



06

APPENDIX



TRANSPORTATION

Appendix A

Complete List of Recommendations

Housing Affordability

Enhance Affordability and Minimize Displacement: Preserve existing and produce new affordable units in developments along the ART corridors. Expand housing choices by adding and preserving supply in residential areas within walking distance of transit. Prioritizing deeper affordability is essential, particularly for units affordable to households with incomes less than the area median income.

Objective	Action	Lead	Goal	Description
Protect and Support Current Residents, especially the most vulnerable. Ensure existing residents can remain in their homes and communities by safeguarding affordable housing options against displacement and loss of affordability.	Toolkit 1: Neighborhood Stabilization Overlay	NHSD	4,9	An overlay district intended to impose procedural protections from demolition should be explored. Establish criteria that would trigger a review of certain properties at risk of demolition. The overlay should not prohibit construction of new housing.
Protect and Support Current Residents, especially the most vulnerable. Ensure existing residents can remain in their homes and communities by safeguarding affordable housing options against displacement and loss of affordability.	Toolkit 1: Community Land Trusts	NHSD	4, 9	A Community Land Trust (CLT) is an entity that can be created for the purpose of purchasing and retaining ownership of land to ensure its ongoing use for community purposes, such as affordable housing. CLTs support the long-term affordability of both rental and ownership housing, and are especially effective in areas that have, or expect to have, escalation of land costs.
Protect and Support Current Residents, especially the most vulnerable. Ensure existing residents can remain in their homes and communities by safeguarding affordable housing options against displacement and loss of affordability.	Toolkit 1: Limited Equity Co-Ops	NHSD	4	An effective way to stabilize neighborhoods and to prevent displacement is to create opportunities for residents to purchase property that would not be possible to do through traditional means. The cooperative model reduces costs of ownership by giving each resident a share in the ownership of a building that has multiple dwellings. Co-op shareowners pay "carry charges" which act as monthly "rents" which are limited to a percentage of income, and cover operating expenses and mortgage debt service. Co-ops are set up to ensure long-term affordability. When shares are resold there are limitations on resale, which helps provide affordability of the long-term.
Protect and Support Current Residents, especially the most vulnerable. Ensure existing residents can remain in their homes and communities by safeguarding affordable housing options against displacement and loss of affordability.	Toolkit 1: Capacity building for Neighborhood Associations	NHSD	4,9	Capacity building enables neighborhood residents to work together, make well-considered and collaborative decisions, develop a vision and strategy for the future, and take the necessary steps to bring their collective vision to fruition. Explore ways to support Neighborhood Associations to ensure that they are equipped with accurate and timely resources for productive and collaborative conversation and input.
Protect and Support Current Residents, especially the most vulnerable. Ensure existing residents can remain in their homes and communities by safeguarding affordable housing options against displacement and loss of affordability.	Toolkit 1: Home repair and ADU funding	NHSD	4	Accessory Dwelling Units (ADUs) can be a source of income to help families remain in their homes while providing affordable housing to elderly, single-person households, and students. This and home repair funding allow residents to stay in their homes over time.

Housing Affordability

<p>Protect and Support Current Residents, especially the most vulnerable. Ensure existing residents can remain in their homes and communities by safeguarding affordable housing options against displacement and loss of affordability.</p>	<p>Toolkit 1: Explore ways to offset home preservation expenses</p>	<p>NHSD Govt. Affairs</p>	<p>4</p>	<p>Homeowners with low and moderate incomes can benefit from support with keeping up with home maintenance and accessibility modifications. The City can explore ways to offset these expenses through tax abatements and credits, reduced fees, or other city incentives. Similar tools could also be utilized to secure affordability in rental housing in need of repair. One example is the Neighborhood Homes Investment Act, which calls for the creation of a new federal tax credit that will produce new equity investment dollars for the development and renovation of 1-4 family housing in distressed urban, suburban, and rural neighborhoods. This example would require the adoption of the Neighborhood Homes Investment Act by the federal government.</p>
<p>Protect and Support Current Residents, especially the most vulnerable. Ensure existing residents can remain in their homes and communities by safeguarding affordable housing options against displacement and loss of affordability.</p>	<p>Toolkit 1: Help for Homeowners on Avoiding Predatory Investment</p>	<p>NHSD</p>	<p>4</p>	<p>Ensure homeowners understand how to identify and avoid predatory investment, and what tools are available to them for financing and repair needs.</p>
<p>Protect and Support Current Residents, especially the most vulnerable. Ensure existing residents can remain in their homes and communities by safeguarding affordable housing options against displacement and loss of affordability.</p>	<p>Toolkit 1: Tenants' Rights and Responsibilities</p>	<p>NHSD</p>	<p>4</p>	<p>Proactive, focused outreach to renters near ART corridors to raise awareness of resources, rights, and responsibilities, including right to counsel. For developments that receive city incentives, requirement to include information on tenants' rights and responsibilities in lease-up materials.</p>
<p>Protect and Support Current Residents, especially the most vulnerable. Ensure existing residents can remain in their homes and communities by safeguarding affordable housing options against displacement and loss of affordability.</p>	<p>Toolkit 1: Explore expanded use of Displacement Impact Assessment tool</p>	<p>NHSD</p>	<p>4</p>	<p>The Displacement Impact Assessment (DIA) is an information-gathering pilot tool that will help City Council factor in information about the community surrounding a potential new housing development before deciding to fund the development. Its use could be expanded in future to evaluate displacement risk in other scenarios.</p>
<p>Protect and Support Current Residents, especially the most vulnerable. Ensure existing residents can remain in their homes and communities by safeguarding affordable housing options against displacement and loss of affordability.</p>	<p>Toolkit 1: Affordability Maintenance Funding</p>	<p>NHSD</p>	<p>4</p>	<p>Provide low-cost debt or equity to support acquisition and conversion of affordable market-rate housing to deed-restricted affordable housing. Property maintenance funding to preserve naturally occurring affordable housing, including incentive programs to encourage housing providers to maintain housing as affordable.</p>
<p>Produce More Affordable Housing Near Rapid Transit: Encourage development of new affordable housing units within proximity to rapid transit systems, and enhance accessibility by reducing commuting costs for residents.</p>	<p>Toolkit 2: Fee waivers</p>	<p>NHSD EDD</p>	<p>4</p>	<p>The City of San Antonio Fee Waiver Program provides eligible projects access to waivers for City development fees and SAWS impact fees, as well as staff support navigating through the City's regulatory processes. Under the policy, eligible projects include affordable housing, historic rehabilitation, owner-occupied rehabilitation, and business development. The program also encourages the growth and development of small businesses, legacy businesses, and targeted industry projects.</p>

Housing Affordability

Produce More Affordable Housing Near Rapid Transit: Encourage development of new affordable housing units within proximity to rapid transit systems, and enhance accessibility by reducing commuting costs for residents.	Toolkit 2: Target Future Housing Bond	NHSD	4, 6	Future Housing Bond could be utilized to create funding for a future incentive program to include affordable units and other projects targeting increased affordability.
Produce More Affordable Housing Near Rapid Transit: Encourage development of new affordable housing units within proximity to rapid transit systems, and enhance accessibility by reducing commuting costs for residents.	Toolkit 2: Tax Increment Financing (TIF) and Tax Increment Reinvestment Zones (TIRZ)	NHSD	4, 5, 6, 9	This is a tool for financing development by lending against the predicted tax revenue increase expected in the area. Depending on the structure of the TIRZ, the fund supports infrastructure and other investments in the zone.
Produce More Affordable Housing Near Rapid Transit: Encourage development of new affordable housing units within proximity to rapid transit systems, and enhance accessibility by reducing commuting costs for residents.	Toolkit 2: Joint Ventures		4, 6	Publicly owned properties in Texas are tax-exempt. Public agencies can leverage this exemption by partnering with for-profit and non-profit developers to purchase market-rate housing complexes via joint ventures. These complexes can then be converted into deed-restricted affordable units without the need for direct public funding.
Produce More Affordable Housing Near Rapid Transit: Encourage development of new affordable housing units within proximity to rapid transit systems, and enhance accessibility by reducing commuting costs for residents.	Toolkit 2: Development Bonuses for Affordable Housing	NHSD	4	Explore other types of incentives like development bonuses to encourage including affordable housing units into developments that otherwise might not include them.
Produce More Affordable Housing Near Rapid Transit: Encourage development of new affordable housing units within proximity to rapid transit systems, and enhance accessibility by reducing commuting costs for residents.	Toolkit 2: Prioritize TOD in City's Housing related plan updates	Transportation NHSD	4, 9	As other City plans and policies are created, ensure that transit-oriented policies and opportunities are included.
Produce More Affordable Housing Near Rapid Transit: Encourage development of new affordable housing units within proximity to rapid transit systems, and enhance accessibility by reducing commuting costs for residents.	Toolkit 2: Reduce Parking Minimums	DSD NHSD	4, 5, 6	Reducing parking requirements encourage density by allowing more space to be developed for housing and other uses, rather than parking. Parking is also costly for new developments, and reducing requirements reduces the costs to a new business or development.
Produce More Affordable Housing Near Rapid Transit: Encourage development of new affordable housing units within proximity to rapid transit systems, and enhance accessibility by reducing commuting costs for residents.	Toolkit 2: Increase Density to Support Missing Middle Housing	DSD NHSD	4	Missing middle housing is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. These housing types provide diverse options along a spectrum of affordability, and include duplexes, quadplexes, and bungalow courts, to support walkable communities, locally serving retail, and public transportation options. Missing Middle Housing provides a solution to the mismatch between the available housing stock and shifting demographics combined with the growing demand for walkability.

Housing Affordability

<p>Produce More Affordable Housing Near Rapid Transit: Encourage development of new affordable housing units within proximity to rapid transit systems, and enhance accessibility by reducing commuting costs for residents.</p>	<p>Toolkit 2: Land Banking / Strategic Property Acquisition</p>	<p>NHSD</p>	<p>4</p>	<p>Land banking is a tool that can be used as a vehicle for holding land strategically purchased for future affordable development - especially near planned ART corridors. It can also be used to repurpose tax-delinquent properties and to support housing preservation goals. San Antonio's relatively low land cost compared to other major metros makes land banking an attractive strategy for our area. Land banking can be especially effective when coupled with shared and limited equity models like Community Land Trusts.</p>
<p>Balance Production and Preservation: Strike a balance between building new affordable housing and preserving the existing affordable housing stock which community members call home in ART areas.</p>	<p>Toolkit 3: Down payment and closing cost assistance</p>	<p>NHSD</p>	<p>4</p>	<p>Focus down payment assistance loans on the areas closest to rapid transit to promote homeownership in areas near Advanced Rapid Transit corridors.</p>
<p>Balance Production and Preservation: Strike a balance between building new affordable housing and preserving the existing affordable housing stock which community members call home in ART areas.</p>	<p>Toolkit 3: Rental Rehabilitation Support</p>	<p>NHSD</p>	<p>4</p>	<p>Preserve naturally occurring affordable housing by making funding available to rental housing owners. This funding could be used towards addressing code violations, deferred maintenance, or other upgrades/maintenance.</p>
<p>Balance Production and Preservation: Strike a balance between building new affordable housing and preserving the existing affordable housing stock which community members call home in ART areas.</p>	<p>Toolkit 3: Collaborative Community Engagement throughout planning & development</p>	<p>NHSD Planning</p>	<p>9</p>	<p>Collaborative community engagement throughout the planning and implementation process allows communities to actively take part in guiding the future of their area</p>

Multimodal Connectivity

Multimodal connectivity within ART corridors is crucial for ensuring transit systems are accessible, fast, and integrated with various transportation options. By connecting ART stations to walking, cycling, micromobility, and other transit modes, San Antonio can enhance first/last mile access, reduce car dependency, and promote active, sustainable transportation. The actions supporting multimodal connectivity focus on creating interconnected and accessible corridors by coordinating infrastructure investments, improving connections, and incorporating diverse transportation options. Together, these initiatives improve the user experience, encourage greater transit use, and support broader citywide goals and plans like reducing emissions, creating a more equitable and sustainable transit system for all.

Objective	Action	Lead	Goal	Description
Prioritize TOD in the COSA organizational structure	Create a supportive team of staff members to coordinate and lead TOD-related activities and integrate with all city functions	Transportation		This action would lead to the addition of staff members dedicated to TOD-related activities and programs. In the cities of Cleveland, Indianapolis, Houston, Phoenix and Kansas City, a small team of people focused on planning, development, and economic development are utilized to implement transit-oriented development.
Prioritize TOD in the COSA organizational structure	Utilize the standing Transportation Committee to oversee the implementation of the TOP Framework and related TOD projects	Transportation		The standing Transportation Committee will be responsible for providing oversight and recommendations on transportation plans and policies such as the Vision Zero Action Plan, Complete Streets Policy, Bike Network Plan in addition to TOD development and implementation. The standing Transportation Committee will also act as collaborators and initiators to push and support TOD through the process of implementation.
Enhance first/last mile connectivity through coordination and targeted infrastructure improvements	Plan & Collaborate on Public Improvements Coordinate and implement improvements in and around station areas, working with community stakeholders, City departments, SAWS, CPS, VIA and agencies	Public Works Transportation	2, 4	Partnering with CPS the City will explore opportunities to minimize the impact of overhead power lines through consideration of undergrounding lines along transit corridors or other methods that impact private property. Partnering with SAWS the City will explore opportunities to plan water and sewer services for future use based on adopted land use plans and application of TOD zoning.
Enhance first/last mile connectivity through coordination and targeted infrastructure improvements	Anticipate TOD with Infrastructure Investments: Make proactive infrastructure investments that align with recommendations from the Complete Streets Policy, Bike Network Plan, Vision Zero Action Plan, and Mobility Hub planning efforts to support TOD projects, including improvements to transit stations and first/last mile connectivity.	Public Works Transportation	1, 2	The City and partners will continue to identify and prioritize infrastructure improvements that could facilitate a well-connected active transportation network through existing plans. Investments must be coordinated between VIA and the City of San Antonio to support ART with corresponding infrastructure improvements.
Enhance first/last mile connectivity through coordination and targeted infrastructure improvements	Encourage the Creation of Safe and Walkable Block Patterns	Transportation	1, 2, 3, 9	Smaller blocks, pedestrian-scaled frontages, and wide shaded sidewalks create a walkable and equitable sense of place. Smaller blocks could be created by platting larger properties into smaller lots.
Enhance first/last mile connectivity through coordination and targeted infrastructure improvements	Work collaboratively to perform a walkshed survey within a half-mile of all advanced rapid transit stations	Transportation	1, 2	Identify locations with unsafe, missing, or non-accessible sidewalk infrastructure including deficiencies such as ADA ramps absent or not flush with the roadway pavement or missing clearly striped crosswalks. Stemming from the analysis, recommendations should be made for prioritizing walkshed improvements and bike infrastructure along with identifying suitable funding sources and a financial plan.

