

Transit-Oriented Development “TOD”

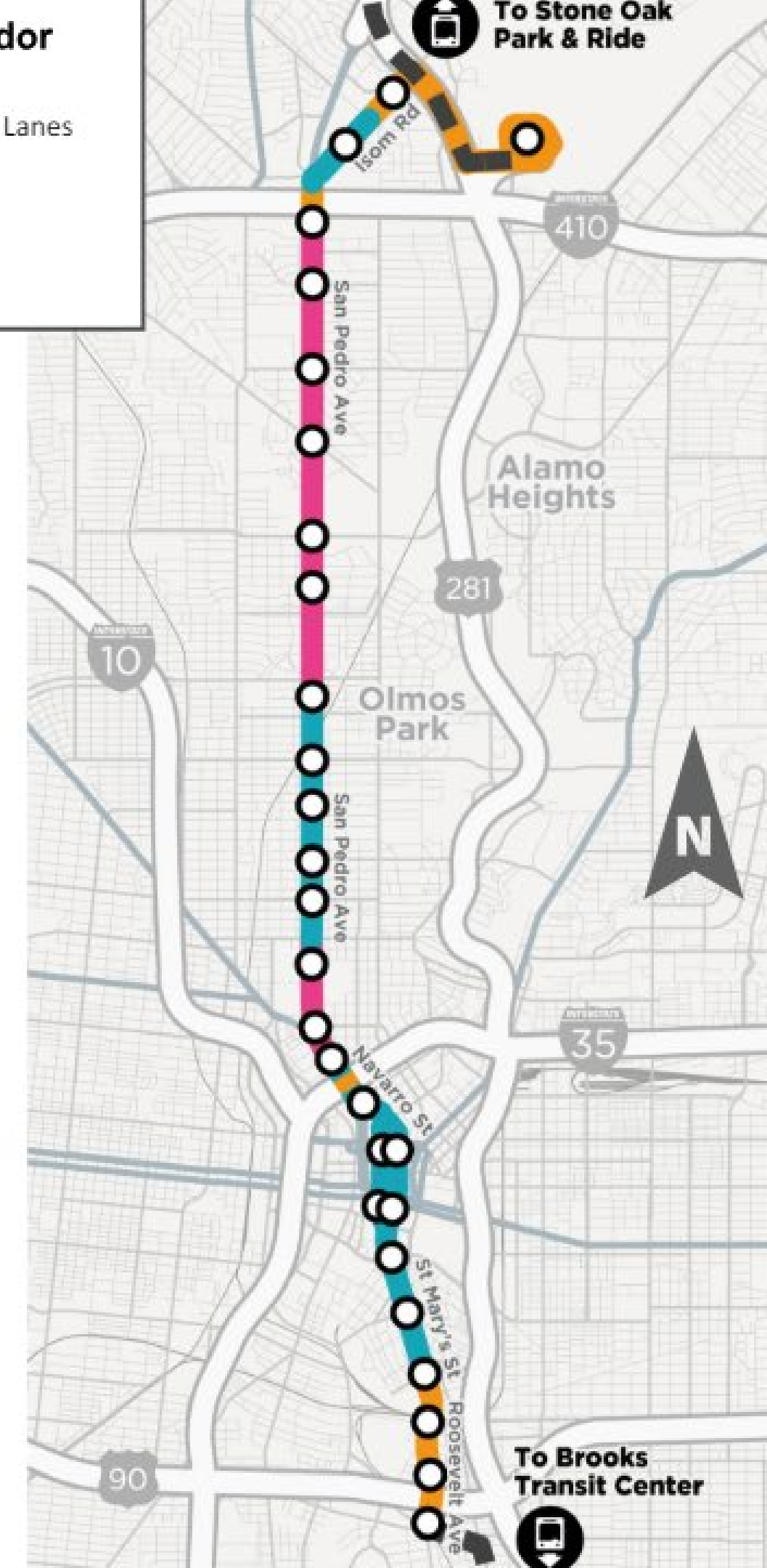
Planning Commission – November 13, 2024



Green Line Project Details

ART North/South Corridor

- Center Running Lanes
- Business Access/Transit Lanes
- Mixed Traffic Lanes
- Connecting Service
- Stations



