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Existing Conditions

UTSA 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 UTSA Regional Center Plan. Along with extensive community input, best practices research, and expert technical analysis and advice, these findings will serve as an important input to plan recommendations and implementation and investment priorities.

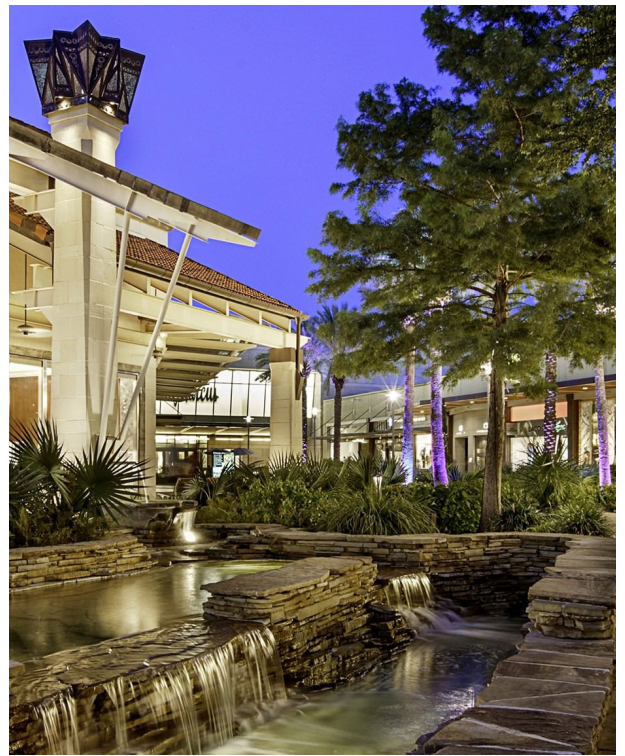


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City-Wide Vision and Plans

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 UTSA Regional Center Plan that this Atlas addresses is part of the Sub-Area planning program described in more detail below.

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 homogenous 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

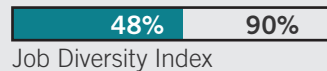
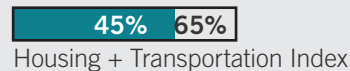
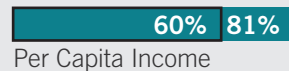
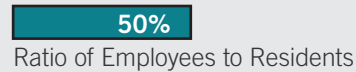
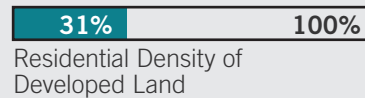
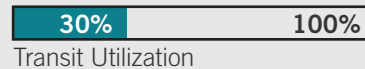
These areas have large employers, institutions and/or concentrations of similar types of employment. These centers typically require a barrier or buffer to separate their specialized activities from surrounding areas. They mostly contain primary employers and supportive services and amenities.

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.

SA Tomorrow Sub-Area Planning

UTSA REGIONAL CENTER PROFILE

Existing & Aspirational Scores



Strengths: The UTSA regional center has a good mixture of jobs and residents with a significant employment base anchored by the University.

Population (2015 estimate): 18,557

Households (2015 estimate): 7,482

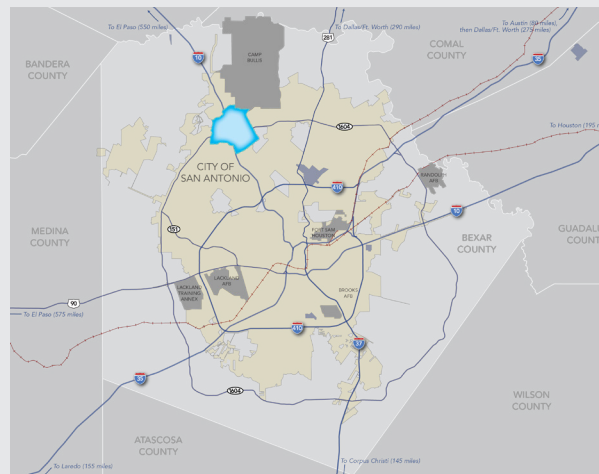
Single-family to Multifamily Housing Units Ratio: 0.82

Employment (2013 estimate): 18,650

Largest Industries (by employment): Healthcare, Education, Retail Trade, Oil and Gas

Acres: 7,780

Developed Acres: 4,730

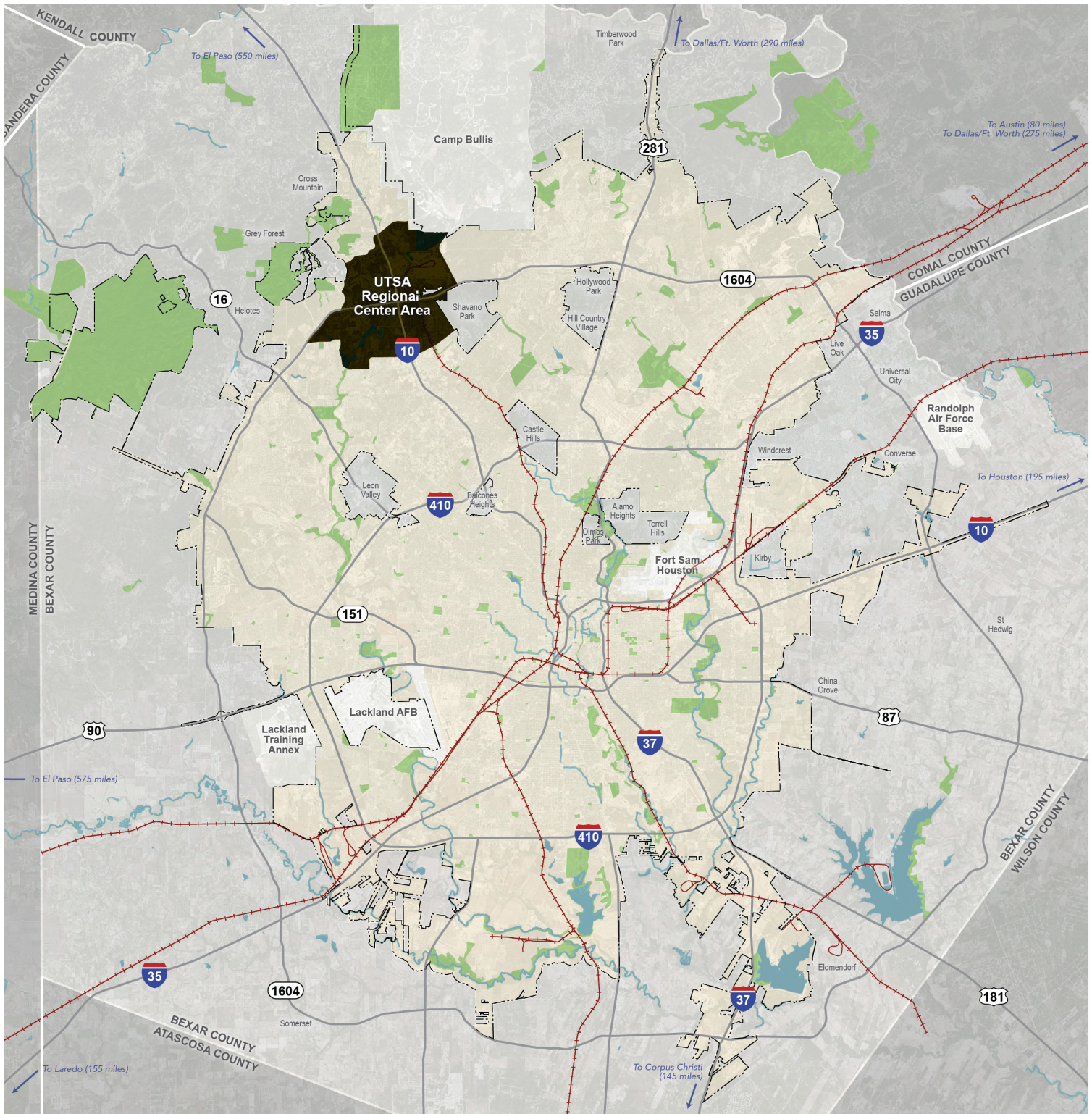


Anchored by the University of Texas at San Antonio, the UTSA activity center is a focus of entertainment and retail for the northern portion of the city. Located at the northern intersection of I-10 and Loop 1604, the UTSA regional center includes major destinations such as Six Flags Fiesta Texas, The Rim Shopping Center and The Shops at La Cantera.

Tasks Ahead: UTSA will benefit from increased housing and employment density. As it grows, multimodal connectivity should be prioritized.



Developed by Washington University in St. Louis, Missouri, the Lofts of Washington University is a student housing and retail mixed-use project along a vibrant commercial corridor a 1/2-mile from the main university campus.



SA UTSA
Regional
Center Area

TOMORROW

PLAN LOCATION

LEGEND

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



History of the Medical Center Regional Center Area

Anchored by the University of Texas at San Antonio, the UTSA Area Regional Center is the heart of entertainment and retail for the northern portion of the city. Situated around the intersection of I-10 and Loop 1604, major destinations in the UTSA Area include Six Flags Fiesta Texas, The RIM Shopping Center, and The Shops at La Cantera. The UTSA Area Regional Center is one of the fastest growing areas of the city with a current population of approximately 29,600.

The Camp Bullis military installation is located northeast of the UTSA Area Regional Center. Camp Bullis provides important employment, economic, and partnership opportunities for the regional and the city. Camp Bullis was established in 1917 as a training site for soldiers stationed at Fort Sam Houston and has evolved as the Army's premier training installation for combat medicine. Encompassing approximately 28,000 acres, Camp Bullis provides invaluable field training and maneuver areas for Fort Sam Houston, as well as multi-service medical training. The original purpose of Camp Bullis was to train soldiers when the threat of war in Europe was growing. The installation was named after Brigadier General John Lapham Bullis. John L. Bullis earned his reputation as a lieutenant who led the Seminole-Negro scouts in clashes during the Indian Wars in the 1870's. Although no units were stationed at Camp Bullis during World War I, it provided small arms and rifle firing ranges, as well as maneuver areas for troops stationed at Fort Sam Houston, which did not have the capacity for large-area training (Camp Bullis Joint Land Use Study, 2009).

Many of the recognizable landmarks and businesses in the UTSA Area were actually quarry redevelopments. The Beckmann Quarry, which has been in operation in 1933 and is owned and operated by Martin Marietta, is one of the largest aggregate mines in Texas and the nation. In the mid 1980's, portions of the Beckmann Quarry near I-10 and Loop 1604 were fully mined out and were repurposed to form new developments. These developments eventually became La Cantera Resort & Spa and its associated golf courses, along with the Six Flags Fiesta Texas theme park, the Shops at La Cantera, and The RIM Shopping Center (Pack, 2015).

