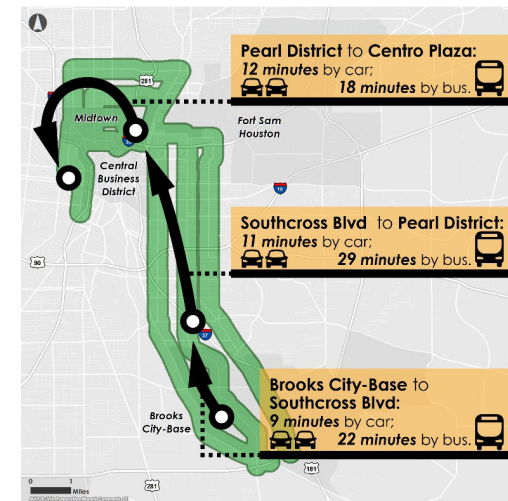
VIA Metropolitan Transit Vision 2040 Long Range Plan

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

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

Bicycle and Pedestrian Facilities

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



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

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



Amenities and Access

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

State Offices

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

Medical

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

Resilience

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

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

Amenities

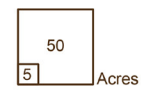
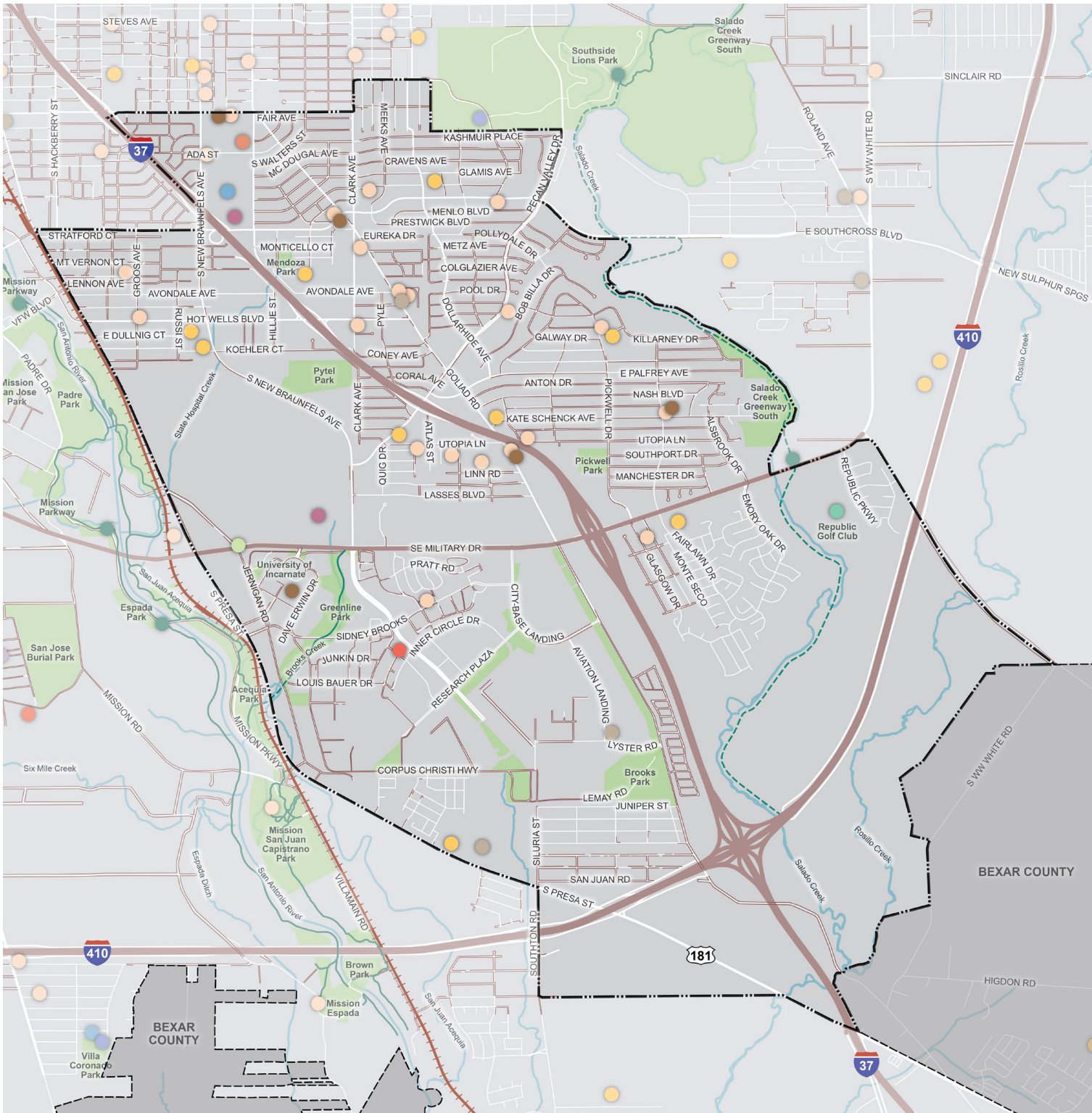
There are many places to worship in the area, but a shortage of public educational resources. The public schools are not well rated and therefore not seen as viable educational options for those that can afford to go elsewhere. There are several charter and private schools in the area. There is only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