Construction Limits:
US 281 to Steves Avenue



Service Connections:
Stone Oak P&R and Brooks TC



Length:
10.35 miles
11.7 miles total length



Stations:
26 new stations



Vehicles:
17 new articulated low/no-emission vehicles



Frequency:
10-minute on weekdays and 15-minute on weekends



Transit Lanes:
Center Running, Business Access and Transit Lanes, Mixed Traffic



Cost:
\$446.3M YOE*

*Cost Estimate Current as of July 2023



Proposed

*Center
Running Lanes*

Illustration purposes only



Proposed

***Business
Access &
Transit Lanes***

Illustration purposes only

**Creation of a
Technical
Working Group**

**CCR: Create
TOD Plan**

**Phase 1:
Framework and
Updated
Zoning Code**

**Phase 2:
Develop
Strategic
Implementation
Plan**

Transit-Oriented Policy Framework

Housing Commission

Technical Working Group

Recommendations:
UDC Changes &
Other Barriers

Removing Barriers

Recommendations:
Housing
Affordability & Anti-
Displacement

TOD Taskforce

Recommendations:
TOD Zoning

TOD Zoning Code Update

- Current TOD code written in 2001 and is underutilized (3 cases in 20 years)
- Currently is allowed anywhere within ½ mile of a bus stop
- This process updates the code ONLY to allow options for development **while respecting neighborhoods**
- This process DOES NOT rezone any property
- Applicants will STILL BE REQUIRED to go through rezoning process



Existing Conditions



Planned Transit Improvements



Future Development Opportunity

Context Sensitive Infill Development

Improved Mixed-Use Housing Opportunities

Enhanced Access to Transit

Well-connected & Walkable Neighborhood

TOD Benefits

- Compact, livable & walkable neighborhoods
- Multimodal transportation access
- Strengthens established neighborhoods

Taskforce Representation

Downtown

Five Points

Shearer

Hills/Ridgeview

Monte Vista

Roosevelt

Lavaca

Jefferson Heights

Dignowity Hill

Historic Westside

Residents

Prospect Hill

Alta Vista

Oak Park Northwood

District 7

Transit Professionals

Housing Professionals

Development

Community

VIA

Centro

AAMPO

- 13 Neighborhood Associations and Council District Representation
- 13 residents representing organizations with expertise in development, housing, transit and agencies
- Began meeting February 2024 to review code

3 Categories



Transition District

- Residential Uses only
- Maximum of 5 units
- Supports mix of housing types
- Serves as a transition from mixed districts



Mixed Use Districts

- Mix of retail, service, office and residential uses
- 4 levels allowing for increased height
- Promotes compact, walkable, sustainable neighborhoods