The University of Texas at San Antonio was founded by the Texas Legislature in 1969 and became the first public university to serve the City of San Antonio. In May 1970, 600 acres of land was donated to the University of Texas System Board of Regents and the site later became the University of Texas at San Antonio Main Campus. The site's location southwest of the intersection of I-10 and Loop 1604 provided natural surroundings with access to freeways and connections to Downtown. Construction of the university occurred from 1972 to 1976, during which time, seven buildings were constructed all at the same time making this endeavor the largest university construction project in the country. UTSA first began with five colleges of study: Business, Fine and Applied Arts, Sciences and Mathematics, Humanities and Social Sciences, and Multidisciplinary Studies. Throughout the 1980s, UTSA continued to grow and more facilities and new degree programs were developed. The Main Campus has grown substantially in the past 20 years, due in part to "The UTSA Plan: A Roadmap

to Excellence" which was a strategic endeavor to augment both educational equity and distinction in academic achievement and service at the University.

The establishment of Camp Bullis and the UTSA Main Campus, as well as the redevelopment of portions of the Beckmann Quarry, has had a major impact on past and future development in the UTSA Area Regional Center.

References

Office of Economic Adjustment Department of Defense & the City of San Antonio. 2009. *Camp Bullis Joint Land Use Study*. Retrieved from <http://www.sanantonio.gov/Portals/0/Files/OMA/Camp%20Bullis%20FINAL%20PRINT%202009%2008%2003%20RRR.pdf>

Pack, B (2015, August 11) *Old quarries turned into gold mines*. Retrieved from <http://www.expressnews.com/150years/economy-business/article/Old-S-A-quarries-are-successfully-redeveloped-as-6438913.php>



Camp Bullis has been a part of the UTSA Regional Center Area for over a hundred years.

UTSA Infrastructure and Institutions

Major Landmarks and Infrastructure

People in the UTSA Area are able to orient themselves and navigate from place to place due to the distinguishable landmarks visible while traveling within the area or along I-10 and Loop 1604. Some of the major landmarks in the UTSA Area Regional Center include:

- Six Flags Fiesta Texas
- The Shops at La Cantera
- The RIM Shopping Center
- UTSA Park West
- The Éilan
- Leon Creek Greenway
- Fox Park
- Dwight D. Eisenhower Park
- La Cantera Resort & Spa
- Topgolf
- Resort Golf Course at La Cantera

The major roadways located within the plan area that provide for north-south travel are I-10, Vance Jackson Road, and Babcock Road. East-west connectivity is more limited, with few arteries traversing the entire study area. Loop 1604 represents the major east-west arterial, while UTSA Boulevard and Hausman Road provide east-west connections within the southwest quadrant of the plan area, and La Cantera Parkway connects the northwest and northeast quadrants.

Neighborhoods and Institutions

Neighborhoods that comprise the UTSA Area are the Woods of Shavano, Woodland Park, Oakland Heights, Cantera Village, Ridgehaven, Cedar Point, Woodthorn, Regency Meadow, College Park, Maverick Creek, Dell Oak Estates and Legend Hills. In addition to individual neighborhoods and homeowner associations, the Northside Neighborhoods for Organized Development (NNOD) is a coalition that represents neighborhoods throughout the city's north side, including the UTSA Area.

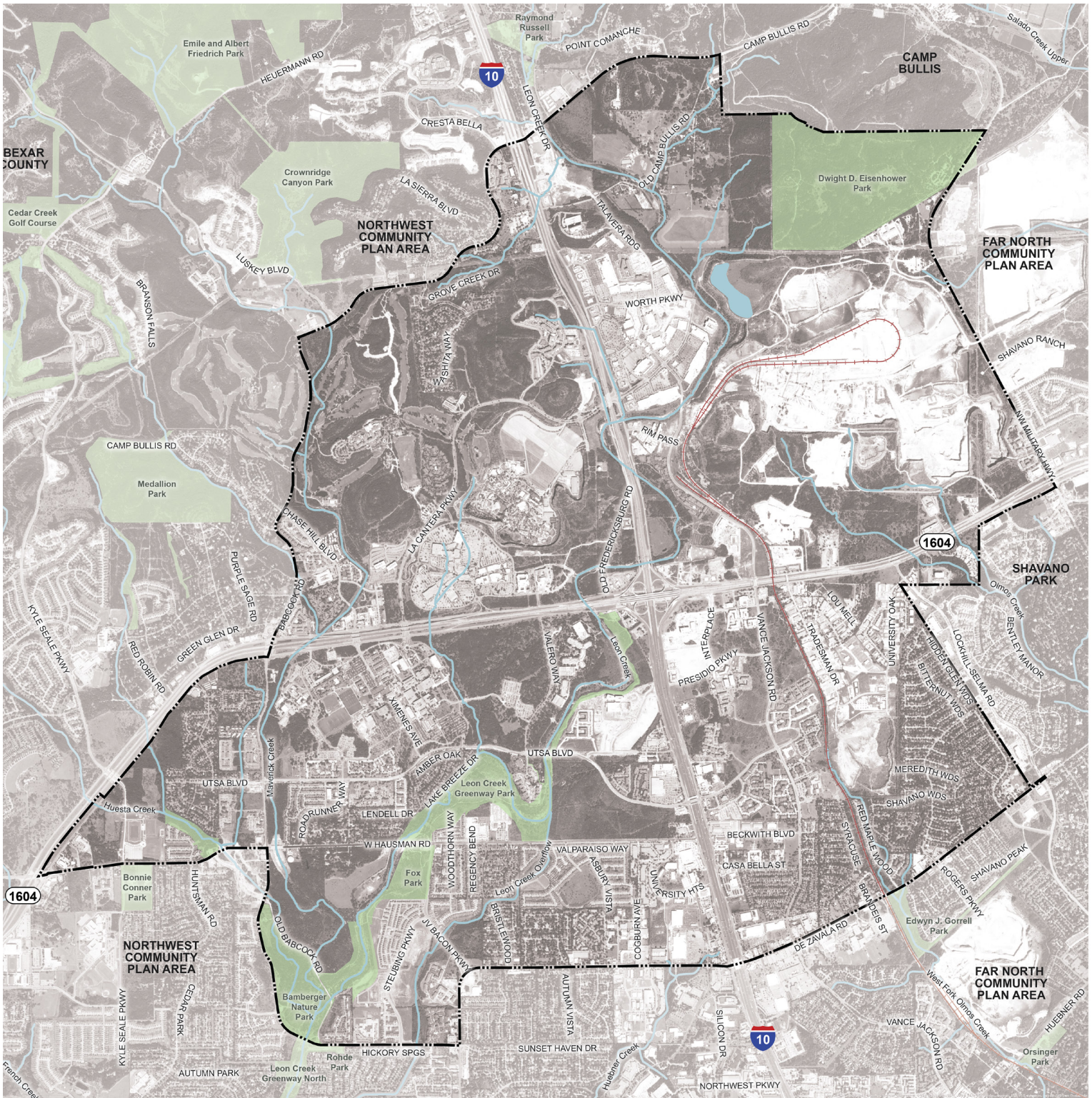
There are a number of institutions and corporate headquarters located in the UTSA plan area. The most notable institution is the UTSA Main Campus.

Other major institutions located in the UTSA Area include:

- Beckmann Quarry
- Valero
- Security Service Federal Credit Union Campus
- Harland Clarke
- NuStar Energy LP
- Medtronic
- Landmark One
- Ed Rawlinson Middle School
- Peggy Carnahan Elementary School
- Monroe May Elementary School

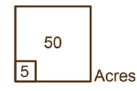


Campuses, quarries and an abundant room for growth define large portions of the regional center area.



STUDY AREA

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



Demographics and Economic Profile

Anchored by the University of Texas at San Antonio, the UTSA Regional Center is the center of entertainment and retail for the northern portion of the City. Located at the intersection of I-10 and the 1604 Loop, major destinations in the center include Six Flags Fiesta Texas, The Rim Shopping Center and The Shops at La Cantera. The area has a significant student population, and is one of the fastest growing areas of the City.

Overall, the UTSA Regional Center:

- Has a population that has grown much faster than the region with an average annual growth rate of 5 percent since 2000, much faster than the City's growth rate of 1.3% annually
- Is much younger than the region overall, with a median age of almost 10 years younger than the region, and 23% of the population aged 20 to 24, which is largely due to the presence of UTSA. The area also has a greater percentage of residents in the millennial cohort (age 25 to 34) than the city as a whole
- Has a resident population that is highly educated with over 60% of residents (over age of 25) having a college degree
- Is more racially diverse than the region overall, with a lower Hispanic and White population and higher Asian population
- Has had a great deal of new office and retail development since 2005, mostly along the I-10 corridor

People

Population and Households:

The UTSA Regional Center has a current population of close to 29,600. The area grew significantly from 2000 to 2010, adding a total of 11,600 people over that time (an average of 6.5% growth per year, compared to the City growth rate over that time of 1.4% annually). Growth in the area has slowed since 2010 but is still significant, with the area adding 4,650 residents from 2010 to 2016, average annual growth of 2.9%, still faster than the City average of 1.1%. Household growth has followed a similar pattern, growing at 5.7% per year from 2000 to 2010, and 3.1% per year from 2010 to 2016. Characteristics of households in the UTSA area vary considerably from the region overall; much of this is due to the large student and school-oriented population. The average household size in the area is 2.29, lower than the City average of 2.73. 56% of households are non-family, compared to only 35% in the City and 31% in the MSA. 67% of all households have only 1 or 2 people, compared to 58% in the City and 56% in the MSA.

Age

The UTSA Regional Center population is much younger than the region overall; the median age in the area is 24.7 years, compared to 33.7 in the City and 35.0 in the MSA. A significant portion of the population (31%) is student-aged and there is a greater than average concentration of young adults. Only 11% of the population is under age 15 (compared to 21% in both the City and the MSA), while 18% are aged 15-19 (7% in the City and the MSA), 23% are aged 20-24 (only 8% in the City, 7% in the MSA), 10% are 25-29 (8%

in the City, 7% in the MSA), and only 39% of the population is over age 30 (55% in the City, 57% in the MSA) (Figure 1).