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

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

AMENITIES AND ACCESS

- LEGEND**
- Brooks Regional Center Area Boundary
 - City Boundary
 - Block
 - Park or Open Space
 - Stream
 - Existing Greenway
 - Planned Greenway
 - Public School
 - Private School
 - Charter School
 - Place of Worship
 - Library
 - Museum
 - Community Center
 - Recreation Center
 - Community Garden
 - Trailhead
 - Golf Course
 - Movie Theater
 - Stadium
- Physical Barriers**
- Major Road
 - Rail Line
 - Non-existent Sidewalks





Public Investments











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

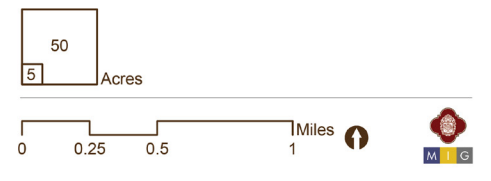
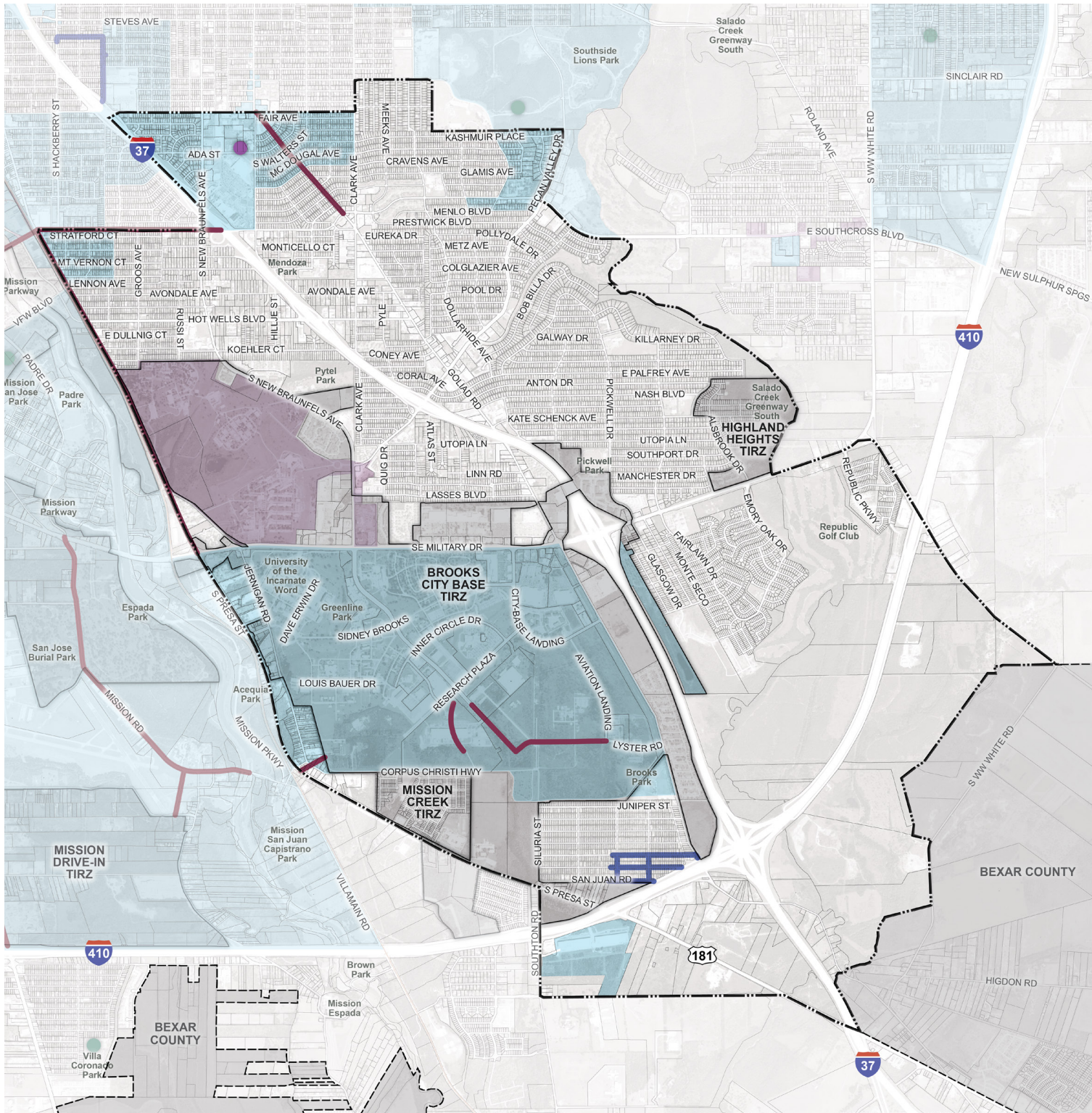
Some tools and projects are in place to support change in the area. The Brooks Regional Center includes the Brooks Tax Increment Reinvest Zone (TIRZ) which covers the former City Base and a small adjacent area. There is also an Inner-City Reinvestment Infill Plan (ICRIP) which covers the Brooks campus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