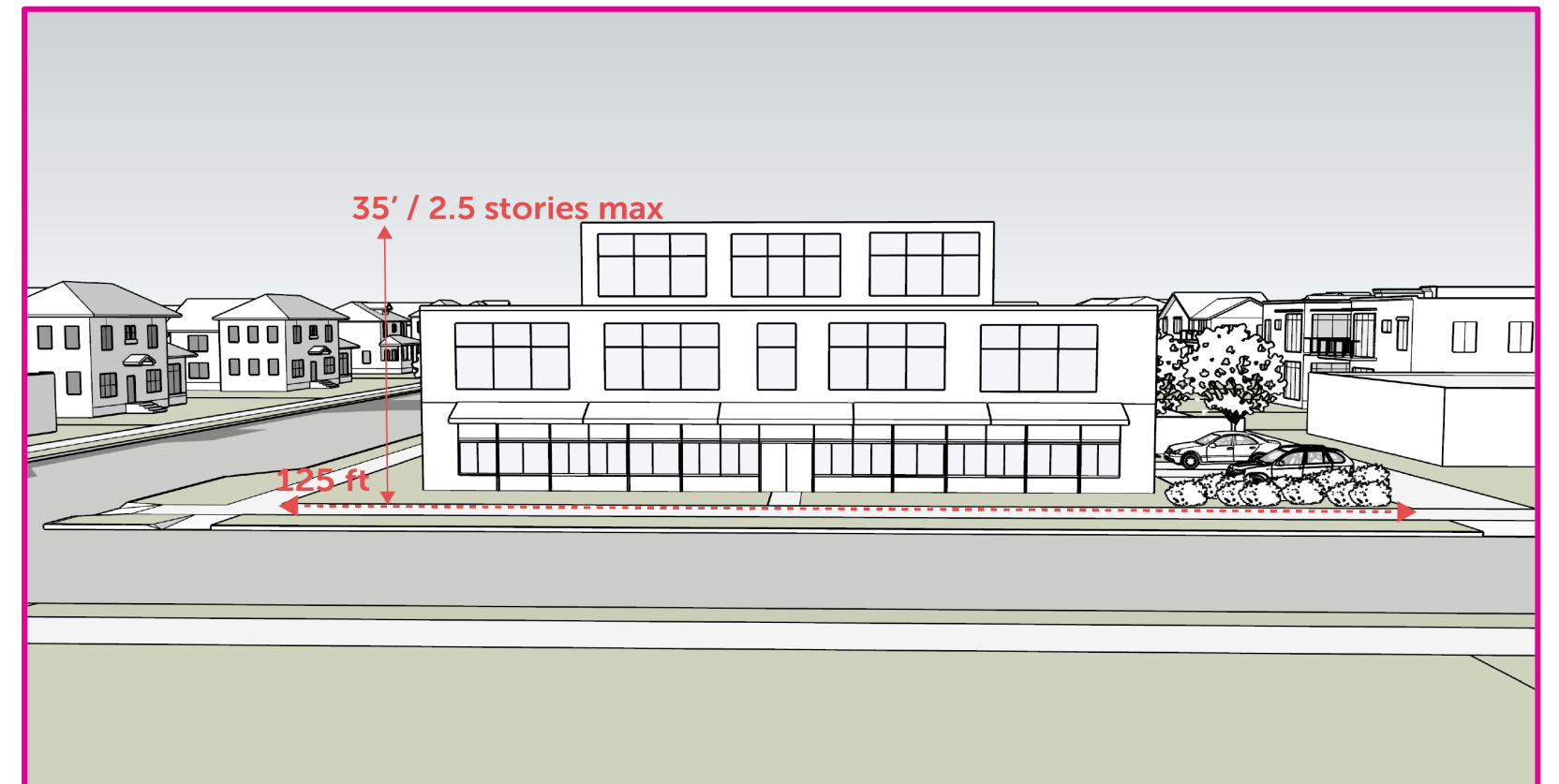
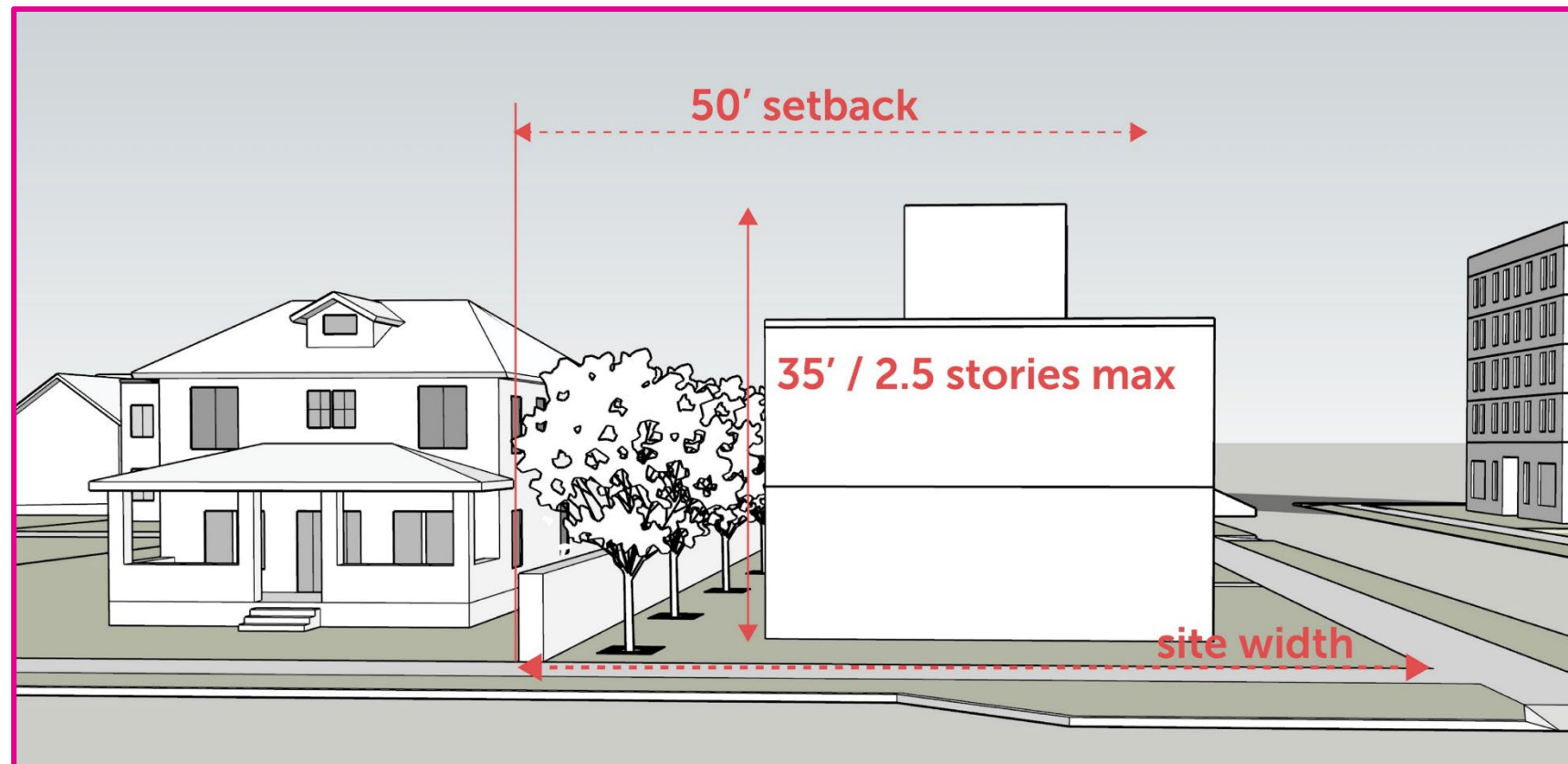