Race and Ethnicity

The population in the UTSA Regional Center is only 39% Hispanic, much lower than the 65% in the City and 55% in the MSA. The population is 67% White, which is lower than the 71% in the City and 74% in the MSA, and 9% Asian – much higher than the 3% in the City and 2% in the MSA. UTSA has a Diversity Index score of 76, higher than both the City and the MSA (which both have a score of 72). Measured from 0 to 100, this number represents the likelihood that two random persons in the same area belong to different racial or ethnic groups.

Income

Incomes of residents in the UTSA area are higher than the City overall, and similar to the MSA (Table 1). There is a higher concentration of both low and high income households in this area, with 21% of households earning less than \$15,000 per year (compared to 16% in the City and 13% in the MSA), and 23% of households earning over \$100,000 per year (compared to 18% in the City, and the same as the MSA)

Education

The education of the population in the UTSA Regional Center varies from the region overall; similar to the age of the population, this is likely related to the strong influence of the university. Only 5% of the population over age 25 does not have a high school diploma, compared to 18% Citywide, and 63% of the population has a college degree, compared to 33% Citywide. The education required for jobs in the area is also greater than the region overall, with a higher concentration of jobs requiring a bachelors or advanced degree than the County (Figure 2).

Student Population

Students are a large part of the UTSA Regional Center population; as of Fall 2016 there were a total of nearly 29,000 students enrolled, including just over 4,200 living on campus

Housing

Average home values in the UTSA area are much higher than the County average. The average single family home value is \$247,000 – 152% of the County average value of \$163,000. The same difference exists for rental housing. Average rent in the UTSA area is \$1,200 per month, or \$1.28 per square foot, much higher than the County average of \$921 per month (\$1.11 per square foot). The difference is less significant for new rental development. New projects (built in 2010 or later) in UTSA have an average rent of \$1,388 per month (\$1.42 per square foot), compared to the County average of \$1,226 per month (\$1.38 per square foot).

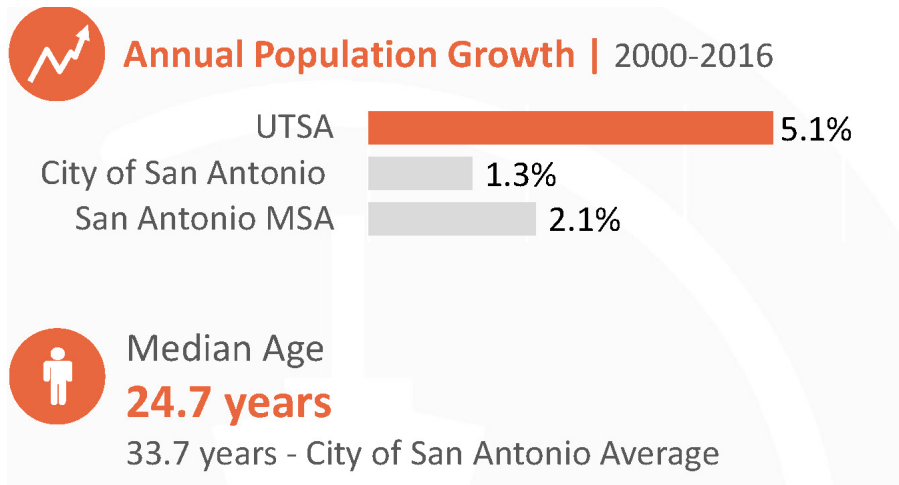
The composition of housing stock in UTSA is significantly different from the region overall. Only 40% of units are single family detached homes, compared to 64% in both the City and the MSA, while 42% of units are in structures with 10-49 units, compared to only 13% in the City and 10% in the MSA (Figure 3).

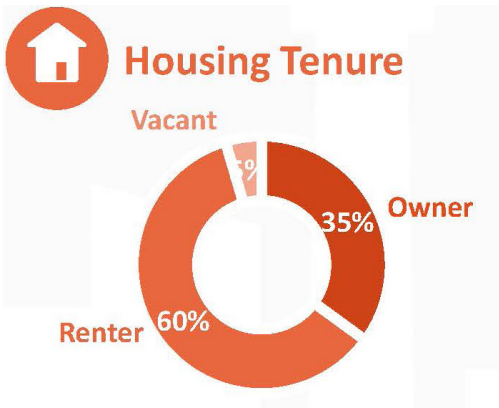
There are also large differences in housing tenure between UTSA and the region. 63% of housing units in UTSA are renter-occupied, compared to 47% in the City and 38% in the MSA. The vacancy rate in the UTSA area is 5%, lower than the 8% vacancy in both the City and the MSA. The age of householders is one of the most significant differences between UTSA and the region; 28% of households are headed by someone aged 15-24, compared to only 6% in the City and 5% in the MSA, and 24% are headed by someone aged 25-34 (19% in the City, 17% in the MSA). Only 48% of households are headed by someone aged 35 and older, compared to 75% of households in the City and 78% in the MSA (Figure 4).

The population growth seen in UTSA is also reflected in new housing development. There have been 15 apartment projects completed in the area since 2010, totaling 4,259 new units. An additional 1,417 units are under construction across 4 projects, and there are 3 projects currently proposed that would add another 1,241 units to the area.

Housing Targets

The UTSA Regional Center is forecast to grow by 15,900 households between 2010 and 2040, which equate to 530 households annually, or 3% of County growth.





Employment

The UTSA Regional Center had close to 39,400 jobs in 2016. Although the University is a central presence in the area, employment is anchored by other large employers and large retail centers. The center's largest industry is manufacturing largely due to it being the location of the headquarters of Valero Energy Corporation, which is a Fortune 50 company and the world's largest independent petroleum refiner. The next largest employment sector is Retail, with just over 20% of employment (this sector comprises just over 14% of County employment). The retail sector is anchored by two large shopping centers, The Rim Shopping

Center and The Shops at La Cantera. Other major sectors in the area are Accommodation and Food Services, with 14% of area employment, and Educational Services with 12% of employment. Major employers in the area include:

- UTSA
- Valero Energy
- Security Services Credit Union
- Six Flags

The wages of jobs in UTSA are similar to those of the County overall; however there are fewer middle-wage jobs in UTSA. 29% of jobs have annual earnings of \$15,000 or less (26% in the County), 34% have earnings of between \$15,000 and \$40,000 (compared to 37% in the County), and 38% of jobs have earnings of over \$40,000 annually (37% in the County).

Almost none of the employees in the UTSA Regional Center live in the area – 97% of workers commute in from other places. While 44% commute less than 10 miles, and another 32% commute between 10 and 24 miles, 18% of area employees commute over 50 miles to work.

Commercial and Industrial Development

Office

The UTSA Regional Center has 3 million square feet of office space, almost all of it relatively recently developed – the inventory has increased by 2.5 million square feet since 2005. Office vacancy rates are 8.55%, lower than the County average of 9.98%. The average office rent of \$23.32 per square foot is higher than the County average of \$19.30, and rents have increased at an average rate of 3.6% annually since 2005. There have been 33 new office developments completed in the area since 2010, including multiple projects at La Cantera, totaling 1.48 million square feet of new space. There are 3 projects under construction that will add another 590,000 square feet of office space, as well as 3 proposed projects that would add an additional 34,500 square feet to the area.

Retail

The UTSA Regional Center currently has 4.88 million square feet of retail space. Similar to office space, much of the area's retail is recently developed – the inventory has increased by 3.07 million square feet since 2005, with the majority added between 2005 and 2010. Vacancy rates for retail in the area are 1.13%, and have only been above 5% once since 2005. This is much lower than the County average of 4.18%. Average retail rent in UTSA is \$20.58 per square foot, much higher than the County average of \$14.88. There have been 27 new retail developments completed in the

area since 2010, totaling 375,000 square feet of new space. There are 3 projects under construction that will add another 41,500 square feet of retail space, as well as 9 proposed projects that would add an additional 57,700 square feet to the area.

Industrial

The UTSA Regional Center currently has 727,000 square feet of industrial space; this is a net increase of 38,700 square feet since 2005. Vacancy rates for industrial space in UTSA are 4.68%, lower than the average of 5.6% in the County, and rents are \$12.40 per square foot – much higher than the \$5.25 County average, and \$4.95 per square foot higher than in 2005. Industrial rents in UTSA have increased an average of 4.7% per year since 2005. There have been 9 industrial developments completed in the area since 2010, totaling 91,800 square feet of new space. An additional 2 projects are under construction, and will add another 20,000 square feet of space to the area.

Hotel

There are 15 hotel properties in the UTSA area, totaling around 2,000 rooms. Two of these properties, the Hilton Garden Inn and SpringHill Suites, both at The Rim, have been built in the past 5 years, adding 265 new rooms to the area inventory. There is 1 hotel project current proposed for the area, which will add another 203 rooms at the Landmark Center, planned for construction in 2018.

Employment Targets

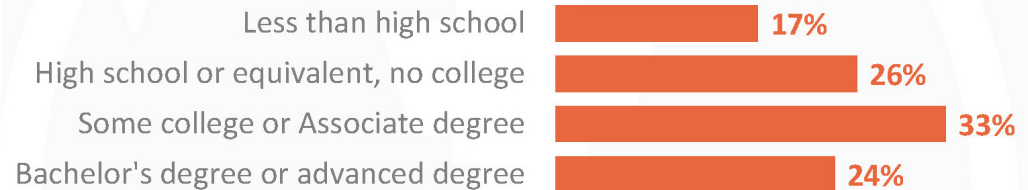
The UTSA Regional Center is forecast to double in employment, growing by 39,700 jobs between 2010 and 2040, or 1,300 jobs annually, representing 6% of County growth.



Largest Employment Sectors
Energy (manufacturing), Retail Trade, Education, and Accommodation



Education
57% of workers have some college or higher



New Commercial Sq. Ft. since 2010

2.6 million square feet

Previously Adopted Plans

Neighborhood Plans

The North Sector Plan was adopted in 2010. The plan area covers close to 400 square miles. The plan boundaries extend from North Loop 410 in the south to the City's ETJ in the north, and from Bandera Road/State Highway 16 in the west to I-35 and Toepperwein Road in the east. Due to its size, the plan area is divided into quadrants. The UTSA Area Regional Center is located in both the northwest and southwest quadrants (Loop 1604 is the split). The North Sector Plan is the only City-adopted future land use plan that overlaps with the UTSA Area Regional Center. This Regional Center is located entirely within the boundaries of the North Sector Plan; and does not include any neighborhood, community, or perimeter plans.

The City's Sector Plans were intended to implement land use planning for all areas of the City, especially those areas not included in an existing neighborhood, community, or perimeter plan. However, the Sector Plan program was put on-hold when the City decided to develop a new Comprehensive Plan. Three of five sector plans were developed and adopted by City Council. Each covers an immense area and none provide neighborhood-level detail or analysis beyond brief mentions of previously adopted neighborhood, community, and perimeter plans.