Multimodal Connectivity

<p>Implement transportation demand management programs to increase mobility options</p>	<p>Increase awareness and promote transportation options that encourage physical activity (walking, cycling, and public transit use) to increase daily physical activity and prevent chronic diseases.</p>	<p>Transportation</p>	<p>3</p>	<p>Provide accessible and affordable transportation options that increase daily physical activity and help mitigate social isolation and improve social connectedness and mental health</p>
<p>Implement transportation demand management programs to increase mobility options</p>	<p>Identify Funding Sources for Active Transportation Programs</p>	<p>Transportation Government Affairs</p>	<p>1, 2</p>	<p>Pursue funding through the City's budget process and identify state or federal grants to fund active transportation projects to improve first/last mile connectivity and enhance access to transit stations.</p>
<p>Implement transportation demand management programs to increase mobility options</p>	<p>Encourage the implementation of TDM programs that assist riders with subsidized or free transit passes and help transit riders reach their nearest bus stop through a variety of services.</p>	<p>Transportation VIA</p>	<p>2</p>	<p>Create a new mobility benefits program to help reduce travel costs and make it easier for residents to rely on public transit. This program would offer free or discounted transit passes, convenient on-site amenities, and personalized guidance to help people use the transit system and explore new destinations. Additionally, evaluate a program to provide carshare vehicles along ART corridors, giving households the flexibility to go car-free while still having access to a vehicle when needed. A pilot program to cover transportation costs for eligible households should also be explored. This type of program ensures that everyone has access to affordable and convenient transportation options.</p>

Economic Opportunity

TOD supports economic opportunities by enhancing safety, bolstering environmental sustainability, and setting the stage for urban redevelopment projects that increase density and provide more spaces for investment and job growth. Investing in redevelopment along aging commercial corridors will help re-envision low-density commercial zones as more dense, walkable, livable, mixed-use areas with the potential to attract new private sector investment that aligns with market opportunities, as identified in *San Antonio's Economic Development Strategic Framework (2022)*.

Objective	Action	Lead	Goal	Description
Utilize City's tools and resources to incentivize developments that benefit the community at large	Leverage public art funding to create spaces that demonstrate the character of the neighborhood and its history	Public Works Arts & Culture VIA	3, 8, 9	Engage community voices in the public space design process. Establish processes to encourage design elements in station areas celebrating local art, culture, and history.
Help bolster both new and existing businesses, while supporting the retention of small businesses	Incentivize affordable ground floor space and work with small business owners to navigate leasing new commercial spaces on the corridors for expansion opportunities	EDD	3, 5, 8	There is currently no incentive for developers to offer affordable and favorable lease terms to businesses or community space. In support of small business creation opportunities for those who live in neighboring communities the City should explore the creation of such incentives, possibly informed by existing programs like the New York 125th Street Special District, which offers development-based incentives for affordable space provisions. Another option could include Small Business Preservation Programs: Providing loans and other support to retain and protect small businesses near transit, leveraging public, private, and philanthropic partnerships.
Help bolster both new and existing businesses, while supporting the retention of small businesses	Provide additional support to small businesses along the ART corridors	EDD	3, 5, 8	Additional support can take many forms: Connect with business development organizations to help entrepreneurs have brick and mortar storefronts along the transit corridors. Create a program that supports local businesses impacted by an ongoing active construction period.
Help bolster both new and existing businesses, while supporting the retention of small businesses	Identify retail and small business amenities that are necessary to have within a 15 minute walk of each station in order to decrease reliance on personal vehicles	EDD Transportation	1, 5, 7, 8, 9	Support existing small local businesses throughout the ART corridor and compliment the corridor with new ones to fill gaps where identified to keep dollars locally and sustain/build the city's sales tax and property tax base Work with business development organizations to identify business owners that can fill geographic gaps in services (i.e. restaurateurs, artisans, artists, grocers, etc.). This action will require a market analysis.
Leverage existing incentive programs to fill financing gaps for place-based development	Improve Coordination with Financial Incentive Programs	EDD NHSD Transportation Planning	8	Incentive programs throughout the City should be coordinated with the TOD process
Leverage existing incentive programs to fill financing gaps for place-based development	Foster collaboration between the public and private sectors to advance TOD projects, particularly in areas with weaker market support.	EDD	4, 5, 6	Public-Private Partnerships: Leveraging publicly owned land and vacant lots near transit for public benefit, including affordable housing and community amenities. Joint Development Projects: Encouraging joint development on City and VIA property or connected to transit stations. This involves partnering with private developers to facilitate TOD and maximize the use of land near transit.
Research and implement national best-practices that other major urban areas have utilized to support TOD in the context of San Antonio	Encourage Sustainability Incentives	PWD	3, 9	Encourage the use of sustainability incentives such as Property Assessed Clean Energy (PACE) financing.

Economic Opportunity

<p>Utilize City's tools and resources to incentivize developments that benefit the community at large</p>	<p>Initiate the Creation of a TOD Funding Plan</p>	<p>Transportation NHSD EDD</p>	<p>1, 4, 5</p>	<p>A TOD Funding Plan could include tools such as a TOD Fund, TIRZ or other incentives to accelerate affordable housing and pedestrian improvements near transit and/or fund long-term operations and maintenance associated with infrastructure projects (e.g. tree plantings, crosswalks, sidewalks, green infrastructure). Examples include Seattle's Transit-Oriented Community Development Fund or Portland's TOD Implementation Program.</p>
<p>Utilize City's tools and resources to incentivize developments that benefit the community at large</p>	<p>Develop a Utility Infrastructure Master Plan</p>	<p>Transportation NHSD EDD SAWS CPS Energy</p>	<p>2</p>	<p>Develop a Utility Infrastructure Master Plan in coordination with SAWS, CPS Energy, and local private utilities that is consistent with the growth strategies outlined in the SA Tomorrow Comprehensive Plan and Sub-Area Plans with particular focus on urban and suburban locations where City policies will encourage and support higher density urban development. Locations where this type of redevelopment is known to be planned and along VIA ART corridors should be prioritized. Assumptions for development should be informed by land capacity and market readiness to support higher-density redevelopment. Locations with the most capacity and market readiness should be prioritized in a coordinated fashion across utilities allowing each to develop an implementation plan that provides proactive coordinated utility capacity upgrades in a manner that minimizes impacts to fees of current and future ratepayers. Additionally, a policy should be developed for how public utilities can be expected to plan, prioritize, and coordinate with any entity making improvements to active transportation, transit, or public realm infrastructure using public funds.</p>
<p>Utilize City's tools and resources to incentivize developments that benefit the community at large</p>	<p>Streamline TOD Zoning Process</p>	<p>DSD</p>	<p>6</p>	<p>Simplify the process for obtaining TOD special district zoning to make it faster and more predictable for developers</p>

ART corridors that prioritize health initiatives can reduce chronic diseases, improve mental health, and foster social equity, especially for vulnerable populations who rely on public transportation. These strategies focus on prioritizing vulnerable populations, mitigating health impacts associated with development, incorporating health assessments in policy decisions, and fostering active mobility to enhance overall physical and mental well-being.

Objective	Action	Lead	Goal	Description
Ensure equitable access to vibrant, people-oriented public spaces	Encourage Public Gathering Spaces Around Transit Stations	Transportation EDD Parks Planning VIA	3, 9	Anchor transit stations with inviting, vibrant civic spaces (e.g. civic squares, park space, etc.) that provide flexible areas, opportunities for social engagement, and a range of activities that instill a sense of pride and belonging for diverse communities. Evaluate potential incentives (financial or administrative) that could be provided for TOD projects that design public spaces and public amenities to facilitate community gathering, neighborhood commerce, festivals, and sustainability.
Foster the development of healthy, vibrant communities through increasing access to healthcare services, enhancing air quality, and developing programs that support mental health and well-being around ART corridors	Prioritize strategies that reduce construction-related emissions and improve air quality	Metro Health Sustainability	3	11% of global carbon emissions are from materials and constructions of buildings. To improve air quality, construction-related emissions need to be considered to combat local carbon emissions and improve air quality in neighborhoods along ART corridors that experience an increase in development. Reducing construction emissions can be accomplished by minimizing the use of fossil fuels in heavy machinery, minimizing new materials, designing for low carbon solutions, using low carbon products and materials, and maximizing reuse.
Foster the development of healthy, vibrant communities through increasing access to healthcare services, enhancing air quality, and developing programs that support mental health and well-being around ART corridors	Utilize Health and Equity Impact Assessments for each Transit-Oriented Policy	Metro Health	3	Apply health and equity impact assessments to new policies to ensure that benefits are equitably distributed.
Ensure equitable access to vibrant, people-oriented public spaces	Prioritize communities and people who are low-income and transit-dependent (e.g., disabled, with health conditions, involved with the justice system).	Metro Health Transportation	3	Many communities, particularly those that are low-income, communities of color, older adults, and individuals living with disabilities, still lack access to safe and affordable transportation options. This can contribute to health disparities and limit access to healthcare services, healthy food options, and other important resources.
Foster the development of healthy, vibrant communities through increasing access to healthcare services, enhancing air quality, and developing programs that support mental health and well-being around ART corridors	Explore partnerships to provide additional health services along TOD corridors	Metro Health	3	ART creates the opportunity to connect people to more resources and services. As TOD corridors develop concerted efforts should be made to provide additional health services along the corridor to take advantage of the new connections.

Health & Quality of Life

<p>Foster the development of healthy, vibrant communities through increasing access to healthcare services, enhancing air quality, and developing programs that support mental health and well-being around ART corridors</p>	<p>Incentivize accessible and affordable transportation options that help mitigate social isolation and improve social connectedness and mental health.</p>	<p>Metro Health Transportation</p>	<p>1, 2, 3</p>	<p>Social isolation is a lack of relationships and having few people to interact with regularly. A contributing factor to social isolation is a lack of mobility. Accessible transportation options can improve individuals' mobility. Incentivizing active transportation like walking and public transportation that increases the overall coverage of transportation options within TOD neighborhoods can decrease social isolation among community members.</p>
<p>Bolster placemaking by ensuring that new developments transition appropriately into the neighborhoods and surrounding communities, and that they consider the character and history of those neighborhoods as well.</p>	<p>Planning and development efforts in TOD areas will require robust community engagement and outreach to inform the planning process, design, and overall TOD goals.</p>	<p>Transportation</p>	<p>9</p>	<p>Robust community engagement that informs process and design will create plans and development projects that meet the needs of current residents and fits within the context of the current neighborhood. This approach is supported by the 2024 Complete Streets Policy requirements for road projects.</p>
<p>Bolster placemaking by ensuring that new developments transition appropriately into the neighborhoods and surrounding communities, and that they consider the character and history of those neighborhoods as well.</p>	<p>Generate design standards that encourage compatible development with established neighborhoods through an update to the existing "TOD" Transit Oriented Development Zoning District but still respect Historic Overlay, River Improvement Overlay and Neighborhood Conservation Districts.</p>	<p>DSD</p>	<p>3, 8, 9</p>	<p>Design guidelines for the corridor to include elements such as awnings that provide shade. Example: Houston at St. Mary's to Navarro</p>

Resilience

Recommendations under Resilience aim to enhance environmental sustainability and community well-being in ART corridors by prioritizing climate-ready infrastructure, increasing green spaces, and promoting sustainable design. These actions strive to create cooler, greener, and more adaptable urban environments that support active mobility, mitigate stormwater runoff, and foster community resilience in the face of climate change.

Objective	Action	Lead	Goal	Description
Ensure public spaces in TOD zones consider heat relief in design and operations with a focus on the most vulnerable populations.	Explore every opportunity to increase tree canopy coverage along ART corridors	Office of Resilience Office of Sustainability Parks & Recreation NHSD	3	Examples include explore opportunities to fund for planting and maintenance of trees that are planted in ROW corridors and to fund tree mitigation fees for affordable housing developments.
Preserve and increase green spaces and utilize nature-based solutions that manage stormwater and mitigate extreme heat.	Encourage green infrastructure techniques to be used for cool benefits and stormwater runoff in TOD zones	Office of Resilience Office of Sustainability Public Works SARA	3	In TOD, green infrastructure can be used to manage stormwater while enhancing the sustainability and livability of the area. Permeable Pavement: In high-traffic areas like sidewalks, bike paths, and parking lots, permeable pavement allows water to seep into the ground rather than running off into storm drains. This reduces flooding risks and helps replenish groundwater. Green Roofs and Walls: Buildings in a TOD can incorporate green roofs and walls, which absorb rainwater, reduce heat, and provide insulation. This helps manage stormwater while also improving air quality and reducing energy costs. Rain Gardens and Bioretention Areas: Along streets, near bus or train stations, and in public plazas, rain gardens and bioretention systems can be installed to absorb and filter stormwater. These natural spaces also beautify the area and provide green space for residents and commuters. Street Trees and Green Spaces: Planting trees and adding green spaces along streets and around transit stations helps capture rainwater, prevent runoff, and cool the area. These features improve both the environmental and aesthetic quality of the district. Stormwater Cisterns: Collecting rainwater from rooftops and other surfaces in cisterns provides a sustainable water source for irrigation or other uses. These can be installed in commercial or residential buildings within the district.
Ensure public spaces in TOD zones consider heat relief in design and operations with a focus on the most vulnerable populations.	Prioritize scientifically supported cooling solutions for bus stations within a walkshed	Office of Resilience Office of Sustainability Public Works SARA	3	Cooling solutions could include water fountains, shaded bus stations, shaded bus stations with rooftop vegetation, and misters.
Develop and support a holistic Resilient Communities approach that supports individuals, households, and the community that includes connectivity, resilient social and economic systems, and other support systems to address human or manmade disruptions.	Initiate and support climate ready neighborhoods in TOD zones	Office of Resilience Office of Sustainability	9	Climate Ready Neighborhoods is a network of community partners linking climate-resilience information, trainings, resources, and funding through a network of trusted community groups and spaces called Neighborhood PODs.

Resilience

Preserve and increase green spaces and utilize nature-based solutions that manage stormwater and mitigate extreme heat.	Encourage green spaces included in new development and preserve current green spaces	Public Works	3, 9	Increased green spaces can provide heat relief and pedestrian comfort.
Maximize climate resilience through renewable energy, resource efficiency, and supporting cross-sector collaboration and self-reliance.	Encourage large commercial and industrial building owners to utilize sustainable and efficient design	CPS Energy Office of Sustainability Office of Resilience	3	Sustainable and efficient design could include elements such as solar panels on rooftops and additional shade structure. LEED and Build SA Green certifications should be required.
Develop and support a holistic Resilient Communities approach that supports individuals, households, and the community that includes connectivity, resilient social and economic systems, and other support systems to address human or manmade disruptions.	Encourage active mobility in TOD zones through robust bike and ped infrastructure	Transportation	1,2,3	Improved and connected bike and pedestrian infrastructure creates easy access to active mobility. Active mobility decreases individuals reliance on fossil fuels and motor vehicles. Active mobility can contribute to increased safety and community interactions.
Maximize climate resilience through renewable energy, resource efficiency, and supporting cross-sector collaboration and self-reliance.	Encourage diverse urban gardens in TOD zones such as pollinator gardens, diversified vegetation, school gardens, therapy gardens, and neighborhood gardens.	Office of Sustainability Office of Resilience SAWS	3, 9	Increased green spaces can provide heat relief and diverse vegetation in gardens can increase carbon capture. Green space impacts the well being of individuals.
Develop and support a holistic Resilient Communities approach that supports individuals, households, and the community that includes connectivity, resilient social and economic systems, and other support systems to address human or manmade disruptions.	Evaluate the creation of neighborhood-scale resilience hubs that are transit accessible	Office of Resilience Office of Sustainability	3, 9	Identify network of neighborhood-scale resilience hubs near transit, which can be activated with programming for extreme heat and extreme climate events
Preserve and increase green spaces and utilize nature-based solutions that manage stormwater and mitigate extreme heat.	Identify undeveloped land near stations that could be developed into parks and public spaces with multiple uses (i.e. pocket parks, shaded playgrounds, spots for food trucks, event space,	Parks & Recreation	3, 8	The UDC now allows Parks & Recreation to utilize the Tree Mitigation Fund to acquire property in urban heat islands for the conversion of park space.