Hybrid-Industrial Districts

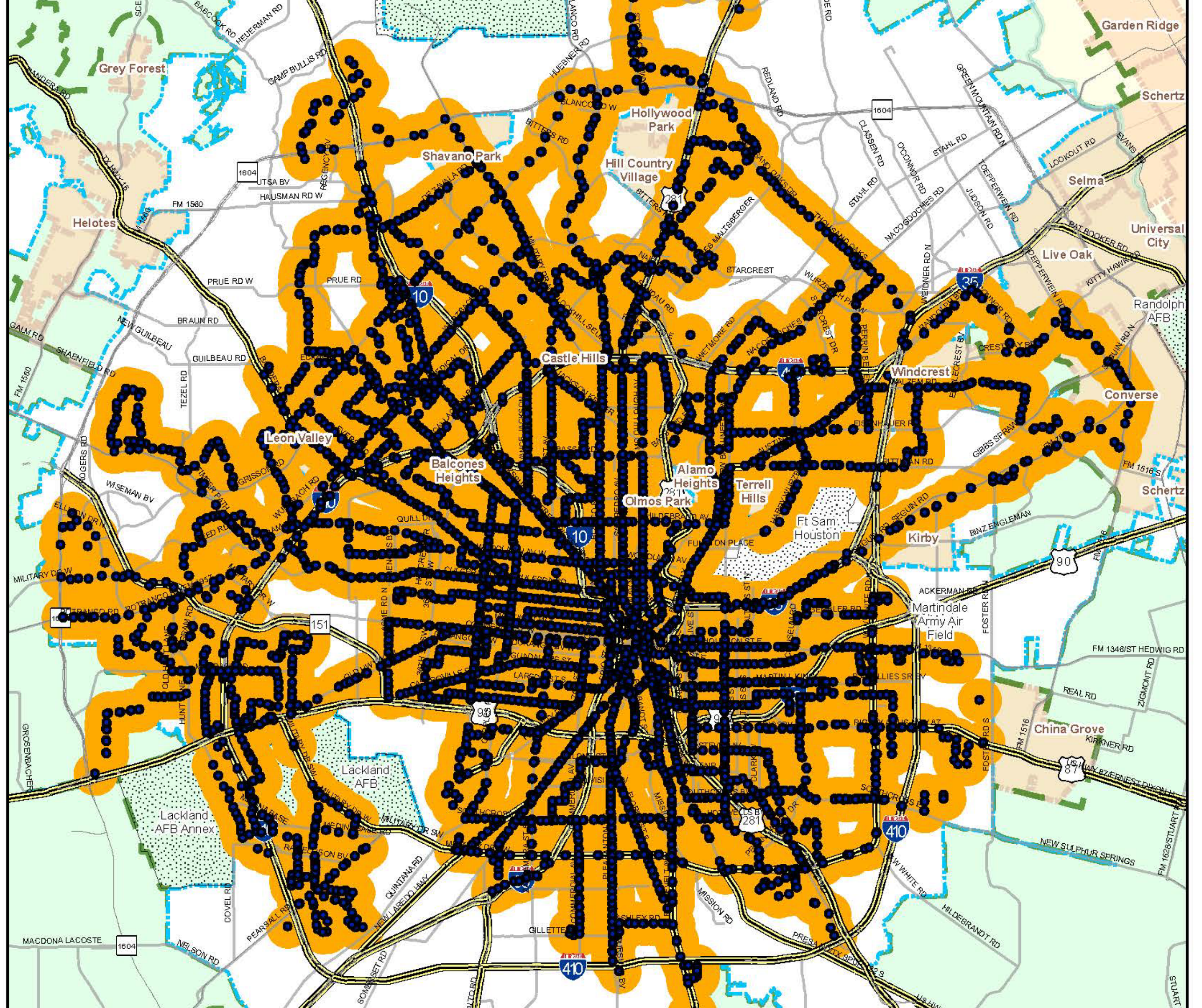
- Mix of light industrial and other uses
- 2 levels allowing for increased height
- Allows transition to mixed use