North Sector Vision Statement:

The North Sector is a community, rich with natural panoramic views and abundant natural resources, nestled in the Texas Hill Country. As the North Sector Community continues to grow, compatible live, work, and play opportunities will foster a high quality of life by:

Preserving priceless natural resources, including the irreplaceable Edwards Aquifer, which provide a unique and valuable asset to the region today and in the future;

Enhancing the integration of scenic and recreational resources, outstanding educational opportunities, and diverse quality housing; while,

Developing a compatible land use fabric that preserves military readiness, contributes high quality jobs to the regional economy, recognizes and respects private property rights and integrates sustainable development patterns.

The North Sector plan is divided into seven Sector Plan Elements:

- Transportation, Infrastructure, and Utilities
- Housing
- Economic Development

- Parks, Natural Environment, and Historic Resources
- Community Facilities and Education
- Land Use and Urban Design
- Military Compatibility

Transportation, Infrastructure, and Utilities highlights

- Connect Roadways and Non-Vehicular Networks for East-West Mobility
- New Ways to Move People and Goods & Changing the Behavior of the Commuter
- Connecting Bicycle and Pedestrian Paths for a Healthier Community
- Creating a Future Land Use Pattern That Fosters Integrated Utility Planning
- Protecting Existing and Future Residents from the Threat of Flooding

Housing highlights

- A Range of Housing Types Creates Choices
- The Natural Environment is Conducive to Low Impact Development
- High Density Housing is an Important Land Use
- Neighborhoods Are Well Organized

Economic Development highlights

- Focus on Retention and Expansion of Existing Major Employers
- The Military is a Significant Contributor to the Sector and Regional Economy

Parks, Natural Environment, and Historic Resources highlights

- Recharge and Contributing Zones Are Important To the Health and Sustainability of the Natural Aquifer
- The Hill Country Contains Sensitive Landform, Vegetation and Wildlife Characteristics
- Historic Resources Provide an Important Physical Connection to the Past

Community Facilities and Education highlights

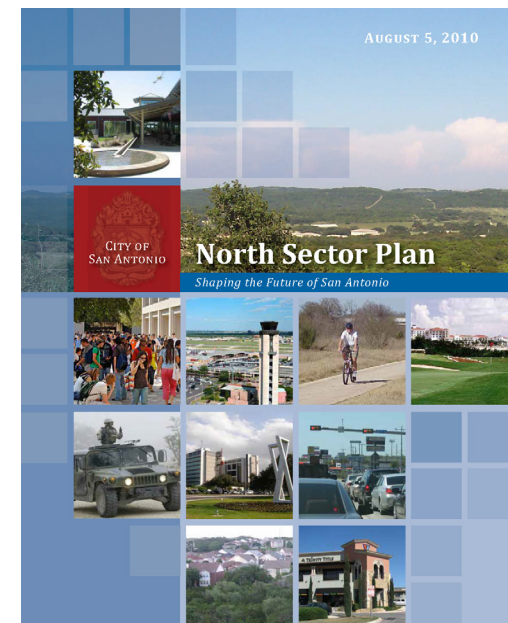
- Community Facilities are Critical Components for a Strong Community
- Public Safety and Protection Are Important Characteristics within the North Sector
- Schools Are the Foundation for Future Employment Bases
- Opportunities for Post-Secondary Education Will Enhance Vitality

Land Use and Urban Design highlights

- Potential for Compatible Land Uses
- Farms and Ranches are an Important Hill Country Component
- Tiers and Centers are the Land Use Components of the North Sector Land Use Plan

Military Compatibility highlights

- Land Use Compatibility is Critical for Camp Bullis
- Communication among the Military, Counties, and Cities is Important to Understand Each Entity's Issues and Objectives
- Encroachment Must Be Mitigated to Retain and Expand the Military's Presence in the North Sector and the Region



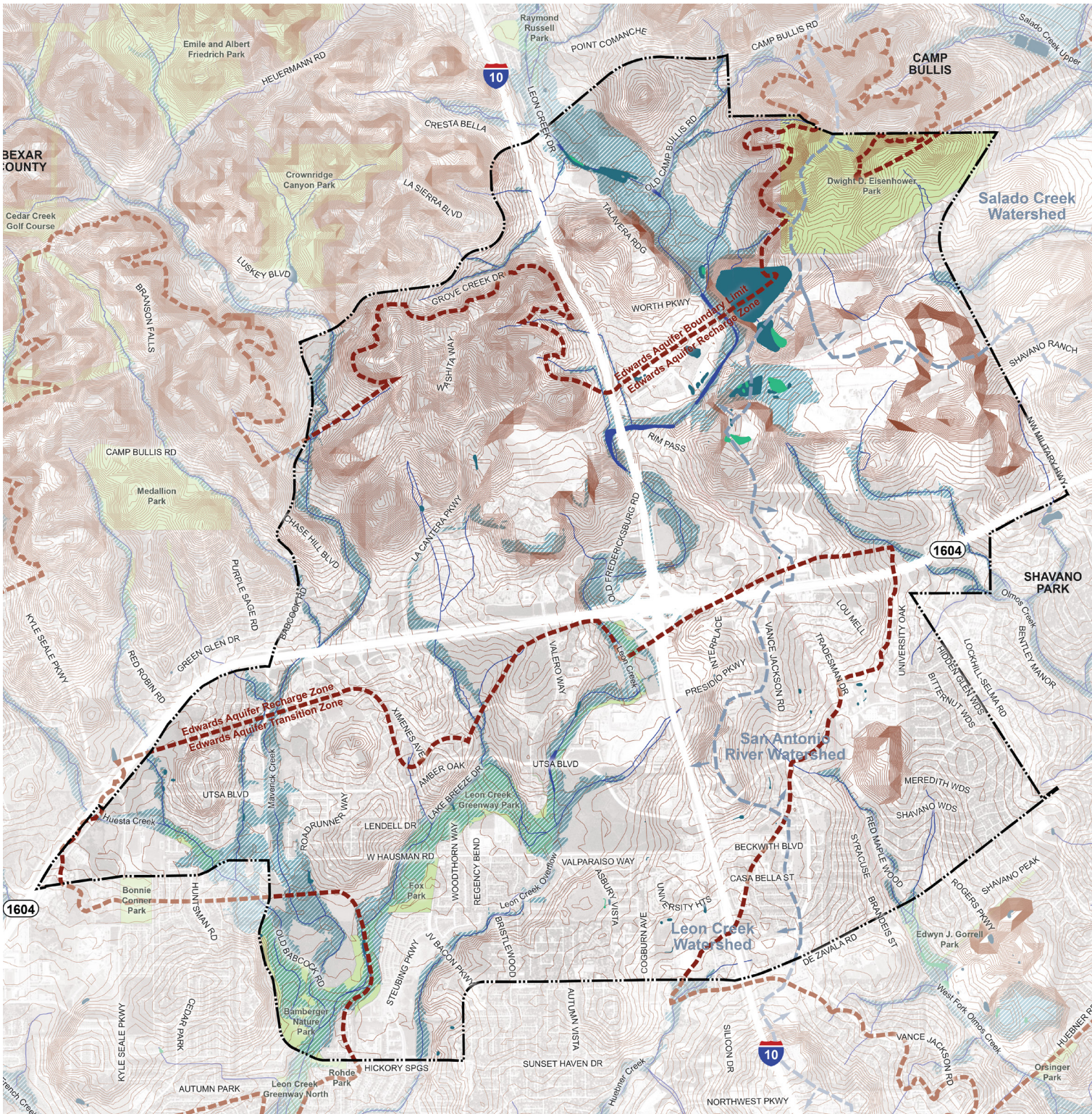
Cover of the North Sector Plan document



Natural Systems

The Edwards Aquifer is a vital source of water for both current and future residents of San Antonio. A significant portion of the UTSA Area Regional Center is located over the Edwards Aquifer Recharge Zone, an environmentally sensitive area consisting of highly faulted and fractured limestone that allows large quantities of storm water runoff to flow directly into the Edwards Aquifer. The preservation and protection of the aquifer is essential to ensure San Antonio has an adequate supply of water for all. The landscape of the UTSA Area is rocky and rugged. This Regional Center contains the most notable amount of varied topography in all of the Regional Center Areas. Large portions of the southwest and northeast quadrants are subject to the FEMA 100-Year Floodplain. Riverlines (creeks and streams) are integrated throughout most of the Regional Center. The Leon Creek Greenway, which is located in the southwest quadrant of the UTSA Area, offers over 20 miles of paved, multi-use trails in addition to natural surface trails and park connections. These trails feature connections to O.P. Schnabel Park, Bamberger Nature Park, Cathedral Rock Park, Pearsall Park, Earl Scott Pond, University of Texas at San Antonio and numerous adjacent neighborhoods and businesses.





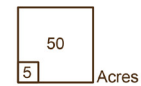
SA UTSA
Regional
Center Area

TOMORROW

NATURAL SYSTEMS

LEGEND

- UTSA 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
- Edwards Aquifer Boundary