TRANSPORTATION

Appendix B

**Draft “TOD”
Zoning Code**

Blue with Underline = Proposed Changes to City Code

Blue with Underline and Yellow Highlight = Proposed Recommendation by Zoning Commission

~~Red with Strikethrough~~ = Proposed edits to City Code

Black Language = Current City Code Language with no edits

Sec. 35-342.01 "TOD" Transit-Oriented Development District Complete Change of Zoning Applications submitted prior to January 1, 2025

STATEMENT OF PURPOSE

The transit-oriented development district encourages a mixture of residential, commercial, and employment opportunities within identified light rail station or other high capacity transit areas. The district allows for a more intense and efficient use of land at increased densities for the mutual re-enforcement of public investments and private development. Uses and development are regulated to create a more intense built-up environment, oriented to pedestrians, to provide a density and intensity that is transit supportive. The development standards of the district also are designed to encourage a safe and pleasant pedestrian environment near transit stations by encouraging an intensive area of shops and activities, by encouraging amenities such as benches, kiosks, and outdoor cafes, and by limiting conflicts between vehicles and pedestrians. It is the intent of this section that a "TOD" district be restricted to areas within one-half (½) of a mile of a transit station, which area is equivalent to a typical ten-minute walking distance.

(a) Locational Criteria. See subsection 35-208(d).

(b) Development Standards. No application shall be approved within a "TOD" district unless it complies with the standards set forth in the "TOD" use patterns, section 35-208 of this chapter.

(Ord. No. 2009-01-15-0001, § 2, 1-15-09)

Sec. 35-342.02 "T-" Transit-Oriented Development Districts Complete Change of Zoning Applications submitted after January 1, 2025

STATEMENT OF PURPOSE

The purpose of the Transit-Oriented Development (T-) Districts is to implement the planning and design concepts embodied in transit corridors identified on the High-Capacity Transit Network Plan, as designated and adopted by VIA Metropolitan Transit. The standards defined for T- Districts enable a development pattern that encourages transit-supportive densities, improved access to jobs, housing, amenities, and educational opportunities, and offers an enhanced public realm along transit corridors. The following describes the intent and purpose of each of the T-Districts established in this section.

(a) Applicability.

(1) Designation Process and Applying a TOD District.

A. TOD District applications shall follow the rezoning process in Sec. 35-421. Zoning Amendments. Applications for rezoning to a TOD District must meet the criteria below. All "TOD" designated corridors shall include a map illustrating the limitation of the boundaries eligible for "TOD" zoning applications. "TOD" zoning requests shall be limited to properties within the approved boundary in order to prevent the encroachment into the middle of an established residential blockface.

B. Stakeholder Participation. The process of developing and adopting a map to illustrate the boundaries eligible for “TOD” zoning applications should involve key stakeholders within ½ mile of a proposed corridor which may include property owners, residents, all impacted neighborhood associations, community organizations, non-profits, major employers, small, mid and large businesses, schools, hospitals, medical facilities, and technical team members with relevant transit, equity and housing experience as well as representatives from disability access organizations. The applicable city department should form a team comprised of the stakeholders and shall invite them to participate and assist with map development. Maps will undergo continuing city departmental review to clarify and identify any program or policy inconsistencies. The development of the maps shall go through a public input process.

C. “TOD” Districts shall be limited to:

1. Designated Advanced Rapid Transit “ART” corridors as designated and adopted by VIA Metropolitan Transit Board action; and
2. Properties within the map illustrated approved boundary referenced in Section (2) (A) for each designated corridor.

(2) Locational Criteria and Zoning Authority.

A. “TOD” District designation ordinances shall include a map illustrating the boundaries abutting the designated Advanced Rapid Transit corridor or how the property otherwise meets the designation criteria of Subsection (a) (1) above. For Corridors that lie within the city’s original 36 square miles, as referenced in the Community Revitalization Action Group (CRAG) Report of the Special Projects Office of the city, sensitivity should be given to the application of TOD adjacent to established residential neighborhoods. Individual TOD District designation shall be by separate ordinance, shall identify the designated boundaries, and shall include maps illustrating the boundaries. Adopted “ART” corridors referenced herein and date adopted are:

1. Green Line ART as adopted and designated on June 25, 2024. TOD Map and Boundary Ordinance #XXXX-XX-XXXX.

B. In the event of a conflict between any of the provisions or standards of this section and the provisions or standards of any approved overlay district, the provisions or standards of the overlay district shall control over the Transit Oriented Development District.

C. “TOD” Districts shall not be applied to property zoned single-family residential less than or equal to ½ of an acre that is with a single-family residential use of 4 units or less. “TOD” Districts shall not be applied to property within the CRAG, original 36 square miles, zoned single-family residential that is with a single-family residential use of 4 units or less. In this section, a “single-family residential use” includes any single-family dwelling, duplex, triplex, fourplex, or townhome.

D. “TOD” Districts shall not be applied to property owned by the City of San Antonio and operated, managed or maintained by the City’s Parks and Recreation Department as part of the official list of park real estate assets.

(b) Introductory Provisions.

(1) Establishment.

The following “TOD” districts are hereby established and referred to collectively herein as “TOD” districts: “TOD-MX-3”; “TOD-MX-6”; “TOD-MX-12”; “TOD-MX-U”; “TOD-HI-3”; “TOD-HI-6”; “TOD-TR-

2.5”. The general purpose of each district are described in Table 342.02-1 with the corresponding district designation. The design regulations for each district are included in Table 342.02-2 below.

Table 342.02-1
“TOD” Districts Established

District Name and Definition	District Designation
<p>Transit Mixed-Use Districts – Provides for mix of uses including residential and non-residential. Includes retail, services, office, and residential allowing for walkability. There are 4 distinct categories based on maximum height limitations. The development pattern in the Transit Mixed-Use Districts is urban. Building design standards appropriate for transit-oriented development allow density that promotes compact, walkable, sustainable neighborhoods. The higher intensity mixed-use districts (TOD-MX-12 and TOD-MX-U) are intended for parcels that do not immediately abut neighborhood-scale residential districts. For purposes of this section, “TOD-MX” districts are considered non-residential uses or commercial uses in applicable overlay districts.</p>	“TOD-MX-3”
	“TOD-MX-6”
	“TOD-MX-12”
	“TOD-MX-U”
<p>Transit Hybrid-Industrial Districts – Provides for light industrial uses that support employment near corridors while transitioning to transit-supportive commercial, office and residential uses. There are 2 distinct categories based on maximum height limitations. Uses that support transit are the district’s long-term focus and allow a gradual transition of industrial sites towards mixed use over time. For purposes of this section, “TOD-HI” districts are considered non-residential uses or commercial uses in applicable overlay districts.</p>	“TOD-HI-3”
	“TOD-HI-6”
<p>Transit Transition Districts – Provides for residential uses that serve as a transition from mixed-use or hybrid-industrial transit districts and surrounding neighborhoods. Building design standards for the Transit Transition District are compatible with neighborhood scale buildings. The development pattern supports missing middle housing types, including townhouses, cottage courts, multiplexes and small apartment buildings. Buildings are built at a house scale. For purposes of this section, “TOD-TR” district is considered residential use in applicable overlay districts.</p>	“TOD-TR-2.5”

Table 342.02-2
“TOD” Districts Design Regulations

	<u>Design Regulation</u>	<u>TOD-MX</u>				<u>TOD-HI</u>		<u>TOD-TR</u>
		<u>TOD-MX-3</u>	<u>TOD-MX-6</u>	<u>TOD-MX-12</u>	<u>TOD-MX-U</u>	<u>TOD-HI-3</u>	<u>TOD-HI-6</u>	<u>TOD-TR-2.5</u>
(A)	<u>LOT</u>							
	<u>Width (min)</u>	<u>20'</u>	<u>20'</u>	<u>20'</u>	<u>20'</u>	<u>20'</u>	<u>20'</u>	<u>15'</u>
	<u>Outdoor Pedestrian space (min) – Note (1)</u>	<u>5%</u>	<u>5%</u>	<u>5%</u>	<u>5%</u>	<u>5%</u>	<u>5%</u>	<u>=</u>
(B)	<u>DENSITY (Max)</u>							
	<u>Dwelling units per platted lot (max)</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>5</u>
(C)	<u>BUILDING SETBACKS</u>							
	<u>Front Setback (min/max) Note (2)</u>	<u>0'/25'</u>	<u>0'/25'</u>	<u>0'/25'</u>	<u>0'/25'</u>	<u>0'/25'</u>	<u>0'/25'</u>	<u>5'/20'</u>
	<u>Side (min) A 5 foot side setback is required abutting a single-family residential use or zone.</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>5'</u>
	<u>Rear (min) - A 10 foot rear setback is required abutting a single-family residential use or zone.</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>10'</u>
(D)	<u>BUILD-TO WIDTH – Note (3)</u>							
	<u>Primary Façade along ART Corridor (min)</u>	<u>75%</u>	<u>75%</u>	<u>75%</u>	<u>75%</u>	<u>75%</u>	<u>75%</u>	<u>=</u>
	<u>Primary Façade along Side Street (min)</u>	<u>30%</u>	<u>30%</u>	<u>60%</u>	<u>60%</u>	<u>30%</u>	<u>30%</u>	<u>=</u>
(E)	<u>BUILDING HEIGHT</u>							
	<u>Height (max) Note (4)</u>							
	<u>Feet (max)</u>	<u>42'</u>	<u>80'</u>	<u>150'</u>	<u>Unlimited</u>	<u>42'</u>	<u>80'</u>	<u>35'</u>
	<u>Stories (max) Note (5)</u>	<u>3 stories</u>	<u>6 stories</u>	<u>12 stories</u>	<u>Unlimited</u>	<u>3 stories</u>	<u>6 stories</u>	<u>2.5 stories</u>
(F)	<u>TRANSPARENCY</u>							
	<u>Ground story (min)</u>							
	<u>Non-Residential</u>	<u>30% transparent windows and openings at street level along all street facing facades.</u>						<u>N/A</u>
	<u>Blank wall width (max) See Note (6)</u>	<u>=</u>						<u>N/A</u>
(G)	<u>PEDESTRIAN ACCESS</u>							
	<u>Street-facing entrance spacing (max) See Note 7</u>	<u>150' on Street Frontage (see 35-515(c)(4)); 100' on all other streets for buildings along the perimeter edges of the project, abutting and facing streets.</u>						<u>N/A</u>

Rules for Interpretation of Table 342.02-2
<p><u>Generally. The requirements for the parameters set forth in rows (A) through (G), above, relate to the zoning district specified in the Column. A dash (—) indicates that the requirement does not apply within the particular zoning district. Requirements shall apply to permits pulled for construction, additions, and renovations such as changes to façade (refer to Article A for Definitions). Changes to Non-Conforming Uses or Non-Conforming Structures shall comply with Article 7 for Vested Rights and Non-Conforming Uses. Rules of interpretation and additional standards for setback and height requirements, not specified in this table, are set forth in the lot layout, height and density/intensity standards (sections 35-515 to 35-517 of this chapter).</u></p>
<p><u>Row (A): Refer to Article A for Definitions and 35-515 for lot layout regulations. Minimum lot width is defined as the width of the lot at the front setback line. For irregular shaped lots, lot width shall be measured at the front building line rather than the front setback line. Outdoor Pedestrian Space is defined as adequate spaces that provide for walkability along the public realm for all users of a building to ensure such spaces are accessible, usable and safe.</u></p>
<p><u>Row (B): The maximum density requirements are expressed in dwelling units per platted lot.</u></p>
<p><u>Row (C): Refer to Article A for Definitions and 35-515 for lot layout regulations. Building Setback requirements shall apply only to perimeter edges of a project. See Table 310-1 Illustration for Typical Setbacks. Building setbacks do not apply to individual lots that are part of a larger site composed of multiple lots. Refer to 35-516 for Projecting Architectural Features.</u></p>
<p><u>Row (D): Refer to Article A for Definitions. To regulate placement of buildings with a consistent street wall along the public realm. Build to Width requirements shall apply only to perimeter edges of a project and are measured as the total width of the lot multiplied by the percentage requirement. Build to Width requirements do not apply to interior buildings or individual lots that are part of a larger site composed of multiple lots.</u></p>
<p><u>Row (E): Height: The vertical dimension measured from the average elevation of the finished lot grade at the front of the building to the highest point of ceiling of the top story in the case of a flat roof; to the decline of a mansard roof; and to the average height between the plate and ridge of a gable, hip or gambrel roof. A "story" is that part of a building between the surface of a floor and the ceiling immediately above. Shall be applied to all buildings and structures on a lot. Refer to 35-516 for Height Exceptions. Height is restricted when adjacent to a single-family residential use. See Note 4. Additional height may be provided pursuant to subsection 35-517(d). See Article A for Definition of Story, and International Building Code or International Residential Code for measurement of story.</u></p>
<p><u>Row (F): To provide visual interest along the public realm by encouraging visual connections between the public realm and the interior of the building. Buildings shall contain ground level story fenestration (transparent windows and openings at street level) of not less than 30%, and is measured as the percentage calculated as the sum of all façade area meeting the measurement requirements for ground level story fenestration, divided by the total applicable façade area. Ground level story transparency standards apply at street level along all street facing building facades along the perimeter edges of a project. Refer to Article A for definition of façade.</u></p>
<p><u>Row (G): To promote greater use and activation of the public sidewalk by limiting distance without physical connections between the public realm and the interior of the building. Pedestrian Access spacing requirements shall apply only to perimeter edges of a project. Pedestrian Access spacing requirements do not apply to interior buildings or individual lots that are part of a larger site composed of multiple lots.</u></p>
<p><u>Note (1): Shall apply to the area within the front setback and abutting the street. Only applies to sites 20,000 square feet or greater in area and is measured by multiplying the total lot area by the minimum outdoor pedestrian space requirement percentage. Sidewalks with areas exceeding the minimum width requirements, areas with landscaping and trees exceeding minimum requirements, areas within right of way providing landscaping and trees, public spaces such as courtyards, walkways connecting the front entries directly to the sidewalk and/or curb, and publicly accessible entries abutting streets, satisfies minimum requirements. Private amenity spaces such as outdoor dining areas, satisfies minimum requirements. The maximum front setback may be extended an additional 10 feet and shall directly abut the streetscape to meet minimum requirements or exceed minimum requirements.</u></p>
<p><u>Note (2): Where a lot abuts an Advanced Rapid Transit Corridor, the front setback shall face the Advanced Rapid Transit Corridor. On corner lots with multiple street frontages, the Director may determine which street the front setback shall face based on orientation of established buildings on the block; assigned address; or any overlay district consideration.</u></p>

Note (3): Use of Pedestrian Outdoor space abutting streets greater than the minimum requirement can be calculated or applied towards the build to width zone. The width of a building dedicated to a vehicular entrance into or through the building does not count towards the build to width requirement.

Note (4): The maximum height located within fifty (50) linear feet of the property line of an established single-family residential use shall be limited to the maximum height of the single-family district. The height limit shall not apply where an abutting property is zoned single-family residential but not used for residential purposes, such as a church, school, park, or golf course, except the height limit shall apply to properties abutting a vacant property. The measurement of fifty (50) feet shall occur from the property line of the residential use to the structure in the zoning district subject to this subsection. After fifty (50) feet, height may be increased using setbacks for height increases established and illustrated in section 35-517.

Note (5) - Half story. An uppermost story containing space completely within a sloping roof (between a three in twelve slope and a twelve in twelve slope) springing from the top plate of the story below and broken only by dormers of total (sum) width less than twenty-five (25) percent of the horizontal length of the facade which the dormers face, in which a sloping roof replaces two (2) opposing exterior walls, or a flat roof where the half story is setback twenty (20) percent of the depth from all opposing walls. Total floor area on the uppermost story shall not exceed a floor area derived by multiplying the floor area of the story directly below by fifty (50) percent. Open decks, or porches, are not allowed. A basement as defined in the International Building Code or International Residential Code shall not be included in the maximum number of stories in Table 312.02-2.

Note (6): Shall apply to ground floor level only. May be exceeded up to 100% provided that one or more of the following treatments is applied: Landscaping with trees and/or shrubs, planters with landscaping which are a permanent structure containing plants, living walls which is a structure permanently attached to a wall that supports climbing plants, or murals which are painted images on an exterior wall without any commercial message. Treatments shall cover 50% of the blank wall area that is exceeded.