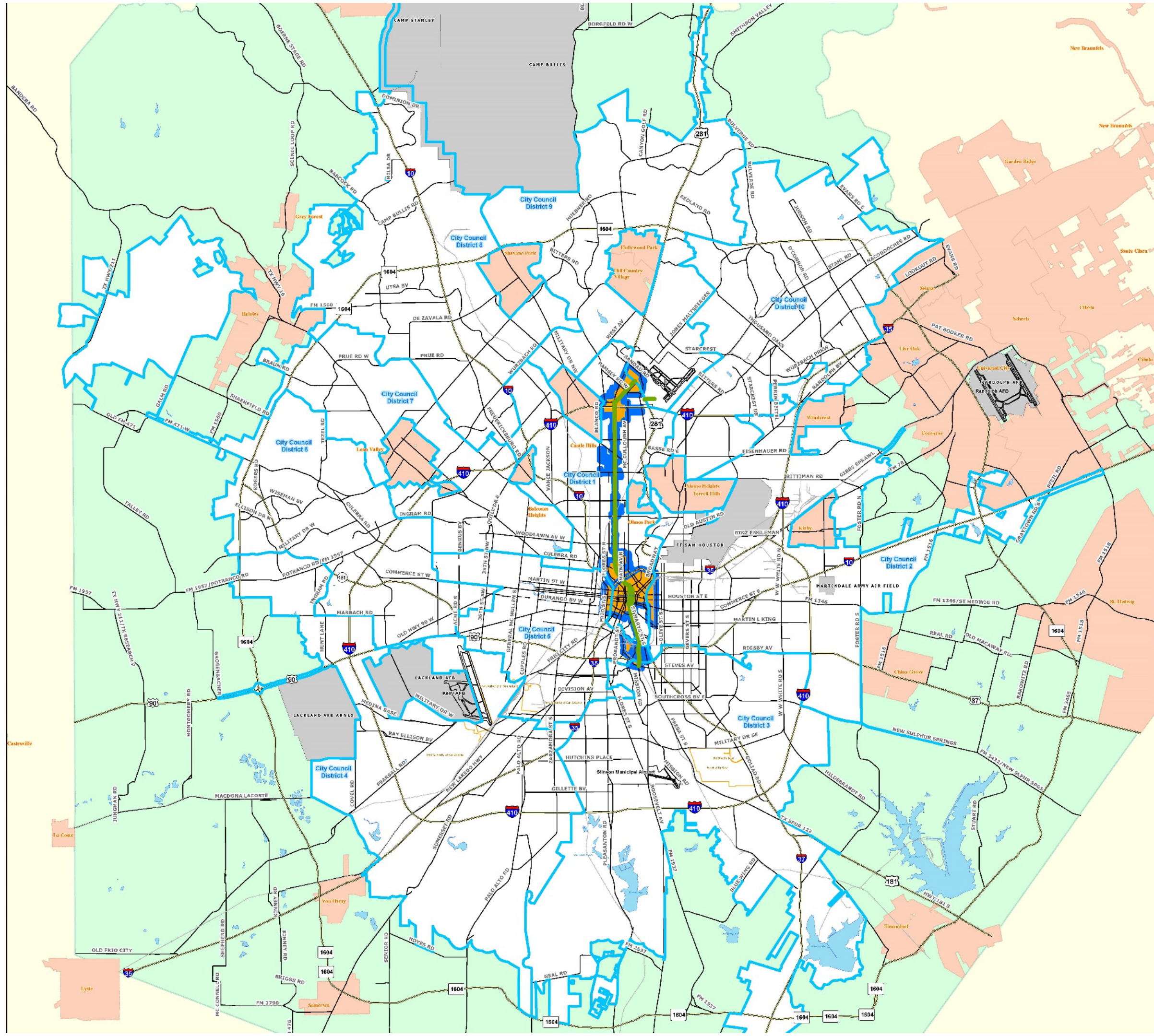
Zoning Code – Development Standards

- Updated standards protect residential neighborhoods from incompatible development
- Updated standards include unique characteristics to create pedestrian environments