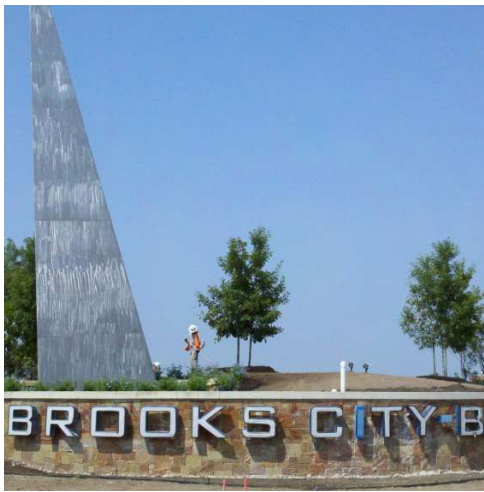
The intent of the policy is to coordinate and prioritize public incentives in these areas to stimulate and facilitate private investment. Such incentives include financial assistance, such as fee waivers and tax abatements for eligible projects, and staff support for assistance in navigating regulatory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

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

PUBLIC INVESTMENTS

- LEGEND**
-  Brooks Regional Center Area Boundary
 -  City Boundary
 -  Parcels
 -  City Initiated Tax Increment Reinvestment Zone (TIRZ)
 -  Neighborhood Improvement Bonds (2017)
 -  Inner City Reinvestment Infill Policy (ICRIP)
- Proposed 2017 Bond Program**
-  Park
 -  Library
 -  Street
 -  Drainage