Note (7): Walkways shall connect the front entries directly to the sidewalk and/or curb.

(b) Uses.

(1) Permitted Uses.

- A. The use table on the following pages applies the requirements of Sec.35-311. Use Regulations including any applicable Supplemental Use Regulations in Division 7.
- B. Generally. No use shall be permitted pursuant to this chapter, and no development permit authorizing a use may be authorized, issued, or approved by any officer, official, or agency of the city unless said use is listed as a permitted or specific use permit in the Use Matrix (Table 342-02-1) and all applicable permits and approvals have been issued by the official or agency with final decision making authority.(2)Use Categories and Specific Uses. The use categories listed in the first column of Table 342-02-1 are defined in this chapter, the LBCS, NAICS, or in other resources cross-referenced in this chapter.
- C. Permitted Uses. A "P" indicates that the listed use is permitted by right within the zoning district. Permitted uses are subject to all other applicable standards of this chapter. Additional development standards may be applicable (see supplemental use regulations, division 7 of this article).
- D. Specific Uses. An "S" indicates that the listed use is permitted within the respective zoning district only after review and approval of a specific use permit, in accordance with the review procedures of section 35-423 of this chapter. Specific use permits are subject to all other applicable standards of this chapter and those requirements that may reasonably be imposed by the city consistent with the criteria set forth in subsection 35-423(e) of this chapter and any supplemental use regulations which apply to said use. The site plan shall indicate the location of each "S" as per 35-423 (e) and in the event of a multistory development, vertical field notes shall be required and an indication of the floor shall be shown on the site plan.

E. Prohibited Uses. A blank cell (" ") indicates that the listed use type is not allowed within the respective zoning district, unless it is otherwise expressly allowed by other regulations of this chapter.

TABLE 342.02-3
“TOD” Districts
Special Zoning Districts Use Matrix

	<u>PERMITTED USE</u>	<u>TOD-MX</u>	<u>TOD-HI</u>	<u>TOD-TR</u>
<u>Agriculture</u>	<u>Greenhouse</u>		<u>P</u>	
<u>Agriculture</u>	<u>Greenhouse (Residential – incidental to a primary residential use)</u>			<u>P</u>
<u>Agriculture</u>	<u>Indoor Growing</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Agriculture</u>	<u>Residential Market Garden (incidental to a primary residential use)</u>			<u>P</u>
<u>Agriculture</u>	<u>Urban Farm</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Alcohol</u>	<u>Alcohol - Bar And/Or Tavern Without Cover Charge 3 or More Days Per Week</u>	<u>S</u>	<u>P</u>	
<u>Alcohol</u>	<u>Alcohol - Bar And/Or Tavern With Cover Charge 3 or More Days Per Week</u>	<u>S</u>	<u>P</u>	
<u>Alcohol</u>	<u>Alcohol - Nightclub Without Cover Charge 3 or More Days Per Week</u>	<u>S</u>	<u>S</u>	
<u>Alcohol</u>	<u>Alcohol - Nightclub With Cover Charge 3 or More Days Per Week</u>	<u>S</u>	<u>S</u>	
<u>Alcohol</u>	<u>Alcohol - Beverage Manufacture Or Brewery - Alcohol</u>	<u>S</u>	<u>P</u>	
<u>Alcohol</u>	<u>Alcohol - Distillation, Storage</u>		<u>P</u>	
<u>Alcohol</u>	<u>Alcohol - Microbrewery</u>	<u>S</u>	<u>P</u>	
<u>Alcohol</u>	<u>Alcohol - Beverage Retail Sales (Liquor Store)</u>	<u>S</u>	<u>P</u>	
<u>Alcohol</u>	<u>Alcohol - Wine Boutique</u>	<u>S</u>	<u>P</u>	
<u>Alcohol</u>	<u>Alcohol - Winery With Bottling</u>	<u>S</u>	<u>P</u>	
<u>Amusement</u>	<u>Amusement And/Or Theme Park - Outdoor Rides</u>			
<u>Amusement</u>	<u>Animal Racetrack And/Or Rodeo Arena</u>			
<u>Amusement</u>	<u>Billiard Or Pool Hall</u>			
<u>Amusement</u>	<u>Bingo Parlor</u>			
<u>Amusement</u>	<u>Carnival And/Or Circus - Circus (more than 2 weeks, time limit set by city council on individual case consideration)</u>			
<u>Amusement</u>	<u>Dance Hall</u>	<u>P</u>	<u>P</u>	
<u>Amusement</u>	<u>Entertainment Venue (Indoor)</u>	<u>P</u>	<u>P</u>	
<u>Amusement</u>	<u>Entertainment Venue (Outdoor)</u>	<u>S</u>	<u>P</u>	
<u>Amusement</u>	<u>Fairground And/Or Stadium</u>	<u>S</u>	<u>S</u>	
<u>Amusement</u>	<u>Go-Cart Track</u>			
<u>Amusement</u>	<u>Museum - public or private</u>	<u>P</u>	<u>P</u>	
<u>Amusement</u>	<u>Racing - Motor Vehicle</u>			
<u>Amusement</u>	<u>Live Entertainment Without Cover Charge 3 or More Days Per Week (Not Including Food Service Establishments)</u>	<u>S</u>	<u>S</u>	
<u>Amusement</u>	<u>Live Entertainment With Cover Charge 3 or More Days Per Week (Not Including Food Service Establishments)</u>	<u>S</u>	<u>S</u>	
<u>Amusement</u>	<u>Theater - Indoor Permitting Over 2 Screens And/Or Stages</u>	<u>P</u>	<u>P</u>	
<u>Amusement</u>	<u>Theater - Indoor With 2 Or Less Screens And/Or Stages</u>	<u>P</u>	<u>P</u>	
<u>Amusement</u>	<u>Theater - Outdoor Including Drive-In And Amphitheaters</u>			

Proposed Amendments to "TOD" District for City Council Consideration – 12/19/2024

Amusement	Video Games - Coin Or Token Operated	<u>P</u>	<u>P</u>	
Animal	Animal Clinic	<u>P</u>	<u>P</u>	
Animal	Animal and pet services (no outdoor training, boarding, runs, pens or paddocks)	<u>P</u>	<u>P</u>	
Animal	Animal and pet services (outdoor training, boarding, runs, pens or paddocks permitted)			
Animal	Animal - Equestrian Center and Riding Trails (see also 35-348)			
Animal	Animal - Pound Or Shelter			
Animal	Breeder - Small Animal Only			
Animal	Cemetery - Pets (Limited To Small Animals)			
Animal	Stockyard			
Animal	Veterinary Hospital - Large And Small Animal			
Animal	Veterinary Hospital - Small Animal	<u>P</u>	<u>P</u>	
Auto	Auto and Light Truck Repair (includes motorized vehicles such as motorcycles and all-terrain vehicles)			
Auto	Truck And Heavy Equipment - Auction			
Auto	Ambulance Service			
Auto	Auto - Glass Tinting			
Auto	Auto - Manufacture			
Auto	Auto And Light Truck - Oil, Lube And Tune Up			
Auto	Auto And Light Truck Auction			
Auto	Auto And Light Truck Repair			
Auto	Motor Vehicle Sales (full service)			
Auto	Motor Vehicle Sales			
Auto	Auto - Rental			
Auto	Auto - Rental (Pick Up And Drop Off Only in "C-2," "D" and "ERZD")			
Auto	Auto Alarm And Radio - Retail (Install. Incidental To Sales In "C-2")			
Auto	Auto Alarm And Radio - Retail (Sales And Installation As A Primary Use)			
Auto	Auto Glass Sales - Installation Permitted			
Auto	Auto Muffler - Installation And Sales Only			
Auto	Auto Paint And Body - Repair With Outside Storage Of Vehicles And Parts Permitted But Totally Screened From View Of Adjacent Property Owners And Public Roadways			
Auto	Auto Parts Retail - No Outside Storage		<u>P</u>	
Auto	Auto State Vehicle Inspection Station			
Auto	Auto Upholstery - Sales And Installation Completely Enclosed			
Auto	Carwash - see supplemental use regulations			
Auto	Limousine Service - Dispatch And Office Use Only No Servicing Of Vehicles Onsite			
Auto	Parking And Transient Vehicle Storage - Related To A Delivery (Auto, Truck, Trailer And Marine)(Each Vehicle Limited To 24 Hours Maximum Parking Time Within Any 48 Hour Period In "C3," "D" And "L")			
Auto	Parking And/Or Storage - Long Term			
Auto	Parking Lot - Commercial, Subject to 35-384(b) (Parking Lots Requiring Demolition of Dwelling Units) and (d) (Surface Parking Design Standards)			

Proposed Amendments to "TOD" District for City Council Consideration – 12/19/2024

<u>Auto</u>	<u>Parking Lot - Noncommercial, Subject to 35-384(b) (Parking Lots Requiring Demolition of Dwelling Units)</u>			
<u>Auto</u>	<u>Parking Garage - Commercial or Noncommercial, Subject to 35-384(c) (Parking Structure Design Standards)</u>	<u>P</u>	<u>P</u>	
<u>Auto</u>	<u>Taxi Service - Parking And Dispatch (No Washing Or Mechanical Service Permitted)</u>			
<u>Auto</u>	<u>Taxi Service - Parking And Dispatch (Washing Or Mechanical Service Permitted)</u>			
<u>Auto</u>	<u>Tire Repair - Auto And Small Truck (Sale And Installation Only, No Mechanical Service Permitted)</u>		<u>S</u>	
<u>Auto</u>	<u>Truck Repair And Maintenance</u>			
<u>Auto</u>	<u>Truck Stop Or Laundry - Full Mechanical Service And Repair Permitted</u>			
<u>Auto</u>	<u>Truck Stop Or Laundry - Tire Repair Permitted</u>			
<u>Auto</u>	<u>Vehicle Storage - See "Auto Parking And/Or Storage Long Term"</u>			
<u>Auto</u>	<u>Wrecker Service</u>			
<u>Beverage</u>	<u>Beverage Manufacture - Non-Alcohol</u>		<u>P</u>	
<u>Church Temple, Mosque</u>	<u>Church Temple, Mosque (facilities that are for worship or study of religion)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Dry Goods - Wholesale</u>	<u>Dry Goods - Wholesale</u>			
<u>Dwelling</u>	<u>Dwelling - 1 Family (Single-family)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Dwelling</u>	<u>Dwelling - 1 Family Attached (townhome), see 35-373</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Dwelling</u>	<u>Dwelling - Attached Apartments/Condominiums</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Dwelling</u>	<u>Dwelling – College Fraternity or Sorority (Off Campus)</u>	<u>P</u>	<u>P</u>	
<u>Dwelling</u>	<u>Dwelling – School Dormitories or Housing (Off Campus)</u>	<u>P</u>	<u>P</u>	
<u>Dwelling</u>	<u>Dwelling – Foster Family Home</u>	<u>P</u>		<u>P</u>
<u>Dwelling</u>	<u>Dwelling – Foster Group Home</u>	<u>S</u>		<u>S</u>
<u>Dwelling</u>	<u>Housing Facilities for Older Persons, see 35-373(e)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Dwelling</u>	<u>Live-Work Units, subject to 35-381</u>	<u>P</u>	<u>P</u>	
<u>Dwelling</u>	<u>Loft (see definition of Dwelling, Loft 35-A101)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Dwelling</u>	<u>Housing (Temporary Or Permanent) For On-Premises Caretaker</u>	<u>P</u>	<u>P</u>	
<u>Dwelling</u>	<u>Permanent Supportive Housing</u>	<u>P</u>	<u>P</u>	<u>S</u>
<u>Government</u>	<u>Armory</u>			
<u>Government</u>	<u>Correction Institution</u>			
<u>Government</u>	<u>Library (Public)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Government</u>	<u>Public Safety Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Housing</u>	<u>Bed and Breakfast, Boarding Home, Hotel (see Service Category)</u>	<u>P</u>	<u>P</u>	
<u>Industrial</u>	<u>Batching Plant</u>			
<u>Industrial</u>	<u>Batching Plant - Temporary In "C-3" And "L" (6 Months Maximum)</u>			
<u>Industrial</u>	<u>Bookbinder</u>			
<u>Industrial</u>	<u>Cabinet Or Carpenter Shop</u>		<u>P</u>	
<u>Industrial</u>	<u>Can Recycle Collection Station - No Shredding</u>			
<u>Industrial</u>	<u>Coffee Roasting</u>			

Proposed Amendments to "TOD" District for City Council Consideration – 12/19/2024

<u>Industrial</u>	<u>Construction Contractor Facility - screening required for outdoor storage from public ROWs and adjacent property except in "I-2" (see also Service category, construction trades contractors)</u>			
<u>Industrial</u>	<u>Creamery</u>			
<u>Industrial</u>	<u>Dry Cleaning - Plant</u>			
<u>Industrial</u>	<u>Electronic Component - Fabrication</u>		<u>P</u>	
<u>Industrial</u>	<u>Laundry - Plant</u>		<u>P</u>	
<u>Industrial</u>	<u>Lumber Yard And Building Materials</u>		<u>P</u>	
<u>Industrial</u>	<u>Machine Shop</u>		<u>P</u>	
<u>Industrial</u>	<u>Pecan Shelling</u>			
<u>Industrial</u>	<u>Printer - Large Scale</u>			
<u>Industrial</u>	<u>Rock Crusher</u>			
<u>Industrial</u>	<u>Rug Cleaning</u>		<u>P</u>	
<u>Industrial</u>	<u>Water Well Drilling Contractor</u>			
<u>Industrial</u>	<u>Welding Shop</u>			
<u>Manufacturing</u>	<u>Abrasive - Manufacturing</u>			
<u>Manufacturing</u>	<u>Acetylene Gas - Manufacturing And Storage</u>			
<u>Manufacturing</u>	<u>Air Products - Manufacturing</u>			
<u>Manufacturing</u>	<u>Artificial Limb Assembly</u>			
<u>Manufacturing</u>	<u>Asbestos Products - Manufacturing</u>			
<u>Manufacturing</u>	<u>Asphalt Products - Manufacturing</u>			
<u>Manufacturing</u>	<u>Bag Cleaning</u>		<u>P</u>	
<u>Manufacturing</u>	<u>Battery - Manufacturing</u>			
<u>Manufacturing</u>	<u>Beverage - Manufacturing Or Processing</u>		<u>P</u>	
<u>Manufacturing</u>	<u>Biomedical Products - Manufacturing</u>			
<u>Manufacturing</u>	<u>Boat And Marine - Manufacturing</u>			
<u>Manufacturing</u>	<u>Boiler And Tank Works</u>			
<u>Manufacturing</u>	<u>Broom, Brush - Manufacturing</u>		<u>P</u>	
<u>Manufacturing</u>	<u>Building Specialties - Wholesale Outside Storage Permitted</u>			
<u>Manufacturing</u>	<u>Bulk Plant Or Terminal (Includes Bulk Storage of Petro Chemicals)</u>			
<u>Manufacturing</u>	<u>Can Manufacture</u>			
<u>Manufacturing</u>	<u>Candle - Manufacturing</u>		<u>P</u>	
<u>Manufacturing</u>	<u>Candy - Manufacturing</u>		<u>P</u>	
<u>Manufacturing</u>	<u>Canvas Products - Manufacturing</u>		<u>P</u>	
<u>Manufacturing</u>	<u>Chemical - Manufacturing Or Processing</u>			
<u>Manufacturing</u>	<u>Chemical/Drug - Wholesale And Storage</u>			
<u>Manufacturing</u>	<u>Clothing Manufacture - Chemical Process</u>			
<u>Manufacturing</u>	<u>Clothing Manufacture - Non-Chemical Process</u>		<u>P</u>	
<u>Manufacturing</u>	<u>Concrete Products - Manufacturing</u>			
<u>Manufacturing</u>	<u>Cotton Compress, Ginning And Bailing</u>			
<u>Manufacturing</u>	<u>Drug - Manufacturing</u>			