Current "TOD" zoning applicability

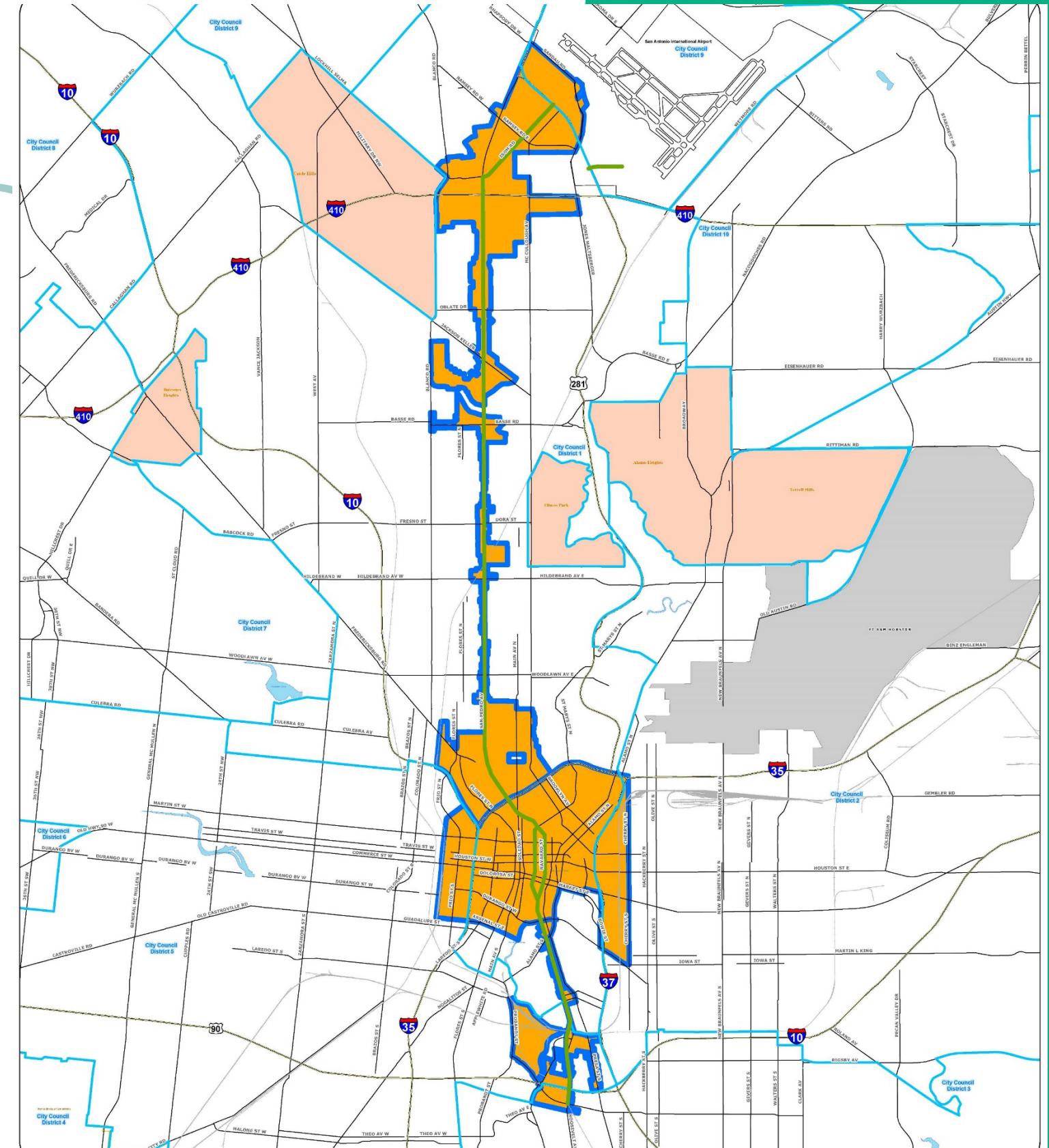




Future
“TOD”
zoning
applicability

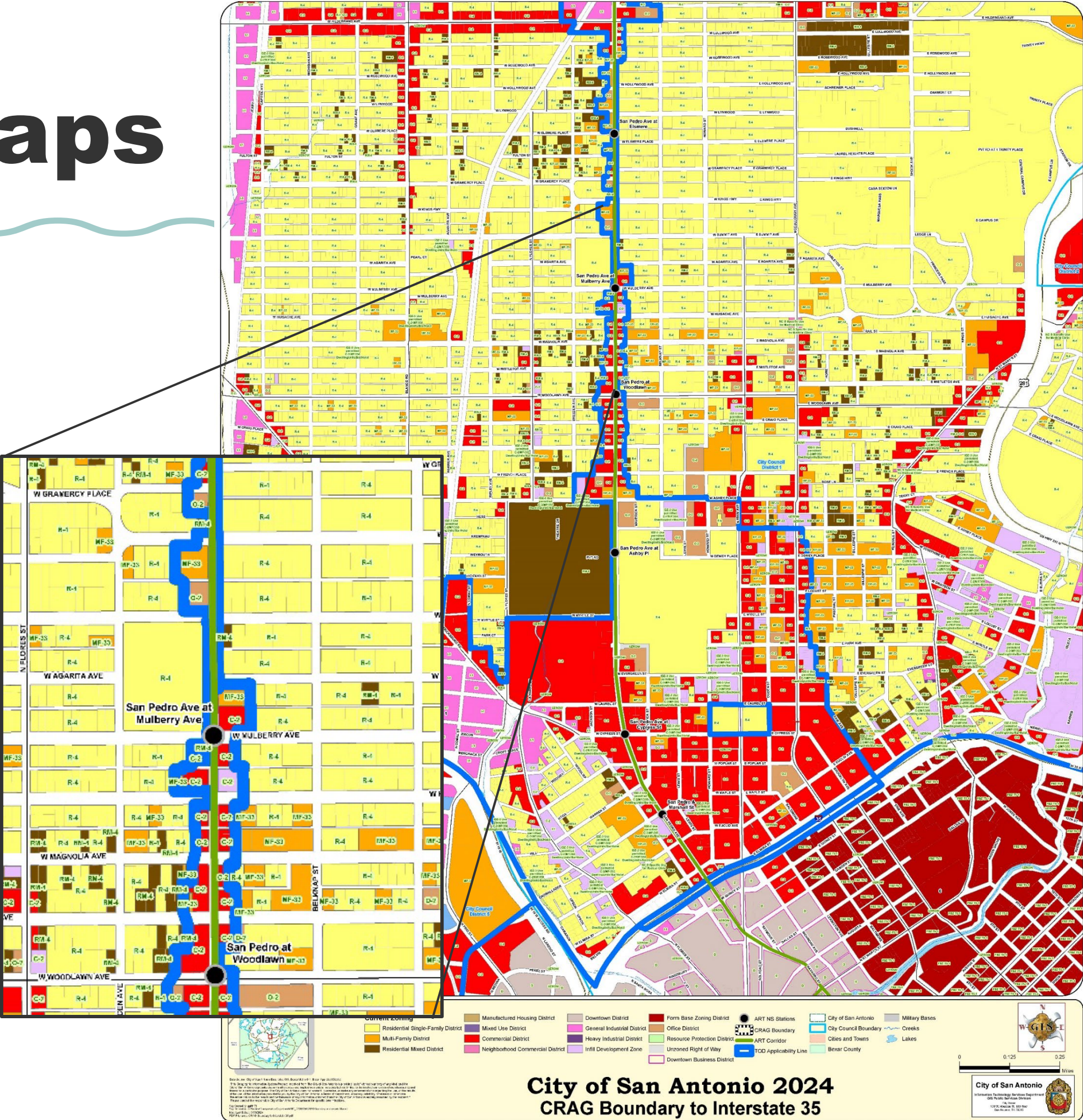
Future Applicability

- Focused on “ART” corridors
- “TOD” now includes “Transit”
- Eligibility is only within the boundary



Development of Maps

- Taskforce recommended boundaries to identify applicability for public input
- Provides opportunities for TOD development
- Sensitive to areas already built out with established neighborhoods