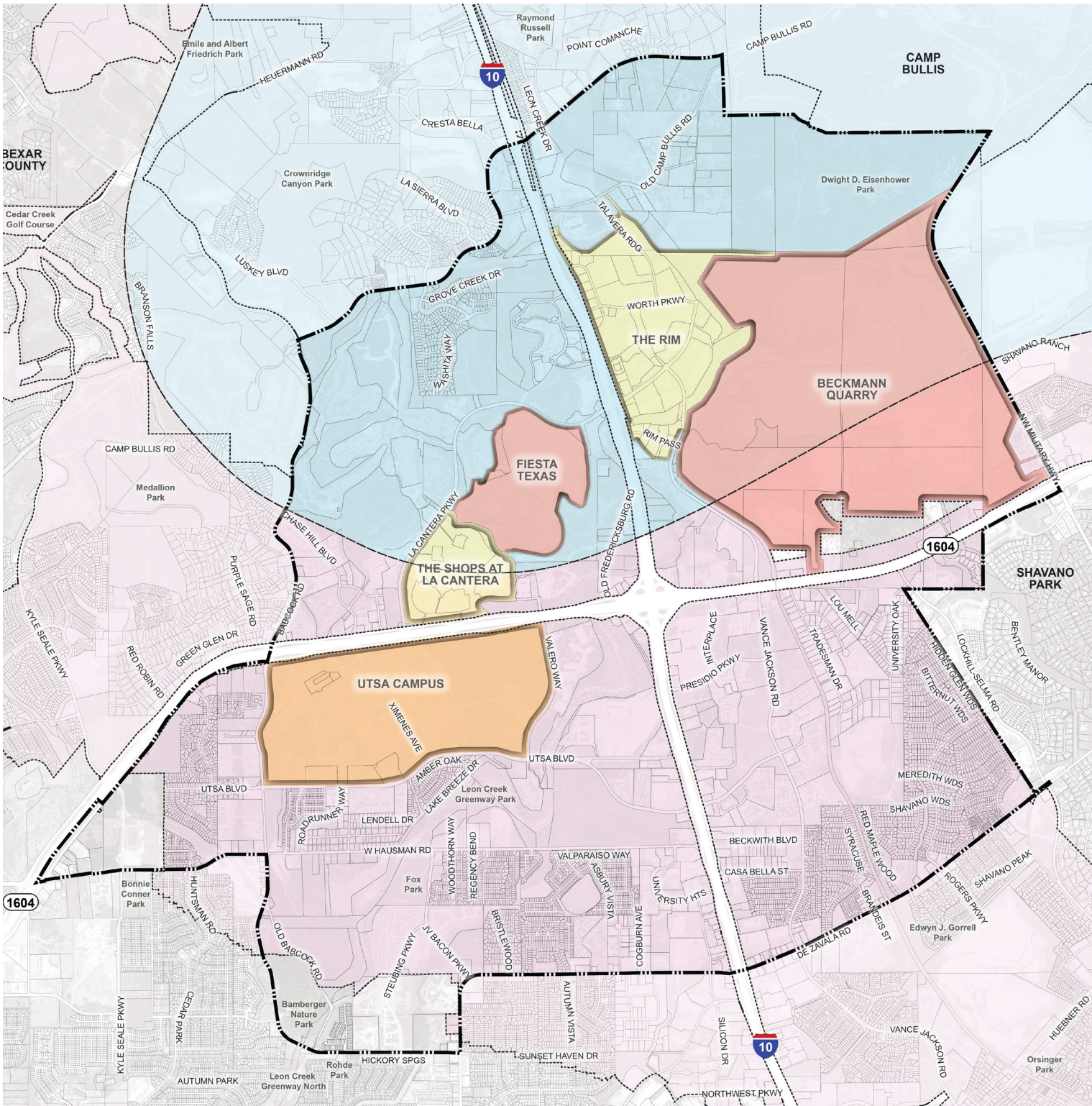
Existing Districts

The Existing Districts map shows the location of large land uses unique to the area, as well as two significant zoning overlay districts related to nearby military operations.

The UTSA plan area has large land developments that are unique to the area. The most notable is the UTSA Main Campus. UTSA is home to nearly 29,000 students and has top-tier research programs in health, cybersecurity, energy, sustainability, and human and social development.

Other developments such as Six Flags Fiesta Texas, The Shops at La Cantera and The RIM Shopping Center all have one thing in common: they started out as a quarry. The land in which these developments were built belonged to the Beckmann Quarry, which has been in operation for more than eighty years. Once portions of the quarry were fully mined out, the land was redeveloped into the major retail and entertainment destinations we recognize today. Six Flags Fiesta Texas first opened on March 14, 1992 and consisted of 200 acres of land that was built as a destination musical show park. Throughout the years, Six Flags Fiesta Texas has added dozens of thrill rides, shows, and activities and remains a major entertainment destination. The Shops at La Cantera and The RIM Shopping Center were both constructed during the early 2000's and continue to be multi-use destinations for tourists, locals, national, and international visitors.

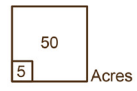




SA UTSA
Regional
Center Area

DISTRICTS

- LEGEND
- UTSA Regional Center Area Boundary
 - City Boundary
 - Parcels
 - Campuses, Centers and Other Significant Areas
 - Military Lighting Overlay District
 - Military Sound Attenuation Overlay District





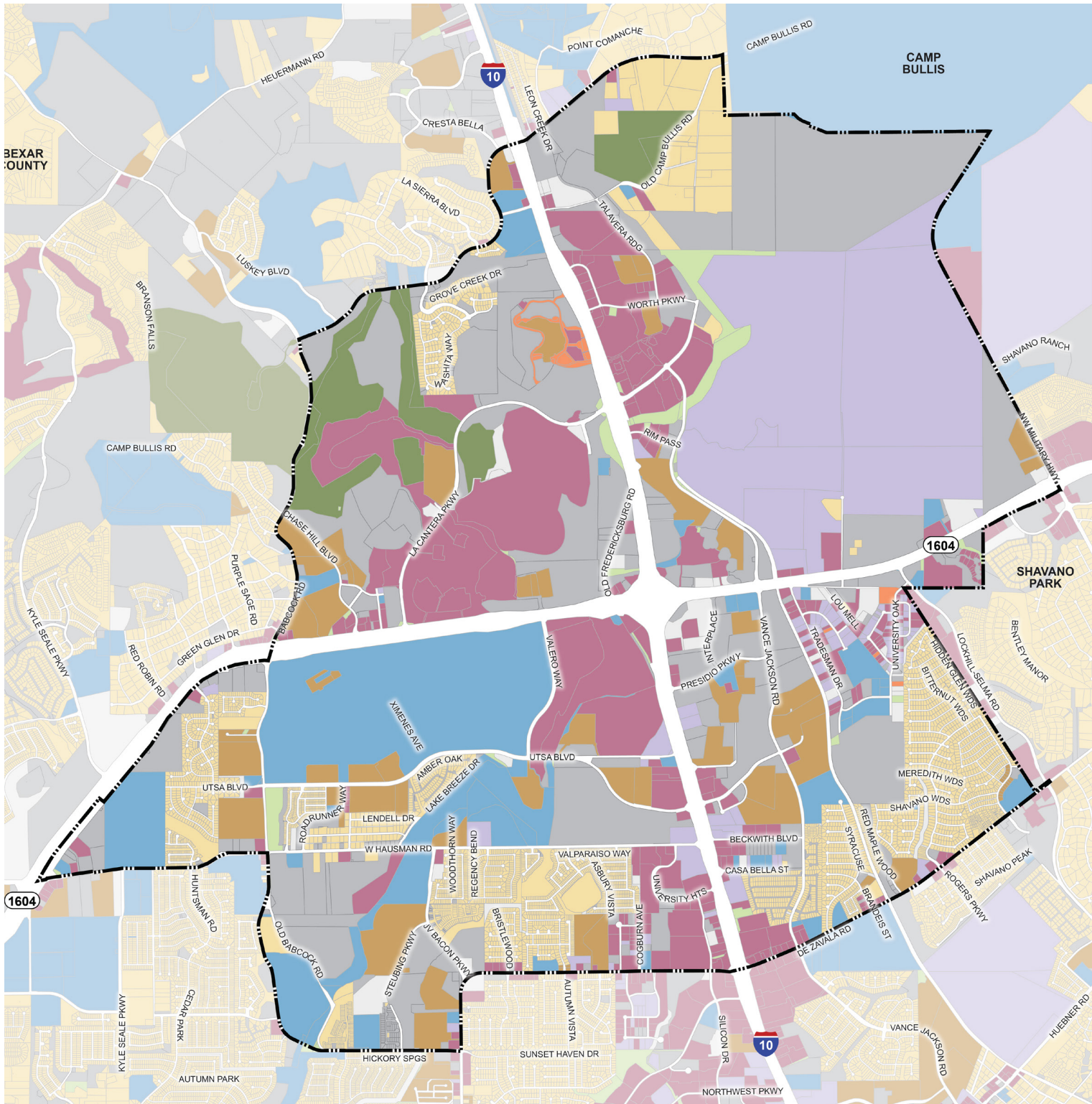
Land Use

Residential, commercial, industrial, and institutional uses are distributed in a fairly balanced manner throughout the UTSA Area Regional Center. The amount of vacant land in the UTSA Area is an advantage, as many of the other regional centers are near build-out, having limited space to absorb future growth. However, not all land identified as vacant is developable due to constraints such as topography, floodplain, and utility easements. The Beckmann Quarry, located in the northeast quadrant of the plan area, provides a unique future redevelopment opportunity. Quarries serve as an economic generator for the City for decades, and, once expired, they are usually re-purposed for other uses that serve the public. Though the Beckmann Quarry is still an active extraction site, it is important to remember that it will evolve in years to come, as other quarries have in the past. Commercial uses, adjacent to vacant land, dominate the north and northwestern quadrants of the plan area, and create a commercial spine along I-10. Single-family residential uses are primarily located around the perimeter, most notably in the southern half of the plan area; while multi-family developments exist across the Regional Center.

Single Family Residential. Land designated for single family use includes duplexes and townhomes, as well as conventional detached houses. The steep topography and floodplain in this planning area have made single family residential development more complex, and therefore more expensive. This higher development cost has brought about higher price points for housing units in the neighborhoods north of 1604. Gated communities provide greater safety and more amenities, but have a negative impact on traffic flow and connectivity. The neighborhoods south of 1604 are more conventional in form, with the majority of single family properties accessed from De Zavala or Hausman Road. New single family residential development continues in this area.

Multi-family Residential. Multi-family residential properties have multiple units that are either owned or rented by different households. Multi-family residential uses include apartments and condominiums. Much of the multifamily housing stock in the UTSA Regional Center is relatively new. Continued multi-family development should be explored, in keeping with demand that is generated by growth in commercial and institutional markets. The ratio of multifamily to single family determines the residential density of a place. Increased density of residential development in the UTSA regional center will allow for a greater absorption of population growth.

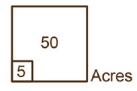
Commercial. Properties designated for commercial use are the places where goods and services are purchased. Shopping centers, grocers, restaurants, office buildings and hotels are all examples of commercial uses. Much of the commercial land in the UTSA Regional Center consists of regional shopping destinations, such as The Rim and La Cantera, but there are many other commercial areas along other arterials, particularly I-10 and 1604. Corporate campuses and office buildings, as well as commercial recreational facilities such as Fiesta Texas and iFly, are also designated as commercial uses. As development continues to expand along I-10, this Regional Center will become increasingly important in terms of servicing a larger area of the City, not only in terms of retail destinations, but by providing employment and recreation opportunities as well.



LAND USE

- LEGEND
- UTSA Regional Center Area Boundary
 - City Boundary
 - Rights-of-Way

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



Mixed Use. Mixed use is the designation given to a property where more than one use occurs on site. Residential units located above first floor retail, or a single property that accommodates a horizontal mixture of uses, are each examples of possible mixed use development. Although a mixture of uses can be found on a project scale in certain areas of the UTSA Regional Center (such as The Rim), less than 1% of all land in this area consists of properties designated as mixed use. Portions of Eilan have been developed as mixed use, but this is one of very few occurrences in this area.