Proposed Amendments to “TOD” District for City Council Consideration – 12/19/2024

Manufacturing	Electronic Component - Manufacturing			
Manufacturing	Electroplating			
Manufacturing	Felt Products - Manufacturing		<u>P</u>	
Manufacturing	Glass Manufacture		<u>P</u>	
Manufacturing	Grain - Drying		<u>P</u>	
Manufacturing	Grain - Milling		<u>P</u>	
Manufacturing	Hatchery			
Manufacturing	Hazardous Materials Storage			
Manufacturing	Hosiery - Manufacturing		<u>P</u>	
Manufacturing	Ice Cream - Manufacturing			
Manufacturing	Ice Plant - Manufacturing And Processing			
Manufacturing	Insulation Products - Manufacturing And Processing			
Manufacturing	Mattress - Manufacturing And Rebuilding			
Manufacturing	Metal Forging Or Rolling Mill			
Manufacturing	Metal Products - Fabrication			
Manufacturing	Millinery - Manufacturing			
Manufacturing	Millwork And Wood Products - Manufacturing			
Manufacturing	Moving And Transfer Company - With Trucks Attached To Trailers For A Total Exceeding 24 Feet In Length			
Manufacturing	Novelty And Souvenir - Manufacture		<u>P</u>	
Manufacturing	Nuclear Or Radioactive Instrumentation - Manufacturing			
Manufacturing	Office Equipment, Furniture - Manufacture		<u>P</u>	
Manufacturing	Oil Well Supplies And Machinery - Manufacturing.			
Manufacturing	Packing And Gasket - Manufacturing			
Manufacturing	Packing Plant - No Rendering			
Manufacturing	Paints, Etc. - Manufacturing And Processing			
Manufacturing	Paper Products - Manufacturing			
Manufacturing	Petroleum - Manufacturing Or Processing			
Manufacturing	Planing Mill			
Manufacturing	Plastic / Vinyl - Manufacturing Or Processing			
Manufacturing	Playground Equipment - Manufacturing			
Manufacturing	Poultry Processing - Caged Hen Operation			
Manufacturing	Poultry Processing And Live Poultry Storage - Completely Enclosed			
Manufacturing	Processing - Other Than Food		<u>P</u>	
Manufacturing	Refrigeration Equipment - Manufacturing			
Manufacturing	Rendering Plant			
Manufacturing	Sand Or Gravel - Storage And Sales			
Manufacturing	Shoe - Manufacturing		<u>P</u>	
Manufacturing	Shoe - Wholesale (Manufacturing Permitted)		<u>P</u>	
Manufacturing	Shoe Polish - Manufacturing			
Manufacturing	Sign Manufacture			

Proposed Amendments to “TOD” District for City Council Consideration – 12/19/2024

Manufacturing	Stone Curing, Monument - Manufacturing			
Manufacturing	Textile - Manufacturing			
Manufacturing	Tile - Manufacturing			
Manufacturing	Tile, Roofing And Waterproofing Products - Manufacturing			
Manufacturing	Tobacco - Processing		<u>P</u>	
Manufacturing	Tool - Manufacturing		<u>P</u>	
Manufacturing	Toy - Manufacturing		<u>P</u>	
Manufacturing	Trailer - Manufacturing			
Manufacturing	Venetian Blind - Cleaning And Fabrication			
Manufacturing	Vulcanizing, Recapping			
Manufacturing	Water Distillation		<u>P</u>	
Manufacturing	Wire Products - Manufacturing			
Manufacturing	Wood Processing By Creosoting Or Other Preserving Treatment			
Manufacturing	Wool Pulling And Scouring			
Medical	Medical - Surgical Supplies Wholesale			
Processing	Cosmetics - Manufacturing Or Processing		<u>P</u>	
Processing	Food And Food Products - Processing		<u>P</u>	
Processing	Punch Concentrate - Processing And Mixing		<u>P</u>	
Processing	Punch Concentrate Products - Mixing Only	<u>P</u>	<u>P</u>	
Processing	Used Automotive Parts Recycler			
Processing	Recycling Facility Without Outside Storage And/Or Processing (Excluding Metal Recycling Entity)			
Processing	Recycling Facility With Outside Storage And/Or Processing (Excluding Metal Recycling Entity)			
Processing	Metal Recycling Entity Without Outside Storage and/or Processing			
Processing	Metal Recycling Entity With Outside Storage and/or Processing			
Recreation	Archery Range - Outdoor Permitted			
Recreation	Archery Range - Indoor Only		<u>P</u>	
Recreation	Athletic Fields - Indoor Only		<u>P</u>	
Recreation	Athletic Fields - Outdoor Permitted		<u>S</u>	
Recreation	Bowling Alley	<u>P</u>	<u>P</u>	
Recreation	Fitness Center/Health Club, Gymnasium, Natatorium, Sport Court - Indoor Only	<u>P</u>	<u>P</u>	
Recreation	Fitness Center/Health Club, Gymnasium, Natatorium, Sport Court - Outdoor Uses Permitted	<u>S</u>	<u>P</u>	
Recreation	Golf Course			
Recreation	Golf Driving Range			
Recreation	Gun Range - Indoor Only			
Recreation	Gun Range - Outdoor Permitted			
Recreation	Park - Public Or Private	<u>P</u>	<u>P</u>	<u>P</u>
Recreation	Performing Art Center - Digital Display Monitor	<u>P</u>	<u>P</u>	
Recreation	Recreational Facility - Neighborhood (see Definition in Appendix A)	<u>P</u>	<u>P</u>	<u>P</u>

Proposed Amendments to “TOD” District for City Council Consideration – 12/19/2024

Recreation	Stable And Equestrian Center			
Recreation	Recreational Vehicle Park			
Retail	Air Conditioners - Retail		<u>P</u>	
Retail	Antique Store - Retail	<u>P</u>	<u>P</u>	
Retail	Apothecary - See (Drugstore - Apothecary)			
Retail	Apparel And Accessory Store - Retail	<u>P</u>	<u>P</u>	
Retail	Appliance and Electronics - Retail		<u>P</u>	
Retail	Art Gallery	<u>P</u>	<u>P</u>	
Retail	Bakery - Retail	<u>P</u>	<u>P</u>	
Retail	Bookstore	<u>P</u>	<u>P</u>	
Retail	Business Machines - Retail	<u>P</u>	<u>P</u>	
Retail	Camera, Photographic Equipment And Supplies - Retail	<u>P</u>	<u>P</u>	
Retail	Candy, Nut And Confectionery - Retail	<u>P</u>	<u>P</u>	
Retail	Computer and Software- Retail	<u>P</u>	<u>P</u>	
Retail	Convenience Store	<u>P</u>	<u>P</u>	
Retail	Convenience Store (With Carwash)			
Retail	Convenience Store (With Gasoline) See Section 35-397.01	<u>S</u>	<u>S</u>	
Retail	Convenience Store (With Gasoline And Carwash) See Section 35-397.01			
Retail	Dairy Products - Retail	<u>P</u>	<u>P</u>	
Retail	Drugstore - Apothecary	<u>P</u>	<u>P</u>	
Retail	Dry Goods - Retail	<u>P</u>	<u>P</u>	
Retail	Farm Supplies			
Retail	Feed, Seed, Fertilizer Sales			
Retail	Fish Market - Retail	<u>P</u>	<u>P</u>	
Retail	Flea Market - Indoor			
Retail	Flea Market - Outdoor			
Retail	Floor Covering - Retail	<u>P</u>	<u>P</u>	
Retail	Florist - Retail	<u>P</u>	<u>P</u>	
Retail	Food Locker Plant - Retail			
Retail	Fruit And Produce - Retail	<u>P</u>	<u>P</u>	
Retail	Furniture Sales - Retail	<u>P</u>	<u>P</u>	
Retail	Gift Shop - Retail	<u>P</u>	<u>P</u>	
Retail	Glass - Retail	<u>P</u>	<u>P</u>	
Retail	Grocery Store	<u>P</u>	<u>P</u>	
Retail	Hardware Sales - Retail	<u>P</u>	<u>P</u>	
Retail	Headshop, see also Section 35-377			
Retail	Hobby Store - Retail	<u>P</u>	<u>P</u>	
Retail	Home Improvement Center			
Retail	Jewelry Store - Retail	<u>P</u>	<u>P</u>	
Retail	Landscaping Materials - Sales And Storage			

Proposed Amendments to “TOD” District for City Council Consideration – 12/19/2024

Retail	Leather Goods Or Luggage Store - Retail	<u>P</u>	<u>P</u>	
Retail	Medical - Surgical Supplies Retail	<u>P</u>	<u>P</u>	
Retail	Milliner - Custom			
Retail	Music Store	<u>P</u>	<u>P</u>	
Retail	Newsstand	<u>P</u>	<u>P</u>	
Retail	Nursery - Retail (Growing Plants On-Site Permitted)			
Retail	Nursery - Retail (No Growing Plants On-site Permitted)	<u>P</u>	<u>P</u>	
Retail	Office Equipment And Supply - Retail	<u>P</u>	<u>P</u>	
Retail	Paint And Wallpaper Store - Retail And Wholesale	<u>P</u>	<u>P</u>	
Retail	Pet or pet supply store	<u>P</u>	<u>P</u>	
Retail	Plumbing Fixtures - Retail	<u>P</u>	<u>P</u>	
Retail	Rug Or Carpet - Retail	<u>P</u>	<u>P</u>	
Retail	Secondhand Merchandise - Retail No Outside Storage Or Display Of Inventory Permitted)	<u>P</u>	<u>P</u>	
Retail	Shoe - Retail	<u>P</u>	<u>P</u>	
Retail	Silk Screening - Retail	<u>P</u>	<u>P</u>	
Retail	Sporting Goods - Retail	<u>P</u>	<u>P</u>	
Retail	Stamps And Coin Sales - Retail	<u>P</u>	<u>P</u>	
Retail	Stationary Products - Retail	<u>P</u>	<u>P</u>	
Retail	Tamale - Preparation Retail	<u>P</u>	<u>P</u>	
Retail	Thrift Store - Retail See (Secondhand Merchandise)			
Retail	Tobacco Store – Retail/Hookah Lounge or Smoking Room	<u>P</u>	<u>P</u>	
Retail	Toy Store - Retail	<u>P</u>	<u>P</u>	
Retail	Trophy Sales, Engraving And Assembly	<u>P</u>	<u>P</u>	
Retail	Variety Store - Retail	<u>P</u>	<u>P</u>	
Sales	Boat - Sales And Service			
Sales	Machinery, Tools And Construction Equipment Sales And Service			
Sales	Farm Equipment Sales, Service Or Storage			
Sales	Oil Well Supplies And Machinery Sales - Used			
Sales	Portable Building Sales			
School	School - Business or Commercial Trade		<u>P</u>	
School	School - Public University Or College	<u>P</u>	<u>P</u>	<u>P</u>
School	School - Montessori	<u>P</u>	<u>P</u>	
School	School - Nursery (Public And Private)	<u>P</u>	<u>P</u>	
School	School - Private Pre-Kindergarten Through 12th Grade and College or University	<u>P</u>	<u>P</u>	<u>P</u>
School	School - Public Pre-Kindergarten Through 12th Grade	<u>P</u>	<u>P</u>	<u>P</u>
School	Vocational Trade (No Outside Storage & Training Area Permitted)	<u>P</u>	<u>P</u>	
School	Vocational Trade (Outside Storage & Training Area Permitted)	<u>S</u>	<u>P</u>	
Service	Air Conditioning/Refrigeration - Service And Repair		<u>P</u>	
Service	Altering/Repairing Of Apparel	<u>P</u>	<u>P</u>	
Service	Ammunition - Manufacturing, Loading And Storage			

Proposed Amendments to “TOD” District for City Council Consideration – 12/19/2024

Service	Appliance - Repair Major			
Service	Appliance - Repair Small		<u>P</u>	
Service	Assisted Living Facility, Boarding Home Facility, or Community Home with (six) 6 or fewer residents	<u>P</u>	<u>P</u>	<u>P</u>
Service	Assisted Living Facility, Boarding Home Facility, or Community Home with no more than sixteen (16) residents	<u>P</u>	<u>P</u>	
Service	Auditorium	<u>P</u>	<u>P</u>	
Service	Bail Bond Agency			
Service	Bank, Credit Union	<u>P</u>	<u>P</u>	
Service	Barber or Beauty Shop	<u>P</u>	<u>P</u>	
Service	Bed And Breakfast, see § 35-374	<u>P</u>	<u>P</u>	<u>S</u>
Service	Bicycle - Repair	<u>P</u>	<u>P</u>	
Service	Boat And Marine - Storage (Outside Permitted)			
Service	Body Piercing	<u>P</u>	<u>P</u>	
Service	Caterers and Catering Shop (No On-Premises Food Services)	<u>P</u>	<u>P</u>	
Service	Cemetery Or Mausoleum			
Service	Charitable - food and/or clothing bank		<u>P</u>	
Service	Charitable - food service establishment (no charge for meals)		<u>P</u>	
Service	Child Care Facility (1-6 Children)	<u>P</u>	<u>P</u>	<u>P</u>
Service	Construction Trades Contractors-screening required for outdoor storage from public ROWs and adjacent property except in "I-2" (see also Industrial category, contractor facility use)			
Service	Copy Service - Blueprinting And Photocopying	<u>P</u>	<u>P</u>	
Service	Cosmetics - Permanent	<u>P</u>	<u>P</u>	
Service	Day Care Center - Child (7 or more) And/Or Adult Care	<u>P</u>	<u>P</u>	
Service	Dry Cleaning - Limited To Five Employees	<u>P</u>	<u>P</u>	
Service	Dry Cleaning - Pickup Station Only	<u>P</u>	<u>P</u>	
Service	Electric Repair - Heavy Equipment			
Service	Electric Repair - Light Equipment	<u>P</u>	<u>P</u>	
Service	Electronic Equipment - Repair	<u>P</u>	<u>P</u>	
Service	Elevator Maintenance - Service			
Service	Employment Agency		<u>P</u>	
Service	Extended Stay Hotel /Motel, Timeshares, Or Corporate Apartment	<u>P</u>	<u>P</u>	
Service	Exterminators		<u>P</u>	
Service	Food Service Establishment Without Cover Charge 3 or More Days Per Week (With or Without Accessory Live Entertainment)	<u>P</u>	<u>P</u>	
Service	Food Service Establishment With Cover Charge 3 or More Days Per Week (With or Without Accessory Live Entertainment)	<u>P</u>	<u>P</u>	
Service	Food, Mobile Food Court (subject to 35-399)	<u>P</u>	<u>P</u>	
Service	Food, Mobile Vending (Base Operations)		<u>P</u>	
Service	Funeral Home Or Undertaking Parlor	<u>S</u>	<u>P</u>	
Service	Furniture Repair/Upholstering		<u>P</u>	

Proposed Amendments to “TOD” District for City Council Consideration – 12/19/2024