Preliminary Opportunities

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

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









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

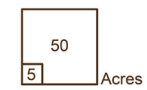
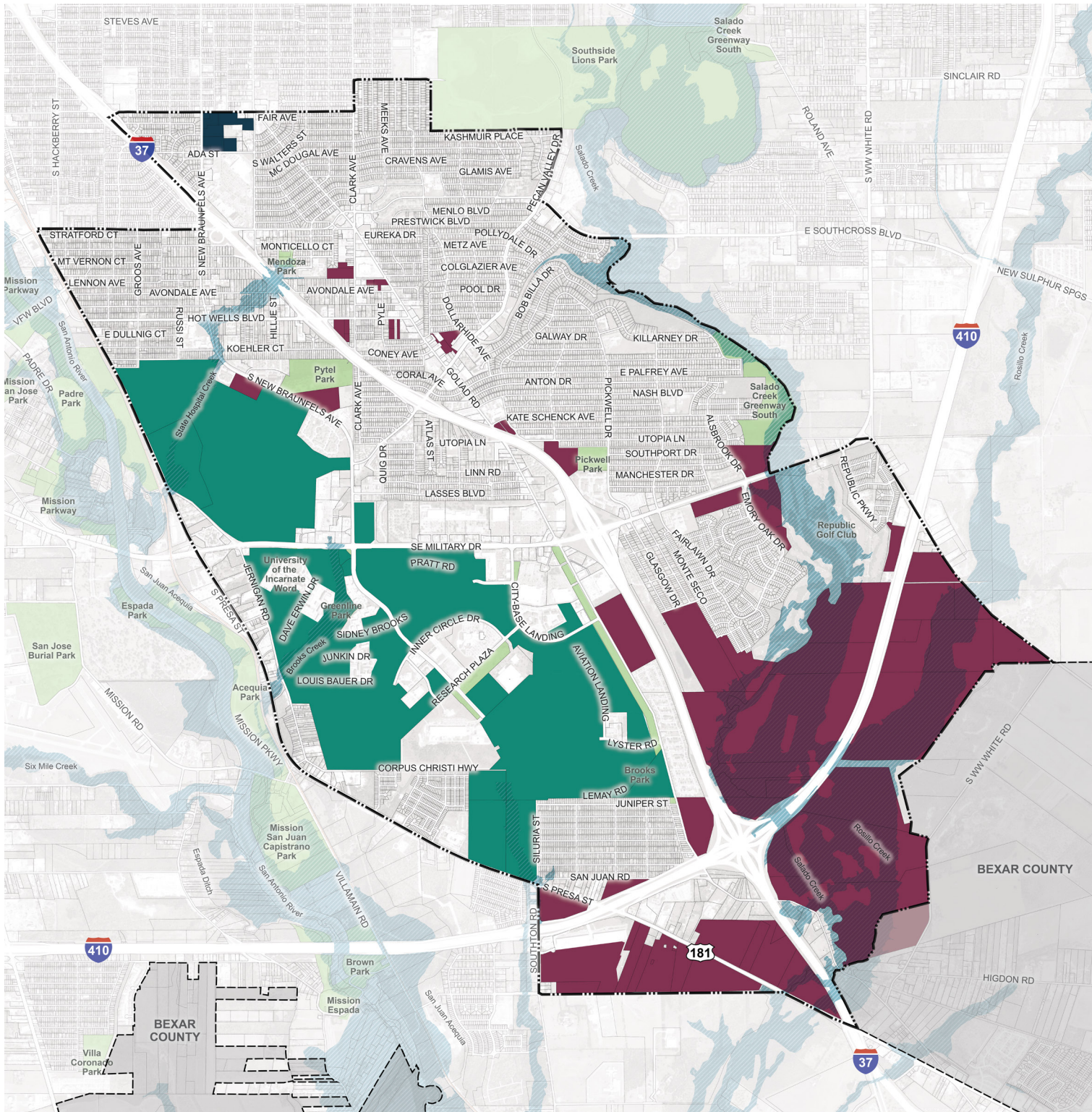
Focus Areas

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

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

OPPORTUNITY AREAS

- LEGEND
-  Brooks Regional Center Area Boundary
 -  City Boundary
 -  Parcels
 -  Park or Open Space
 -  FEMA 100-year Floodplain
 -  Underutilized Parcels
 -  Vacant Parcels
 -  Publicly-Owned Parcels





M I G