Protections for Neighborhoods



Single-Family Residential Exclusion

- Properties equal to $\frac{1}{2}$ acre or less: Single-Family zoned properties with a single-family use (4 units or less)
- Exclusion protects established residential neighborhoods in our urban core

Overlay District Standards

- “TOD” is a base district
- Properties within overlay districts such as Historic District Overlay or Neighborhood Conservation District Overlay must comply with those standards



Parking Provisions

- Parking space costs average \$2k to \$10k
- UDC code for minimum parking requirements were adopted in 1965 with no update since its adoption
- Parking minimums can force the use of land inefficiently, making it difficult to design neighborhoods where it is easy for people to walk and use public transit to get around
- Focusing on Transit-Oriented Development and reducing parking minimums promotes greater social equity in a community. Parking requirements raise rent prices and inhibit the development of affordable housing.
- The proposed amendments recommend a 50% reduction for the residential only district and no minimum parking requirements for the mixed use and hybrid-industrial districts.

City Code Chapter 28 - Signs

- This code identifies Urban Corridors to have sign requirements to create an attractive corridor environment
- 6 corridors exist including San Pedro
- Some include a minimum building setback
- New “TOD” code does not have a minimum building setback
- Recommend removing the setback in this urban corridor district



Meetings to Date

OCTOBER - COMPLETED

- OCT. 14: Planning Commission Technical Advisory Committee
- OCT. 16: City Council B Session Briefing
- OCT. 23: Planning Commission Briefing
- OCT. 24: TOD Task Force /RBSC /TWG Briefing

NOVEMBER – COMPLETED

- NOV. 5: Zoning Commission Briefing
- NOV. 6: Planning and Community Development Committee Briefing
- NOV. 12: VIA Board Briefing

PCTAC Recommendation

- Recommended Approval with:
 - All Single Family zoned lots with single family uses within the CRAG are excluded from TOD zoning
 - Staff supports this recommendation
 - Upon a property being rezoned to "TOD", a residential permit parking program be evaluated for the abutting neighborhood
 - Staff is available to answer questions and provide background on program

Traffic Proposed Amendment

- Waiver of the Section of Code that requires Traffic Analysis also waives requirements for traffic circulation studies for schools
- Schools can create issues within neighborhoods, should they not be required to meet traffic requirements
- Recommend that the section regarding schools (public and private) required to submit a Traffic Circulation Study be included in the code

Staff Proposed Amendments

- Rules of Interpretation Table 342.02-2: minor edits to correct references and clarifying language.
- Permitted Use Table 342.02-3: minor edits to correct uses for housing, manufacturing, amusement, recreation, schools and service.
- Development Standards: minor edit to correct references in driveways.

Engagement Activities

Over 90

Meetings & Outreach
Touchpoints to date

1,073

Community Survey Participants

Over 25,000

Visits to SASpeakUp.com/TOD



Community Meeting Feedback

- Concerns of displacement from future developments
- Trees...Trees....Trees and Walkability
- More Bike Lanes
- Compatible mix of uses in residential areas
- Support local businesses
- Incentivize density of business to take care of daily needs
- Incentivize and protect homeowners
- Promote missing middle housing along with transit-oriented development
- Integrate nature, enhance safety and fostering community ties to create a more vibrant and livable neighborhood.

Next Steps

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- OCT. 14: Planning Commission Technical Advisory Committee
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NOVEMBER – IN PROGRESS

- NOV. 5: Zoning Commission Briefing
- NOV. 6: Planning and Community Development Committee Briefing
- NOV. 12: VIA Board Briefing
- NOV. 13: Planning Commission Consideration
- NOV. 18: Board of Adjustment Informative Briefing (1901 S. Alamo St. at 1 PM)
- NOV. 19: Zoning Commission Consideration (1901 S. Alamo St. at 1 PM)
- NOV. 20: Housing Commission Consideration of Policy Framework (TBD at 11:30 AM)
- NOV. 20: Historic and Design Review Commission Informative Briefing (1901 S. Alamo St. at 3 PM)

DECEMBER

- DEC. 19: City Council Consideration of Policy Framework and Updated Zoning Code (114 W. Commerce St. at 9 AM)



Existing Conditions



Planned Transit Improvements



Future Development Opportunity

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Recommendation:

Staff recommends approval of the proposed amendments and moving item forward through the process

Transit-Oriented Development “TOD”