Service	Gasoline Filling Station (Without Repair Or Carwash) See Section 35-397.01			
Service	Gasoline Filling Station (With Repair) See Section 35-397.01			
Service	Gasoline Filling Station (With Repair And/Or Carwash) See Section 35-397.01			
Service	Gasoline Filling Station – Fleet See Section 35-397.01			
Service	Group Day Care Limited To 12 Individuals	<u>P</u>	<u>P</u>	
Service	Gunsmith	<u>P</u>	<u>P</u>	
Service	Hotel	<u>P</u>	<u>P</u>	
Service	Hotel taller than 35 feet when unable to achieve additional height pursuant to § 35-517(d) Setbacks for Height Increases		<u>S</u>	
Service	Human Services Campus	<u>S</u>	<u>S</u>	
Service	Ice Machine (over 120 square feet)	<u>P</u>	<u>P</u>	
Service	Janitorial/Cleaning Service		<u>P</u>	
Service	Laboratory - Research Or Testing	<u>P</u>	<u>P</u>	
Service	Laundry And Dry Cleaning - Self Service	<u>P</u>	<u>P</u>	
Service	Laundry- Limited To Max Of Five Employees	<u>P</u>	<u>P</u>	
Service	Laundry Or Dry Cleaning - Pickup Station Only			
Service	Lawnmower Repair And Service - No Outside Storage In "C-2"		<u>P</u>	
Service	Library	<u>P</u>	<u>P</u>	<u>P</u>
Service	Linen Or Uniform Supply, Diaper Service (Pickup And Supply Only)		<u>P</u>	
Service	Loan Office	<u>P</u>	<u>P</u>	
Service	Locksmith	<u>P</u>	<u>P</u>	
Service	Manufactured Home / Oversize Vehicle Sales, Service Or Storage			
Service	Massage - Parlor		<u>P</u>	
Service	Massage - Therapeutic	<u>P</u>	<u>P</u>	
Service	Medical - Chiropractor Office	<u>P</u>	<u>P</u>	
Service	Medical - Clinic (Physician And/Or Dentist)	<u>P</u>	<u>P</u>	
Service	Medical - Clinic Physical Therapist	<u>P</u>	<u>P</u>	
Service	Medical - Hospital Or Sanitarium			
Service	Medical - Laboratory Dental Or Medical	<u>P</u>	<u>P</u>	
Service	Medical - Optical Goods Retail	<u>P</u>	<u>P</u>	
Service	Medical - Optical Goods Wholesale	<u>P</u>	<u>P</u>	
Service	Medical - Optometry Office	<u>P</u>	<u>P</u>	
Service	Mortuary - Preparation Only			
Service	Movie and/or Game Rentals	<u>P</u>	<u>P</u>	
Service	Nursing Facility	<u>P</u>	<u>P</u>	
Service	Office Call Center	<u>P</u>	<u>P</u>	
Service	Office Data Processing & Management		<u>P</u>	
Service	Office Professional	<u>P</u>	<u>P</u>	
Service	Palm Reading	<u>P</u>	<u>P</u>	
Service	Party House, Reception Hall, Meeting Facilities		<u>P</u>	
Service	Pawn Shop		<u>P</u>	

Proposed Amendments to "TOD" District for City Council Consideration – 12/19/2024

Service	Picture Framing	<u>P</u>	<u>P</u>	
Service	Post Office	<u>P</u>	<u>P</u>	<u>P</u>
Service	Radio or Television Station Studio	<u>P</u>	<u>P</u>	
Service	Reading Room	<u>P</u>	<u>P</u>	
Service	Record Storage Facility (electronic and/or paper)		<u>P</u>	
Service	Reducing Salon	<u>P</u>	<u>P</u>	
Service	Rental - Event Specialties (no outside storage and or display allowed)		<u>P</u>	
Service	Rental - Tool, Equipment and Event Specialties (fenced & screened outside storage and display permitted)		<u>P</u>	
Service	Rooming House	<u>P</u>	<u>P</u>	<u>S</u>
Service	Self-Defense Instruction	<u>P</u>	<u>P</u>	
Service	Shoe - Repair	<u>P</u>	<u>P</u>	
Service	Short Term Rental (Type 1) and (Type 2) See Section 35-374.01 for Supplemental Requirements related to Short Term Rentals (Type 1) and (Type 2)	<u>P</u>	<u>P</u>	<u>P</u>
Service	Sign Shop - No Outside Storage		<u>P</u>	
Service	Specified Financial Institution (see § 35-394)		<u>S</u>	
Service	Stand-alone Personal Hygiene Facilities (Permanent) This entry is for primary use for the property only. 100-foot separation from any single-family residential structure required.		<u>P</u>	
Service	Studio - Fine Or Performing Arts	<u>P</u>	<u>P</u>	
Service	Studio - Interior Decorating	<u>P</u>	<u>P</u>	
Service	Studio - Photographic	<u>P</u>	<u>P</u>	
Service	Studio - Sound And Recording	<u>P</u>	<u>P</u>	
Service	Supportive Housing Campus	<u>S</u>	<u>P</u>	
Service	Tailor Shop	<u>P</u>	<u>P</u>	
Service	Tattoo Parlor/Studio	<u>P</u>	<u>P</u>	
Service	Taxidermist		<u>P</u>	
Service	Temporary Common Worker Employer		<u>S</u>	
Service	Transitional Home	<u>S</u>	<u>S</u>	
Service	Tree Cut And Trim Service			
Service	Watch Repair	<u>P</u>	<u>P</u>	
Social	Club - Private (see definition "Club" in 35-A101)	<u>P</u>	<u>P</u>	
Social	Clubhouse - Civic And Fraternal Organizations. Including Lodges And Meeting Halls	<u>P</u>	<u>P</u>	
Storage	Carting, Crating, Hauling, Storage			
Storage	Cold Storage			
Storage	Fur Dyeing, Finishing And Storing			
Storage	Moving Company			
Storage	Pipe Storage			
Storage	Self Service Storage		<u>P</u>	
Storage	Storage, Moving Pod (see definition in Appendix A)			
Storage	Storage - Outside (Screening From Public ROWs And Adjacent Property Required)			

Proposed Amendments to “TOD” District for City Council Consideration – 12/19/2024

Storage	Storage - Outside (Open With No Screening Required)			
Storage	Storage - Outside (Under Roof and Screened)			
Storage	Storage Shipping Container (see definition in Appendix A. Requires registration affidavit with Development Services Dept.)			
Transportation	Airport - Non-Governmental			
Transportation	Bus Shelter (Max size 6'x13')	<u>P</u>	<u>P</u>	<u>P</u>
Transportation	Bus Stop	<u>P</u>	<u>P</u>	<u>P</u>
Transportation	Freight Depot			
Transportation	Heliport (see also Chapter 3 City Code)			
Transportation	Helistop (see also Chapter 3 City Code)			
Transportation	Horse-Drawn Carriage (Base Operations) - Indoor Carriage Storage and/or Animal Boarding only (see also Chapters 5 and 33 of the City Code)			
Transportation	Horse-Drawn Carriage (Base Operations) - Outdoor Carriage Storage and/or Animal Boarding allowed (see also Chapters 5 and 33 of the City Code)			
Transportation	Passenger Depot			
Transportation	Transit Bus Maintenance Facility			
Transportation	Transit Bus Storage Facility			
Transportation	Transit Center	<u>P</u>	<u>P</u>	<u>P</u>
Transportation	Transit Park & Ride	<u>P</u>	<u>P</u>	<u>P</u>
Transportation	Transit Station	<u>P</u>	<u>P</u>	<u>P</u>
Transportation	Transit Transfer Center (Max Size 14'x33' and total footprint no larger than 30'x40')	<u>P</u>	<u>P</u>	<u>P</u>
Utilities	Radio/Television Antenna, subject to § 35-385(b)		<u>P</u>	
Utilities	Radio/Television Antenna, unable to comply with § 35-385(b)		<u>S</u>	
Utilities	Small Wind Energy Systems, subject to § 35-398(a)	<u>P</u>	<u>P</u>	
Utilities	Solar Farm, Photovoltaic, subject to § 35-398(b)		<u>P</u>	
Utilities	Telephone Equipment Infrastructure		<u>P</u>	
Utilities	Wireless Communication System, subject to § 35-385(e)	<u>P</u>	<u>P</u>	<u>S</u>
Utilities	Wireless Communication System, subject to § 35-385(d)	<u>S</u>	<u>S</u>	<u>S</u>
Utility	Sanitary Landfill, Solid Waste Facility			
Warehouse	Office Warehouse (Flex Space) - Outside Storage Not Permitted	<u>P</u>	<u>P</u>	
Warehousing	Warehousing		<u>S</u>	
Wholesale	Bakery - Wholesale		<u>S</u>	
Wholesale	Barber And Beauty Equipment - Wholesale		<u>P</u>	
Wholesale	Camera, Photographic Equipment And Supplies - Wholesale		<u>P</u>	
Wholesale	Dairy Equipment Sales - Wholesale		<u>P</u>	
Wholesale	Dairy Products - Wholesale		<u>S</u>	
Wholesale	Drug Sales - Wholesale		<u>P</u>	
Wholesale	Fish Market - Wholesale		<u>P</u>	
Wholesale	Florist - Wholesale	<u>P</u>	<u>P</u>	
Wholesale	Food Products - Wholesale And Storage		<u>P</u>	
Wholesale	Fruit And Produce - Wholesale		<u>P</u>	

Wholesale	Furniture Sales - Wholesale	P	P	
Wholesale	Glass - Wholesale		P	
Wholesale	Grocery - Wholesale		S	
Wholesale	Hardware Sales - Wholesale		P	
Wholesale	Office Equipment And Supply - Wholesale		P	
Wholesale	Paper Supplies - Wholesale		P	
Wholesale	Nursery - Plant Wholesale Onsite Growing Permitted		P	
Wholesale	Plumbing Fixtures - Wholesale		P	
Wholesale	Shoe - Wholesale No Manufacturing		P	
Wholesale	Sporting Goods - Wholesale (Incidental To Onsite Retail Items In "D")		P	
Wholesale	Stone Monument - Retail And Wholesale		P	
Wholesale	Tamale - Preparation Wholesale	P	P	

(c) Development Standards

(1) General Applicability

- A. Unless explicitly superseded or modified by this section, the provisions contained in Article V, Development Standards apply to all TOD Districts.
- B. **Traffic Impact Analysis and Roughly Proportionate Determination Study** - Provisions contained in 35-502 – Traffic Impact Analysis and Roughly Proportionate Determination Study, do not apply to an application for development approval within a TOD zoning district. 35-502(b)C.vii (Traffic Circulation Study shall apply for all existing and future schools (public, private, and charter).
- C. **Transportation and Street Design** – Provisions contained in 35-506 – Transportation and Street Design, apply to all TOD Districts. Table 506-2 Traditional Street Design standards may be approved for developments within the TOD Districts.
- C. **Buffers** – Provisions contained in 35-510 – Buffers, apply to all TOD Districts. Refer to Table 510-1 for requirements.
- D. **Landscaping and Streetscape Planting Standards** - Provisions contained in 35-511 – Landscaping and 35-512 – Streetscape Planting Standards, apply to all TOD Districts.
- E. **Fences** – Provisions contained in 35-514 – Fences, apply to all TOD Districts, however, any front yard fencing shall not exceed 3 feet in height with a transparency no greater than predominately open fencing. For purposes of this section only, properties developed with a density of 5 or more units shall be considered as multi-family uses. Properties developed with a mix of both residential and non-residential uses, shall be considered as non-residential uses.
- F. **Tree Preservation** – Provisions contained in 35-523 – Tree Preservation, apply to all TOD Districts. It is encouraged to provide tree canopy in or near right-of-way to provide maximum shade cover for the pedestrian experience.
- G. **Storage Standards** – Provisions contained in 35-525 – Outdoor Storage Standards apply to all TOD Districts, however, there shall be no storage within the front yard.
- H. **Parking** – The minimum vehicle parking requirements in 35-526 shall not apply in "TOD-MX" and "TOD-HI" districts. Within "TOD-TR" the minimum parking requirements may be reduced by fifty (50) percent. Within "TOD-MX" the minimum parking requirements may be reduced by seventy-five (75) percent. Where parking is provided, see Section 35-526(e) for Size and Location. There

Zoning Commission Recommendation to add minimum parking requirements for TOD-MX.

Planning Commission recommended approval of no minimum parking requirements for TOD-MX.

shall be no parking in front yard or side yard in the ~~“TOD-MX”~~ and “TOD-HI” Districts. There shall be no parking in the front yard, with the exception for driveway parking (see Section 35-526 for Driveways) in the “TOD-TR” district. Refer to Article A for Definitions and 35-514 for illustrations of Yard.

- I. **Driveways** - Refer to 35-515(d) for additional requirements for maximum impervious cover within front yard. The following standards shall apply to TOD districts as provided below:

Table 342.02-4

Driveway Standards

<u>Width (min/max)</u>	<u>TOD-MX</u>	<u>TOD-HI</u>	<u>TOD-TR</u>
<u>10 parking spaces or less</u>	<u>14’/26’</u>		<u>8’/10’</u>
<u>More than 10 parking spaces</u>	<u>16’/26’</u>		<u>16’/18’</u>

- J. **Floodplain Development Requirements** – Provision contained in Article F – Floodplains – Areas of Special Flood, apply to all TOD Districts.

35-510 - Buffers

Table 510-1
Required Bufferyards

Zoning District	Adjoining Zoning District											Adjoining Street Classification		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
	RP**	RE, R-20, NP-15, NP-10, NP-8**	R-6, R-5, R-4, R-3, RM-6, RM-5, RM-4, DR**, TOD-TR	MF-18, MF-25, MF-33**	MF-40, MF-50, MF-65	NC***	O-1, O-1.5, C-1, C-2, C-2P***	(8) O-2, C-3, BP, MXD, MPD, ALL TOD-MX, All TOD-HI	D	L, I-1***	I-2***	Primary Arterial****	Secondary Arterial****	Collector****
(1) RP	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
(2) RE, R-20, NP-15, NP-10, NP-8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
(3) R-6, R-5, R-4, R-3, RM-6, RM-5, RM-4, DR, TOD-TR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
(4) MF-18, MF-25, MF-33	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	F	A	N/A	N/A
(5) MF-40, MF-50, MF-65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A	N/A	N/A
(6) NC	C	C	B	N/A	N/A	N/A	N/A	N/A	N/A	E	E	B	A	A
(7) O-1, O-1.5, C-1, C-2, C-2P	C	C*	B	N/A	N/A	A	N/A	N/A	N/A	E	E	B	A	A

Proposed Amendments to “TOD” District for City Council Consideration – 12/19/2024

Zoning District	Adjoining Zoning District											Adjoining Street Classification		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
	RP**	RE, R-20, NP-15, NP-10, NP-8**	R-6, R-5, R-4, R-3, RM-6, RM-5, RM-4, DR**, <u>TOD-TR</u>	MF-18, MF-25, MF-33**	MF-40, MF-50, MF-65	NC***	O-1, O-1.5, C-1, C-2, C-2P***	(8) O-2, C-3, BP, MXD, MPCD, <u>All TOD-MX, All TOD-HI</u>	D	L, I-1***	I-2***	Primary Arterial****	Secondary Arterial****	Collector****
(8) O-2, C-3, BP, MXD, MPCD, <u>All TOD-MX, All TOD-HI</u>	C	C *	C	C	N/A	A	N/A	N/A	N/A	N/A	D	B	B	A
(9) D	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
(10) L, I-1	E	E	D	E	E	E	E	N/A	N/A	N/A	N/A	C	C	B
(11) I-2	F	F	F	F	F	E	E	D	N/A	N/A	N/A	C	C	B

35-515 – Lot Layout Regulations

Table 515-1

(A) Zoning District or Use Pattern	(B) Maximum Percent of Front Yard
TND, <u>All TOD-MX, All TOD-HI, TOD</u> MXD, D	30%
R-6, RM-6, R-5, RM-5, R-4, RM-4, R-3, MF-25, MF-33, MF-40, MF-50, NC	50%

Appendix A - Sec. 35-A101

Definitions

Advanced Rapid Transit. Advanced Rapid Transit (ART) is a high-quality, modern public transportation system that is designed to move more people faster and farther. The ART system, as referenced by VIA Metropolitan Transit, includes multiple planned ART Corridors. An adopted Advanced Rapid Transit Corridor is a designated corridor as adopted by VIA Metropolitan Transit, through Board action.