Industrial. Industrial uses include manufacturing, natural resource extraction, assembly, distribution and storage facilities. Although a relatively large percentage of land in this area is used for industrial purposes, most of this industrial land is part of the Beckmann Quarry. The history of development in the City of San Antonio runs parallel to the history of natural resource extraction in the area. Quarries serve as an economic generator for the City for decades, and, once expired, they are usually re-purposed for other uses that serve the public. The San Antonio Zoo, the Alamo Quarry (now the Quarry shopping center and golf course), and the recently re-purposed Longhorn Quarry (now Toyota Field, Morgan's Wonderland and Heroes Stadium) are all examples of how quarries shape the fabric of San Antonio. Though the Beckmann Quarry is still an active extraction site, it is important to remember that it will evolve in years to come, as other quarries have in the past.

Institutional. The presence of institutions, such as UTSA, in this area directly influence growth and economic performance, particularly in terms of multifamily development and employment. Institutional uses include schools, universities, churches, social services, cultural institutions and government services, as well as healthcare services and hospitals. Institutions provide services to a community, but they are also major sources of employment. They therefore contribute to the stability and economic sustainability of a place.

For the purpose of this analysis, public park and recreational areas are included in the institutional uses category. This is because land that is owned by the City or the County is considered institutional land.

Open Spaces. Open Spaces are those public and private portions of the UTSA 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.

Vacant land. Vacant land, for the purposes 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. Vacant land comprises just under 1/4 of the land in the UTSA Regional Center, another indicator that there is still much room for growth in this area in the future.

Although there is much land in this area that is designated as vacant, land ownership and surrounding uses can often influence the type of development that will occur. Deed restrictions and CC&Rs (Covenants, Conditions and Restrictions, typically associated with HOAs) also influence how a vacant property can be developed in the future.

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

Land Use	Percent of Area
Single Family Residential	14%
Commerical	16%
Institutional	13%
Industrial	16%
Vacant Land	27%
Multi-family Residential	8%
Open Space	5%



Accommodating Future Growth

- Almost ¼ of the land in this area is vacant. Though much of the vacant land is characterized by steep slopes, a good portion of it is developable.
- Since steep slopes limit the intensity of use on much of this vacant land, density should be maximized wherever possible, so as to absorb future population growth and associated retail and employment demand. The future land use plan for this center needs to allocate density in accordance with the constraints of the terrain.
- Consideration of deed restrictions and CC&Rs will ensure that the capacity for absorption of residential growth in the UTSA Regional Center is realistically portrayed.



Preserving and Enhancing Residential Quality of Life

- Because so much of this area is commercial and institutional, it is important to consider measures that preserve and enhance neighborhood quality of life. This will prevent the functional isolation of the neighborhoods, thereby preserving their value. Trails and sidewalks, access to parks and public open spaces, and transportation options are all contributing factors.
- In this commercially active area, it is important to ensure adequate access to neighborhood services. Neighborhood services are typically smaller footprints of retail, office and service-oriented uses found in and around neighborhoods.
- On-street parking standards, adequate street lighting and sidewalks, and access to public parks and recreational areas are also needed.



Land Use Transitions and Mixed Use Development Patterns

- Although industrial development is limited in this area, buffers, screening, lighting and other measures should be employed to minimize the conflict between industrial and residential uses.
- Promote mixed use development. As this area continues to grow, vertical and horizontally integrated uses should be encouraged. This development form provides pedestrian connections for residents to employment, shopping and recreational destinations.



Transportation and Mobility

High capacity vehicular traffic is largely consolidated along I-10 and Loop 1604, effectively creating four distinct quadrants of the UTSA Area. East-west connectivity is limited, with few arterials traversing the entire study area. Loop 1604 serves as the major east-west arterial, with UTSA Boulevard, Hausman Road, and De Zavala Road serving as secondary east-west roadways. North-south connectivity is provided along I-10, Babcock Road, and Vance Jackson Road.

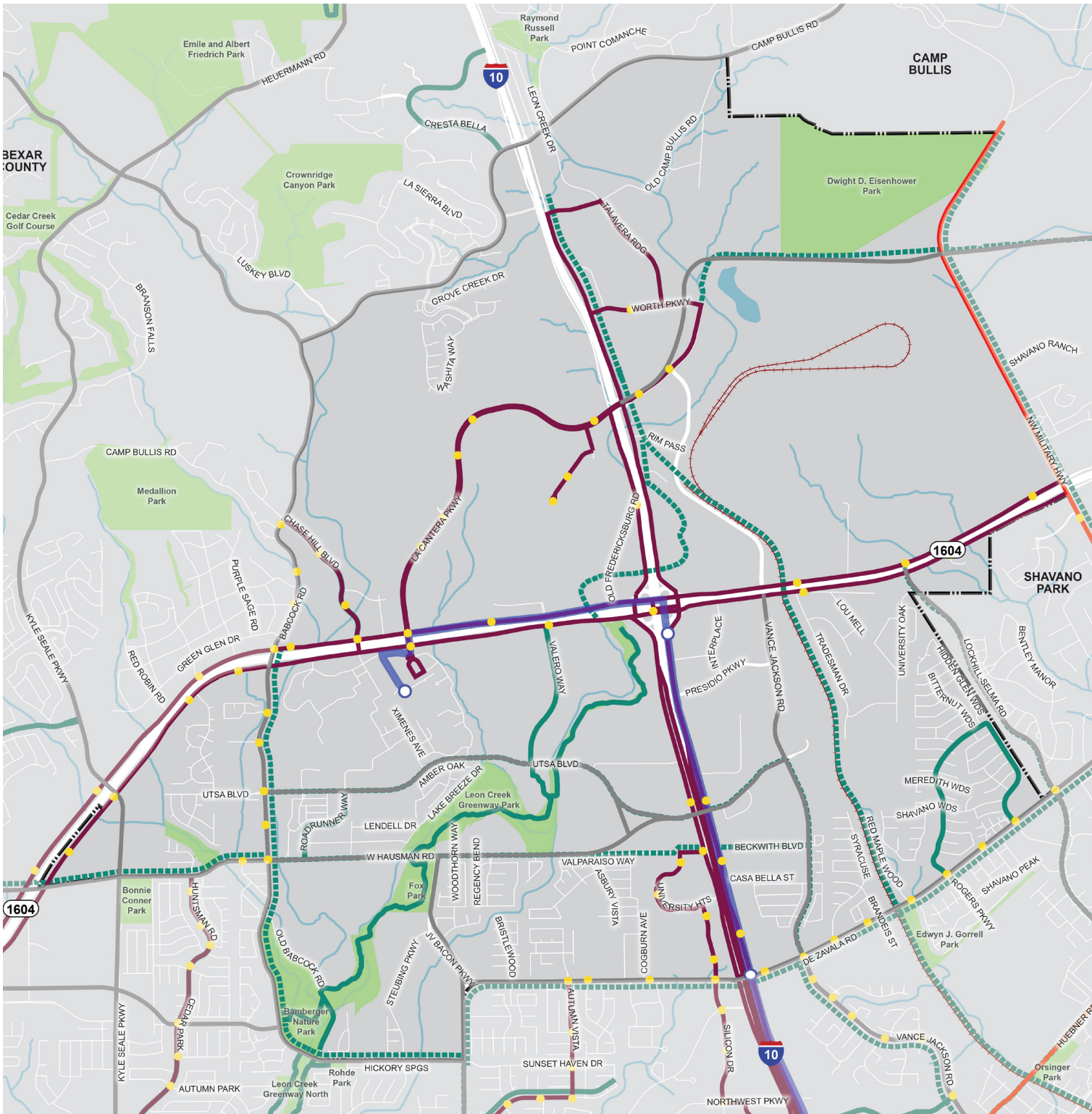
Overall, the street grid network in the UTSA Area is limited. Roadways service campus and major entertainment and commercial attractions such as The RIM Shopping Center, The Shops at La Cantera, La Cantera Resort, and Six Flags Fiesta Texas. Access roads for I-10 and Loop 1604 provide access to these developments, but do not connect to residential neighborhoods in the southwest and southeast portions of the plan area. Overall, the limited integration between campuses and neighborhoods, and parking associated with commercial and entertainment uses, greatly restricts connectivity within the UTSA Area.

VIA bus routes are not integrated into the southern half of the plan area. High-quality transit service is needed to address the issues and constraints of the current bus service in the corridor, as well as better serve current riders, and attract new riders to the system.













Existing facilities for pedestrians and bicyclists are insufficient within the study area. While sidewalks are present in much of the study area, on many roadways sidewalks exist on only one side of the roadway. Many streets lack sidewalks altogether. Therefore, the current land use/transportation environment is not considered “walkable.” A lack of sidewalks restricts not only walking, but also access to VIA services, as transit users are also pedestrians.

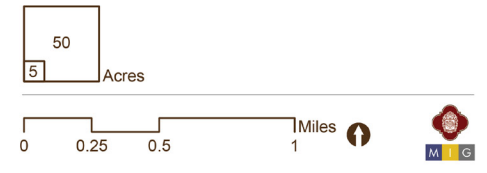
Cycling infrastructure and amenities are limited in the UTSA Area. Existing bike lanes lack connection to nearby transit facilities and recreational trails. Investing in additional bike resources around the UTSA campus and on roads connecting UTSA to VIA service will facilitate greater access to transit in the UTSA Area Regional Center. Although new bicycle infrastructure has recently been installed along both UTSA Boulevard and Hausman Road, the UTSA Area lacks bicycle infrastructure that connects the four quadrants of the area.