Comprehensive Land Use Category.

Urban Low Density Residential - includes a range of housing types including single-family attached and detached houses on individual lots, small lot residences, duplexes, triplexes, fourplexes, cottage homes, manufactured homes, low-rise garden-style apartments, and manufactured home parks. This land use category may also accommodate small scale retail and service uses that are intended to support the adjacent residential uses. Other nonresidential uses, including, but not limited to, schools, places of worship and parks are appropriate within these areas and should be centrally located to provide easy accessibility. Permitted zoning districts: R-1, R-2, R-3, R-4, R-5, R-6, RM-5, RM-6, MF-18, IDZ-1, MH, MHC, MHP, MXD, [TOD-MX-3](#), [TOD-TR](#), and NC.

- Typical densities in this land use category would range from seven (7) to eighteen (18) dwelling units per acre.
- PUD ~~and TOD~~ may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

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

Permitted zoning districts: R-1, R-2, R-3, R-4, RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, IDZ-1, IDZ-2, MH, MHC, MHP, [TOD-MX-3](#), [TOD-MX-6](#), [TOD-TR](#), and MXD.

- Typical densities in this land use category would range from thirteen (13) to thirty-three (33) dwelling units per acre.
- PUD ~~and TOD~~ may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

High Density Residential - includes low-rise to mid-rise buildings with four (4) or more dwelling units in each. High density residential provides for compact development including apartments, condominiums, and assisted living facilities. This form of development is typically located along or near major arterials or collectors. High density multi-family uses should be located in close proximity to transit facilities. Certain nonresidential uses, including, but not limited to schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. This classification may be used as a transitional buffer between lower density residential uses and nonresidential uses. High density residential uses should be located in a manner that does not route traffic through lower-density residential uses. Permitted zoning districts: RM-4, MF-25, MF-33, MF-40, MF-50, MF-65, IDZ-2, IDZ-3, MH, MHC, MHP, [TOD-MX-6](#), [TOD-MX-12](#), [TOD-MX-U](#), and MXD.

- Typical densities in this land use category would range from twenty-five (25) to fifty (50) dwelling units per acre.
- PUD ~~and TOD~~ may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Neighborhood Commercial - includes smaller intensity commercial uses such as small-scale retail or offices, professional services, and convenience retail and services that are intended to support the adjacent residential uses. Neighborhood commercial uses should be located within walking distance of neighborhood residential areas. Special

consideration should be given to pedestrian and bicycle facilities that connect neighborhoods to commercial nodes. Permitted zoning districts: O-1, NC, C-1, IDZ-1, [TOD-MX-3](#), [TOD-TR](#), and MXD.

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

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

Permitted zoning districts: O-1.5, NC, C-1, C-2, IDZ-1, IDZ-2, [TOD-MX-3](#), [TOD-MX-6](#), [TOD-TR](#), and MXD.

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

Regional Commercial - includes high intensity uses that draw customers from both adjacent communities as well as the larger metropolitan region. Regional commercial uses are typically located in general proximity to nodes along expressways or major arterial roadways and incorporate high-capacity transit facilities. Regional Commercial uses should incorporate well-defined entrances, shared internal circulation, limited curb cuts to expressways and arterial streets, sidewalks and shade trees in parking lots, landscaping between the parking lots and roadways, and well-designed monument signage. Examples of regional commercial uses include, but are not limited to, movie theaters, plant nurseries, automotive repair shops, fitness centers, home improvement centers, hotels and motels, mid- to high-rise office buildings, and automobile dealerships. Permitted zoning districts: O-1.5, O-2, C-2, C-3, L, BP, IDZ-1, IDZ-2, [TOD-MX-6](#), [TOD-MX-12](#), [TOD-HI-3](#), [TOD-HI-6](#), and MXD.

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

Neighborhood Mixed-Use - contains a mix of residential, commercial, and institutional uses at a neighborhood scale. Within mixed-use buildings, residential units located above first floor are encouraged. Typical first floor uses include, but are not limited to, small office spaces, professional services, and small scale retail establishments and restaurants. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one (1) use. Live/work housing options are permissible in Neighborhood Mixed-Use area to ensure access to housing options and services within close proximity for the local workforce.

Where practical, buildings are situated close to the public right-of-way, and parking is located behind buildings. Parking requirements may be minimized using a variety of creative methods, such as shared or cooperative parking agreements, to maximize land available for housing and community services. Pedestrian spaces are encouraged to include lighting and signage, and streetscaping should be scaled for pedestrians, cyclists, and vehicles. Properties classified as Neighborhood Mixed-Use should be located in close proximity to transit facilities. Permitted zoning districts: R-1, R-2, RM-4, RM-5, RM-6, MF-18, O-1, NC, C-1, MH, MHC, MHP, FBZD, AE-1, AE-2, IDZ-1, [TOD-MX-3](#), [TOD-TR](#), and MXD.

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

Urban Mixed-Use - contains a mix of residential, commercial, and institutional uses at a medium level of intensity. Urban Mixed Use development is typically larger-scale than Neighborhood Mixed-Use and smaller-scale than Regional Mixed-Use, although many of the allowable uses could be the same in all three (3) categories. Building footprints may be block-scale, but could be smaller depending on block configuration and overall development density. Typical first floor uses include, but are not limited to, professional services, offices, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and

there is no requirement that a single building contain more than one (1) use. Live/work housing options are permissible in Urban Mixed-Use areas to ensure access to housing options and services within close proximity for the local workforce. Structured parking is encouraged in Urban Mixed-Use category, but is not required. Parking requirements may be satisfied through shared or cooperative parking agreements, which could include off-site garages or lots. The Urban Mixed-Use category should be located in proximity to transit facilities. Permitted zoning districts: R-1, R-2, RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, MF-40, O-1, O-1.5, C-1, C-2, MH, MHP, MHC, FBZD, AE-1, AE-2, AE-3, AE-4, IDZ-1, IDZ-2, IDZ-3, [TOD-MX-3](#), [TOD-MX-6](#), [TOD-TR](#), and MXD.

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

Regional Mixed-Use - contains residential, commercial and institutional uses at high densities. Regional Mixed-Use developments are typically located within regional centers and in close proximity to transit facilities, where mid-rise to high rise buildings would be appropriate. Typical lower floor uses include, but are not limited to, offices, professional services, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one (1) use.

Live/work housing options are permissible in Regional Mixed-Use areas to ensure access to housing options and services within close proximity for the local workforce. Where feasible, development is ideally built at the block scale, with minimum building setbacks. Parking requirements may be satisfied through shared or cooperative parking agreements, which can include off-site garages or lots. If parking requirements are satisfied on-site, structured parking is encouraged.

Pedestrian spaces are encouraged to be generous in width and lighting, with streetscaping and signage scaled to pedestrians. Regional Mixed Use projects encourage incorporation of transit facilities into development. Permitted zoning districts: MF-33, MF-40, MF-50, MF-65, O-1.5, O-2, C-2, C-3, D, ED, FBZD, AE-1, AE-2, AE-3, AE-4, IDZ-2, IDZ-3, [TOD-MX-6](#), [TOD-MX-12](#), [TOD-MX-U](#), [TOD-HI-3](#), [TOD-HI-6](#), and MXD.

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

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

Permitted zoning districts: R-1, R-2, RM-4, MF-18, MF-25, MF-33, O-1, O-1.5, C-1, C-2, L, AE-1, AE-2, AE-3, AE-4, IDZ-1, IDZ-2, IDZ-3, [TOD-MX-3](#), [TOD-MX-6](#), [TOD-HI-3](#), [TOD-HI-6](#), and MXD.

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

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

The mix of uses may be either vertically or horizontally distributed. Live/work housing options are permissible in Business/Innovation Mixed Use areas to ensure access to housing options and services within close proximity of business innovation areas for the local-workforce.

Business/Innovation mixed use should incorporate transit and bicycle facilities to serve the training and employment base. Permitted zoning districts: RM-4, MF-18, MF-25, O-1.5, O-2, C-2, C-3, L, I-1, MI-1, BP, AE-1, AE-2, AE-3, AE-4, IDZ-1, IDZ-2, IDZ-3, [TOD-MX-3](#), [TOD-MX-6](#), [TOD-MX-12](#), [TOD-MX-U](#), [TOD-HI-3](#), [TOD-HI-6](#), and MXD.

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

Light Industrial - includes a mix of manufacturing uses, business park, and limited retail/service uses that serve the industrial uses. Industrial uses should be screened and buffered from adjoining non-industrial uses. Any outside storage should be under a roof and screened from public view. Examples of light industrial uses include drug laboratories, furniture wholesalers, lumberyards, food production, and warehousing. Permitted zoning districts: L, I-1, MI-1, [TOD-HI-3](#), [TOD-HI-6](#), and BP.

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

Public Realm. Any publicly owned streets, roadways, sidewalks, parks, plazas, and other spaces that comprise the shared space of a city for its visitors, employees and residents. It is the space between buildings where civic interaction occurs and is defined in contrast to private property.

Sec. 28-70. - Same—UC-6, San Pedro urban corridor district.

~~(d) Setbacks. The building setback line along local streets will be at fifteen (15) feet, San Pedro Avenue at twenty-five (25) feet and I.H. 35 at twenty five (25) feet.~~



TRANSPORTATION

Appendix C

Housing Policy Toolkits

Housing Policy Toolkits

Recommendations drafted by the Removing Barriers to Affordable Housing Development and Preservation Subcommittee of Housing Commission

Goals

Enhance Affordability and Minimize Displacement: Preserve existing and produce new affordable units in new developments along the ART corridors. Expand housing choices by adding and preserving supply in residential areas within walking distance of transit. Prioritizing deeper affordability is essential, particularly for units affordable to households with incomes less than the area median income.



Figure 1. Housing Affordability & Livability Goals

Purpose

This document introduces a series of housing policy toolkits designed with a singular focus: the people who live in our neighborhoods. These toolkits are crafted to address the pressing need for affordable housing, especially in areas served by ART. There are three core objectives:

1. **Protect and Support Current Residents, especially the Most Vulnerable.** Ensure existing residents can remain in their homes and communities by safeguarding affordable housing options against displacement and loss of affordability.
2. **Produce More Affordable Housing Near Rapid Transit:** Encourage development of new affordable housing units within proximity to rapid transit systems, and enhance accessibility by reducing commuting costs for residents.

3. **Balance Production and Preservation:** Strike a balance between building new affordable housing and preserving the existing affordable housing stock which community members call home in ART areas.

These policy toolkits are not merely about physical buildings and places; they are about the individuals and families who call these places home. This approach centers on the needs, well-being, and aspirations of community members, ensuring that housing policies contribute to their quality of life and opportunities for growth. By focusing on both protection and production, we aim to create resilient communities where everyone has a place to thrive.

Recognizing the reality of limited resources, these toolkits are designed to guide the deployment of resources in the most impactful ways. By prioritizing the protection of current residents and the creation of housing that is affordable, we aim to prevent displacement, maintain community integrity, and reduce the burden of high housing and transportation costs. By focusing on producing affordable housing options near ART, we maximize the benefits of connectivity and accessibility for more residents. Finally, by balancing production with preservation, we ensure that the gains in housing stock do not come at the expense of existing affordable homes.

Through strategic planning and targeted actions, these toolkits offer a roadmap for making the most of available resources, fostering resilient communities where everyone has a place to thrive.

With the adoption of this framework, San Antonio is taking steps to ensure the benefits of ART and Transit-Oriented Development policies are shared broadly and equitably. Thoughtful consideration of disparities in access to opportunity by race, neighborhood, income, and disability when making plans and policies enables us to deliver limited resources where they have the greatest impact. To that end, we propose a framework to organize a broad spectrum of housing policies into three toolkits that each have a specific emphasis.

The toolkits are organized around identifying human and land use factors that may contribute to different policy emphases – Protection, Production, and Protection + Production.

Measuring Human and Land Use Impact of TOD

Growth around station areas could impact existing and new community members in many ways (Nelson & Hibberd, 2024). Positive impacts may include attracting new jobs and businesses, shops and restaurants, increased property values as the area becomes more desirable from proximity to transit, and an influx of community amenities as development occurs. Increased demand to live in walkable urban areas, and limited supply of these areas and housing within them, have driven up costs and reduced affordability in many metropolitan areas (Rodriguez & Leinberger, 2023), underscoring the need for policies that prioritize affordable housing near transit. Understanding today's conditions helps us know which policy tools are most helpful to encourage the positives of growth while preventing or mitigating potential negative impacts. Below is a table summarizing the recommended human and land use measures.

<p>Equity Score + Disability Prevalence + Median Age</p> <ul style="list-style-type: none"> • City-developed scale, 1-10 • Measures proportion of people of color (POC) and people with low incomes • 10 = high POC, high number of people with low incomes • Include a measure of people with disabilities and median age 	<p>Land Capacity for Change</p> <ul style="list-style-type: none"> • Measures likelihood of land use to change over time • Measures include factors like amount of vacant or underutilized land, station area typology, and future land use plans
---	--

Figure 2: Toolkit Organization Approach

Equity Score + Disability Prevalence + Median Age

We recommend that existing conditions be measured by considering demographic information about people who live in the community today such as age, income, race, and the prevalence of persons with disabilities. One way to do this is by utilizing the Equity Score, which is a City-developed scale that measures indicators (race, income, and other variables) and ranks them from 1-10. A low Equity Score, like 2 or 3, indicates a lower concentration of people of color and people with lower average income, while a high Equity Score, like 9 or 10, indicates a higher concentration of people of color and people with lower average income.

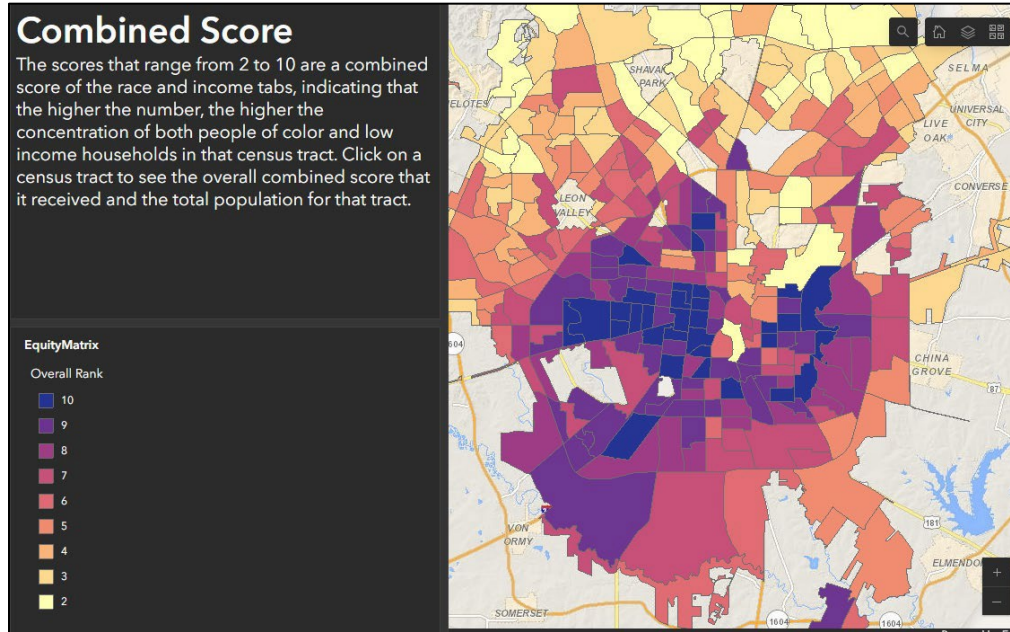


Figure 3: Equity Score Map

Equity Scores are given by census tract. Within a given station area, there may be two or more census tracts. We propose the creation of an Aggregate Equity Score from each census tract within the station area. Each tract's score would be weighted by its proportion of the area within the station area. In other words, a census tract that was only in 10% of the station area would be weighted less than a census tract in 50% of the station area.