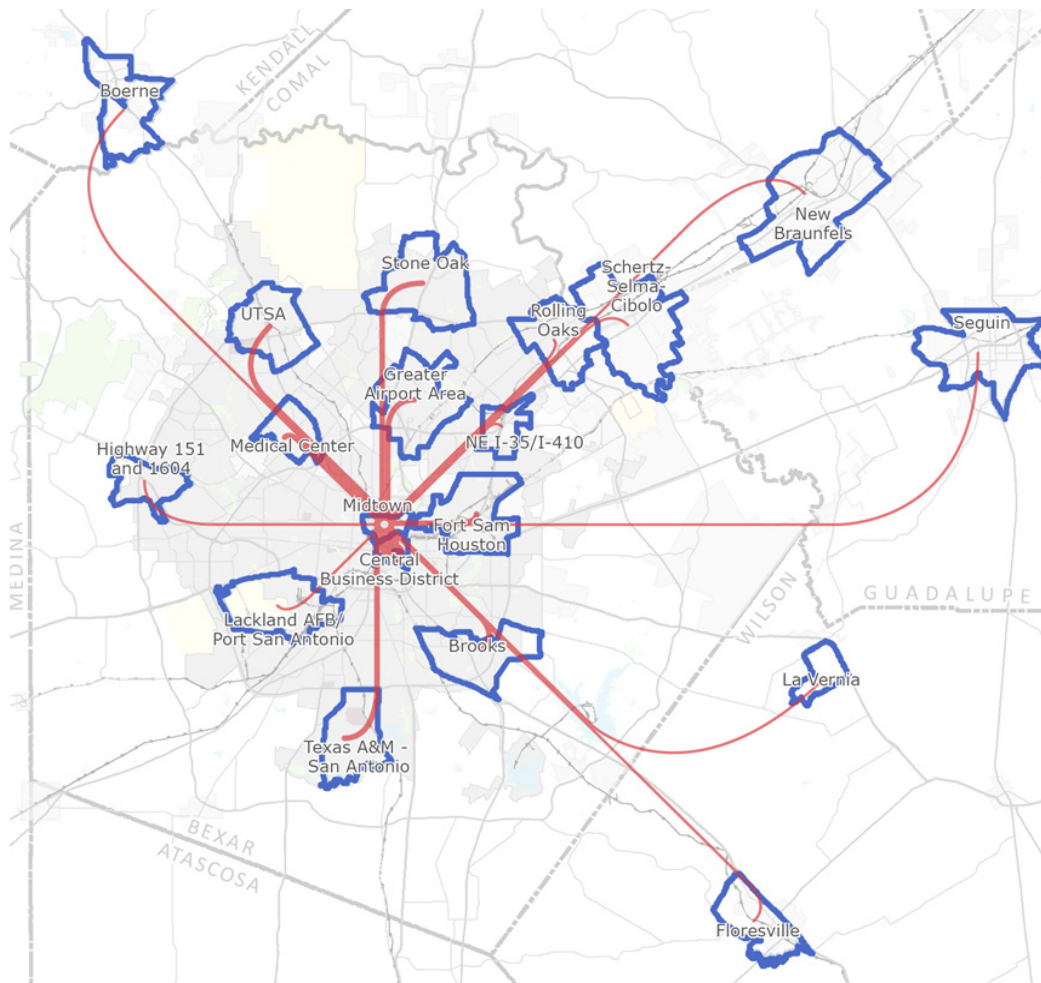




TRANSPORTATION AND MOBILITY

- LEGEND
-  UTSA 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*
- * Acquired from the 2011 Bicycle Master Plan





Today's Mobility Landscape

Where is transit most present in the Regional Center?

- UTSA and Fiesta Texas both have express bus service, routes 93 and 94 respectively. These routes deliver riders to these destinations by traveling along IH-10 from Loop 1604 to downtown.
- Primo 101 uses Loop 1604, as well as IH-10, as corridors to reach UTSA. Loop 1604 is also utilized by route 605.
- The University Park & Ride has 200 parking spaces and offers connections to routes 93, 94, 97, 101, 603, and 660.

What are the UTSA Area's other mobility solutions?

- Routes 96, 97, 603, 605, 660 are other VIA routes in the area, offering service to commercial and entertainment options around UTSA, such as the Shops at La Cantera and The Rim Shopping Center.
- Currently, Vance Jackson Road and Worth Parkway have bike lanes, but these lack connections to nearby transit facilities and recreational trails, such as the Leon Creek Greenway.
- IH-10 and Loop 1604 also provide auto access to the area or Regional Center area. Surface lot parking is plentiful around commercial areas, while the University features a more limited supply of lots and parking decks.

Multi-Modal Mobility

What could transit look like?

Improved transit in this area would focus on reliability, systemwide connectivity, integration with surrounding land use and development. All-day service is also important, given the number of student riders in this area. Transit would offer connectivity to nearby employment hubs, such as Medical Center, USAA, and Valero. Additional service would also connect this area to the airport and Northwest San Antonio. This service could 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.

Cycling and pedestrian options:

Completing sidewalks would offer safe access to transit, especially along Vance Jackson Road and UTSA Boulevard east of IH-10, a key East-West thoroughfare for students and UTSA employees. Additional bike infrastructure, especially around campus where many students ride, would also provide improved connections to transit. Again, UTSA Boulevard is a key connection between campus and transit services. The Leon Creek Greenway is an important asset for trails in this area. Expanding this trail system and its connections to surrounding neighborhoods will increase access and usage of these trails. Planned crossings on West Hausman Rd and La Cantera Parkway will provide a safe route.

Shared mobility:

Proposed HOV lanes on IH-10 (between La Cantera Pkwy and Ralph Fair Rd) may reduce travel time, incentivize carpooling, and reduce the overall number of vehicles within the UTSA Area Regional Center.

Key Issues for Future Development

Equity:

Though the median household income is higher than Bexar County averages (\$58,000 versus \$55,220), there is still significant need in this area; 26% of residents live at or below the poverty line. As transit planning contemplates how to attract new riders, transit planning needs to continue to serve its core ridership in this area, connecting low-income residents to employment opportunities in the Greater San Antonio region.

Parking:

Additional Park & Rides could support transit ridership in this area, especially since this area is at the northwestern edge of VIA's service area. Outlying commuters could use transit as an alternative to driving if safe parking options existed and the terminus of rapid transit service was located in this area.

Integration:

The study area's "island effect" will require dedicated efforts to improve integration between campus and the surrounding transportation network. Policy, infrastructure, and operational recommendations must confront major barriers to pedestrians and cyclists, especially Loop 1604 and IH-10.

Environmental:

Two superfund sites, as well as multiple mines/quarries will potentially interfere with transit investments until the quarries are redeveloped. Leon Creek, the Leon Creek Greenway, and associated neighborhood parks are also important recreational resources in the study area. Connections using Loop 1604 will need to consider the ecological impacts to this water system.

Access and Safety:

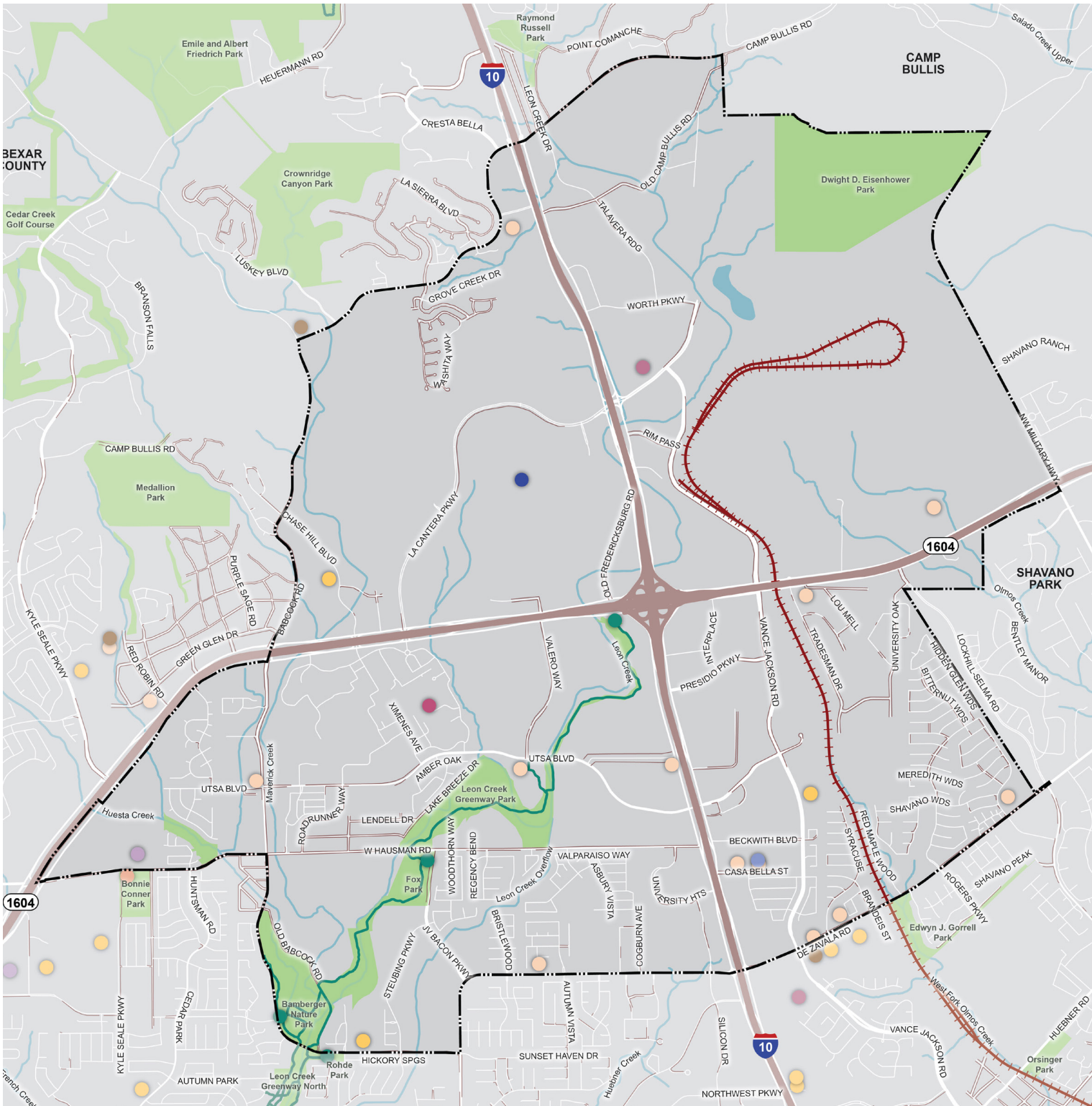
For transit to serve development, safe access is critically important. Because many of the destinations and employment centers are on access roads, safe crossings and additional pedestrian infrastructure will greatly improve the integration of transit with land use in this area.



Amenities and Access

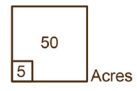
The UTSA Area has some great destination amenities including Six Flags Fiesta Texas, the Leon Creek Greenway trails, UTSA Park West Stadium, and the Santikos Palladium IMAX movie theater. The RIM Shopping Center and the Shops at La Cantera offer locals and visitors multiple retail, dining, and entertainment options to enjoy. Some entertainment options located along I-10 and Loop 1604 include Topgolf and iFLY Indoor Skydiving. Most amenities, including schools and places of worship, are located in the southern half of the plan area. Schools located in the Regional Center include the University of Texas at San Antonio, Rawlinson Middle School, and Carnahan Elementary and May Elementary Schools. The UTSA Area Regional Center is entirely encompassed within the Northside Independent School District, which is the state's fourth-largest school district.





AMENITIES AND ACCESS

- LEGEND**
- UTSA Regional Center Area Boundary
 - City Boundary
 - Block
 - Park or Open Space
 - Stream
 - Greenway
 - Public School
 - Private School
 - Place of Worship
 - Library
 - Community Center
 - Amusement Park
 - Trailhead
 - Movie Theater
 - Performing Arts Center
 - Stadium or Athletic Complex
- Physical Barriers**
- Major Road
 - Rail Line
 - Non-existent Sidewalks



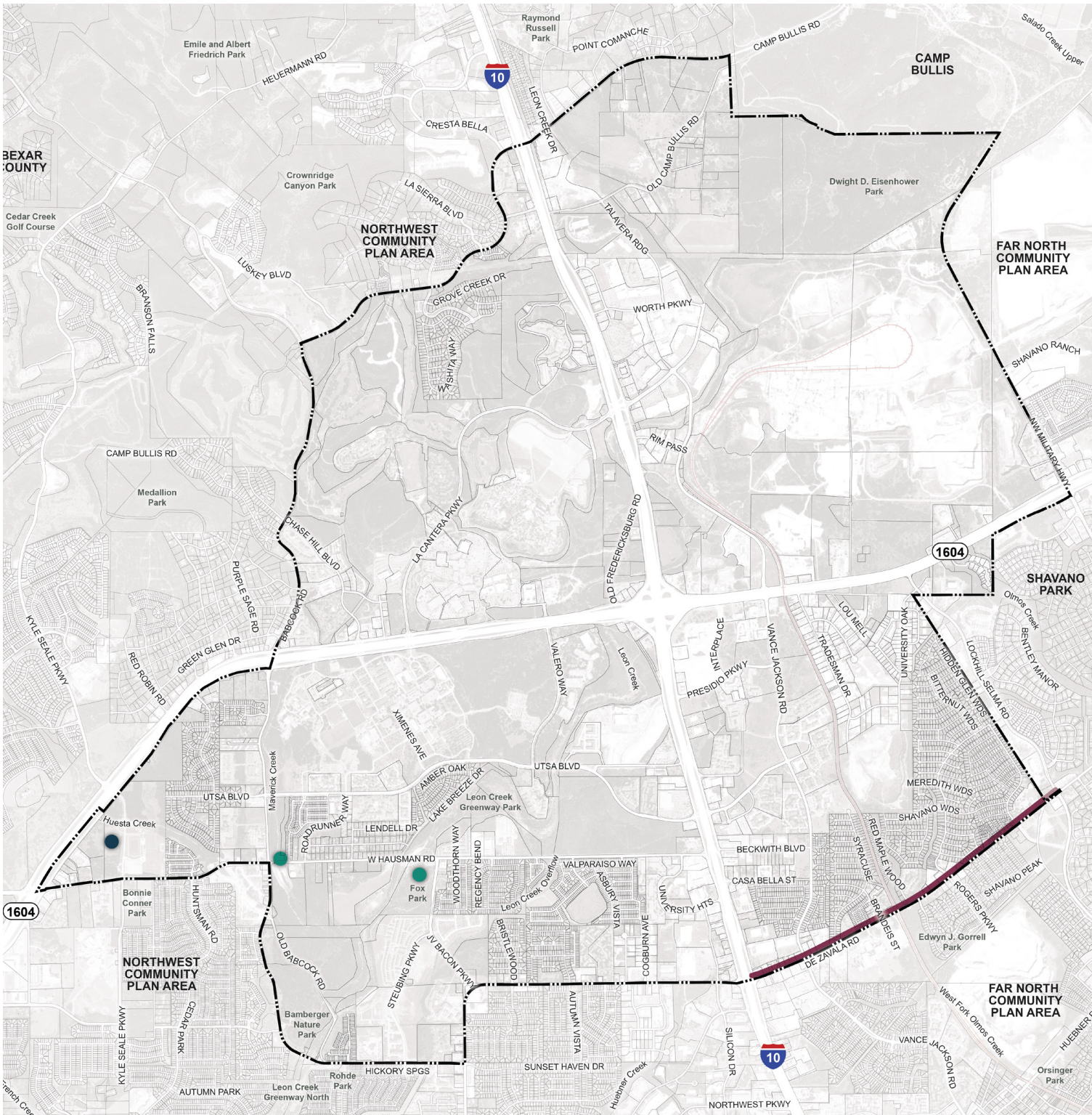


Public Investments

The 2017 Bond included four projects within the boundaries of the UTSA Area Regional Center. The projects that have been identified include:

- General park improvements to Fox Park, which may include a shade structure for existing fitness equipment and parking expansion;
- Park land acquisition and development of a new park that has recently been identified as Maverick Creek Park, located on the east side of Babcock Road between UTSA Boulevard and Hausman Road;
- Funding towards improvements at the UTSA Park West Athletics Complex to include locker rooms, showers, and restrooms; and,
- Reconstruction and widening of De Zavala Road from I-10 to Lockhill Selma Road including curbs, sidewalks, driveway approaches, improved railroad crossing, intersection signal modifications, and drainage improvements as appropriate and within available funding.





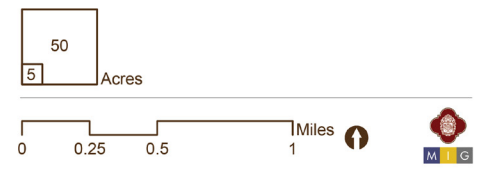
PUBLIC INVESTMENTS

LEGEND

- UTSA Regional Center Area Boundary
- City Boundary
- Parcels

Proposed 2017 Bond Program

- Park
- Facility
- Street





Preliminary Opportunities

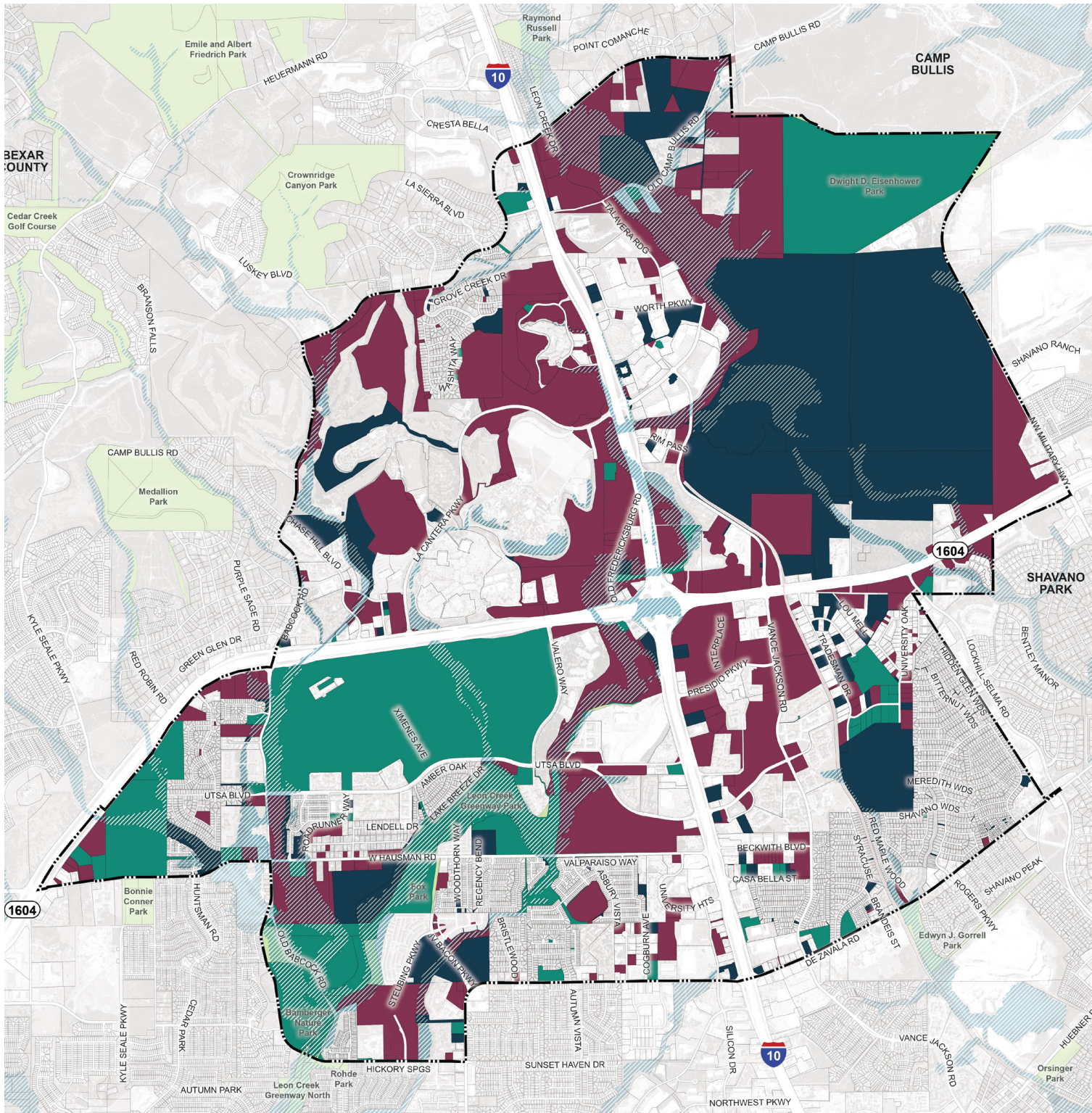
The UTSA Regional Center is an area well suited for growth. East of I-10, there is a large amount of available land that could be developed in a number of capacities. However, opportunities west of I-10 are more limited due to flood plain and topography. Development in this area will need to be strategic and precisely located. To the southwest, the University of Texas, San Antonio has plans in motion that will have a big impact on the area. Lastly, one of the largest opportunities is focused on the reuse of quarries given the successful case studies that San Antonio already boasts. However, with an unknown timeline, the present opportunities are limited.

Focus Areas

The following areas are preliminary opportunity sites in the UTSA Regional Center:

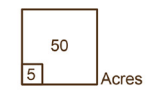
- Quarry reuse
- Eilan Area
- Presidio Parkway and Vance Jackson
- UTSA
- Leon Creek Greenway
- Quarry reuse





OPPORTUNITY AREAS

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





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