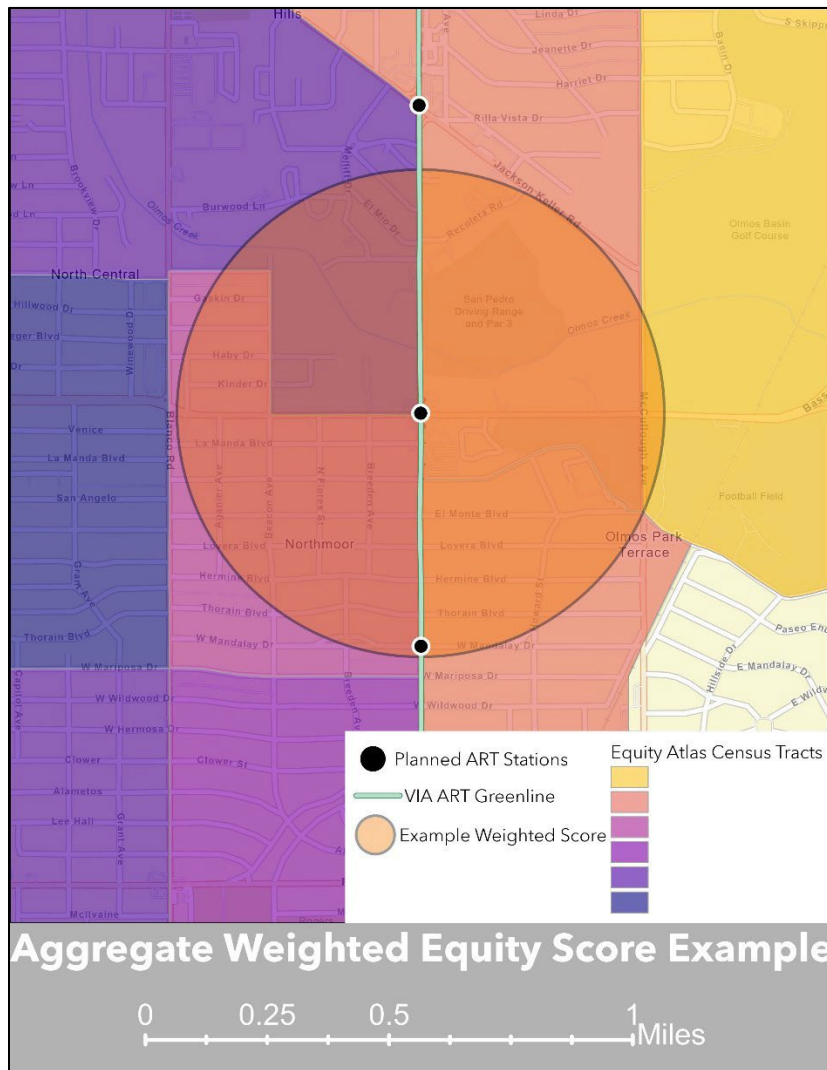


Figure 4. Aggregate Equity Score Weighted by Census Tract

Land Capacity for Change

As rezoning and development occur, the land use of some properties around a station area could change. In some cases, this may not have any effect on conditions in the area around a station. Other areas, especially areas with vacant land, could experience development and change over time. Assessing what areas are likely to experience change can guide what policies are most needed. Measurements for this potential change can include amount of vacant or underutilized land, station area typology, and future land use classification (determined in ongoing planning work through an extensive public process led by the Planning Department).

Analysis of the human and land use measures will be performed by NHSD staff as part of the Phase 2 Station Area Planning process, beginning in 2025. The recommended policy tools should be considered

guidelines to be considered by City staff, as well as community members, while developing housing related recommendations in SA Tomorrow sub-area plans and other city plans and policies.

Policy Toolkits

The table below shows the proposed toolkits and how each can potentially be mapped using human and land use measures. This is followed by a list of potential tools in each toolkit. However, final tools will be discussed in collaboration with individual communities. The list is not exhaustive, and the City will work with each community to determine what tools best suit community needs for their area.

Equity Score	Land Use Capacity	Focus	
High	Low	Protection	Protect and support current residents, especially the most vulnerable. Protect affordability of existing housing.
Low	High	Production	Invest in long-term, high-density housing opportunities. Focus on ways to increase affordability.
High	High	Protection and Production	Support affordability in new housing developments. Protect current residents from risk of displacement.
Low	Low	N/A	Focus resources on other areas to maximize the impact of limited resources

Figure 2. Toolkit Classification

The housing-related policies listed below reflect the combined input and guidance of the Strategic Housing Implementation Plan (SHIP), Housing Policy Framework, SA Tomorrow, ForEveryoneHome, and others. This section is also guided by the work of Housing Commission and the Removing Barriers Subcommittee.

Toolkit 1: Protection

Community and Organizational Support

- 1.1 Community Land Trusts
- 1.2 Limited Equity Co-ops
- 1.3 Capacity Building for Neighborhood Associations
- 1.4 Help for Homeowners Avoiding Predatory Investment
- 1.5 Tenants’ Rights and Responsibilities

Financial Assistance and Incentives

- 1.6 Home Repair and ADU Funding

1.7 Explore ways to offset home preservation expenses

1.8 Affordability Maintenance Funding

Planning Strategies and Impact Assessment

1.9 Neighborhood Stabilization Overlay/Neighborhood Conservation District

1.10 Expanded Use of Displacement Impact Assessment Tool

Toolkit 2: Production

Financial Incentives and Funding Mechanisms

2.1 Fee Waivers

2.2 Targeted Future Housing Bond

2.3 Tax Increment Financing and Tax Increment Reinvestment Zones (TIRZ)

2.4 Joint Ventures

2.5 Development Bonuses for Affordable Housing

Policy and Planning Strategies

2.6 Prioritize TOD in City's Housing related plan updates

2.7 Reduce parking requirements

2.8 Increase Density to Support Missing Middle Housing

2.9 Land Banking / Strategic Property Acquisition

Toolkit 3: Protection + Production

Direct Support

3.1 Down Payment and Closing Cost Assistance

3.2 Rental Rehabilitation Support

Strategic Initiatives

3.3 Collaborative Community Engagement Throughout Planning and Development

Toolkit 1: Protection

Community and Organizational Support

1.1 Community Land Trusts: A Community Land Trust (CLT) is an entity created for the purpose of purchasing and retaining ownership of land to ensure its ongoing use for community purposes, such as affordable housing. CLTs support the long-term affordability of both rental and ownership housing, and are especially effective in areas that have, or expect to have, escalation of land costs.

1.2 Limited Equity Co-ops: An effective way to stabilize neighborhoods and to prevent displacement is to create opportunities for residents to purchase property that would not be possible to do through traditional means. The cooperative model reduces costs of ownership by giving each resident a share in the ownership of a building that has multiple dwellings. Co-op shareowners pay "carry charges" which act as monthly "rents" which are limited to a percentage of income, and cover operating expenses and mortgage debt service. Co-ops are set up to ensure long-term affordability. When shares are resold there are limitations on resale, which helps provide affordability of the long-term.

1.3 Capacity Building for Neighborhood Associations: Capacity building enables neighborhood residents to work together, make well-considered and collaborative decisions, develop a vision and strategy for the future, and take the necessary steps to bring their collective vision to fruition. Explore ways to support Neighborhood Associations to ensure that they are equipped with accurate and timely resources for productive and collaborative conversation and input.

1.4 Help for Homeowners on Avoiding Predatory Investment: Ensure homeowners understand how to identify and avoid predatory investment, and what tools are available to them for financing and repair needs.

1.5 Tenants' Rights and Responsibilities: Proactive, focused outreach to renters near ART corridors to raise awareness of resources, rights, and responsibilities, including right to counsel. For developments that receive city incentives, requirement to include information on tenants' rights and responsibilities in lease-up materials.

Financial Assistance and Incentives

1.6 Home Repair and ADU Funding: Accessory Dwelling Units (ADUs) can be a source of income to help families remain in their homes while providing affordable housing to elderly, single-person households, and students. This and home repair funding allow residents to stay in their homes over time.

1.7 Explore ways to offset home preservation expenses: Homeowners with low and moderate incomes can benefit from support with keeping up with home maintenance and accessibility modifications. The City can explore ways to offset these expenses through tax abatements and credits, reduced fees, or other city incentives. Similar tools could also be utilized to secure affordability in rental housing in need of repair. One example is the Neighborhood Homes Investment Act, which calls for the creation of a new federal tax credit that will produce new equity investment dollars for the development and renovation of 1-4 family housing in distressed urban, suburban, and rural neighborhoods. This example would require the adoption of the Neighborhood Homes Investment Act by the federal government.

1.8 Affordability Maintenance Funding: Provide low-cost debt or equity to support acquisition and conversion of affordable market-rate housing to deed-restricted affordable housing. Property maintenance funding to preserve naturally occurring affordable housing, including incentive programs to encourage housing providers to maintain housing as affordable.

Planning Strategies and Impact Assessment

1.9 Neighborhood Stabilization Overlay: An overlay district intended to impose procedural protections from demolition should be explored. Establish criteria that would trigger a review of certain properties at risk of demolition. The overlay should not prohibit construction of new housing.

1.10 Expanded Use of Displacement Impact Assessment Tool: The Displacement Impact Assessment (DIA) is an information-gathering pilot tool that will help City Council factor in information about the community surrounding a potential new housing development before deciding to fund the development. Its use could be expanded in future to evaluate displacement risk in other scenarios. One possible future use of the DIA is to inform direct engagement with developers who may develop in ART corridors.

Toolkit 2: Production

Financial Incentives and Funding Mechanisms

2.1 Fee Waivers: The City of San Antonio Fee Waiver Program provides eligible projects access to waivers for City development fees and SAWS impact fees, as well as staff support navigating through the City's regulatory processes. Under the policy, eligible projects include affordable housing, historic rehabilitation, owner-occupied rehabilitation, and business development. The program also encourages the growth and development of small businesses, legacy businesses, and targeted industry projects.

2.2 Targeted Future Housing Bond: Future Housing Bond could be utilized to create funding for a future incentive program to include affordable units, including permanent supportive housing, and other projects targeting increased affordability.

2.3 Tax Increment Financing and Tax Increment Reinvestment Zones (TIRZ): This is a tool for financing development by lending against the predicted tax revenue increase expected in the area. Depending on the structure of the TIRZ, the fund supports infrastructure and other investments in the zone.

2.4 Joint Ventures: Publicly owned properties in Texas are tax-exempt. Public agencies can leverage this exemption by partnering with for-profit and non-profit developers to purchase market-rate housing complexes via joint ventures. These complexes can then be converted into deed-restricted affordable units without the need for direct public funding.

2.5 Development Bonuses for Affordable Housing: Explore other types of incentives like development bonuses to encourage including affordable housing units into developments that otherwise might not include them.

Policy and Planning Strategies

2.6 Prioritize TOD in City's Housing related plan updates: As other City plans and policies are created, ensure that transit-oriented policies and opportunities are included.

2.7 Reduce parking requirements: Reducing parking requirements encourage density by allowing more space to be developed for housing and other uses, rather than parking. Parking is also costly for new developments, and reducing requirements reduces the costs to a new business or development.

2.8 Increase Density to Support Missing Middle Housing: Missing middle housing is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. These housing types provide diverse options along a spectrum of affordability, and include duplexes, quadplexes, and bungalow courts, to support walkable communities, locally serving retail, and public transportation options. Missing Middle Housing provides a solution to the mismatch between the available housing stock and shifting demographics combined with the growing demand for walkability.

2.9 Land Banking / Strategic Property Acquisition: Land banking is a tool that can be used as a vehicle for holding land strategically purchased for future affordable development - especially near planned ART corridors. It can also be used to repurpose tax-delinquent properties and to support housing preservation goals. San Antonio's relatively low land cost compared to other major metros makes land banking an attractive strategy for our area. Land banking can be especially effective when coupled with shared and limited equity models like Community Land Trusts.

Toolkit 3: Protection + Production

Direct Support

3.1 Down Payment and Closing Cost Assistance: Promote homeownership in the areas near ART corridors by focusing down payment assistance loans on the areas closest to rapid transit. The City presently administers programs that assist with the down payment for a home. Some programs include the Homeownership Incentive Program (HIP 80), and the First Responders Homebuyers Assistance Program (FRHAP).

3.2 Rental Rehabilitation Support: Preserve naturally occurring affordable housing by making funding available to rental housing owners with the purpose of remedying code violations, addressing deferred maintenance, or other upgrade/maintenance. Acceptance of funding will result in a covenant being placed on the property to enforce affordability.

Strategic Initiatives

3.3 Collaborative Community Engagement Throughout Planning and Development: Collaborative community engagement throughout the planning and implementation process allows communities to actively take part in guiding the future of their area – in ways that are indirectly and directly tied to housing production and protection.

References

Nelson, A. C., & Hibberd, R. (2024). *Transit Station Area Development and Demographic Outcomes*. National Institute for Transportation and Communities.

Rodriguez, M. A., & Leinberger, C. B. (2023). *Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros*. Smart Growth America.

Appendix #XX.

Removing Barriers Technical Working Group (TWG) Recommendations

The TWG was formed with a charge to recommend development code amendments to support housing affordability near transit. These recommended code amendments were created with a focus on protecting existing homes and creating new homes.

With the bulk of the deliberation on new Transit-Oriented Development (TOD) zoning districts occurring within the TOD Taskforce, the TWG opted to provide broad recommendations on the overall direction of that work.

Recommendations Regarding Transit-Oriented Development Zoning Districts

1. **TOD Zoning Applicability:** The TWG recommends that TOD zoning have a wider area of eligibility in areas expected to see greater growth and narrower eligibility in areas with less expected growth. This will enable TOD related efforts to be focused on areas with the greatest increase in population and job growth.

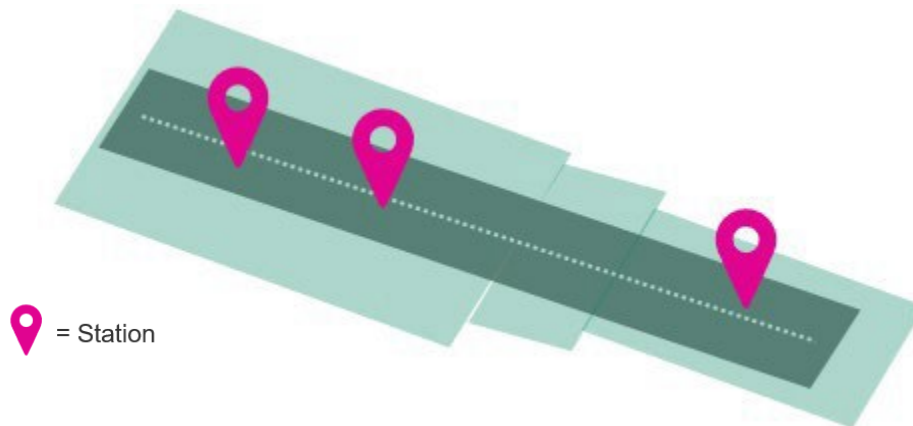


Figure 1. Recommended Applicability Illustration

2. **TOD Zoning Context Sensitivity:** Introduce TOD districts of varying scale and character to reflect the different station areas. This will ensure context sensitivity and create options around the type of TOD that will best fit with a community.
3. **Support Missing Middle Housing:** Allow for missing middle housing (also called gentle density) in areas near TOD districts. This will support incrementally denser residential land uses between higher density TOD station areas and lower density neighborhoods. Many examples of what is termed missing middle housing are found throughout San Antonio today.

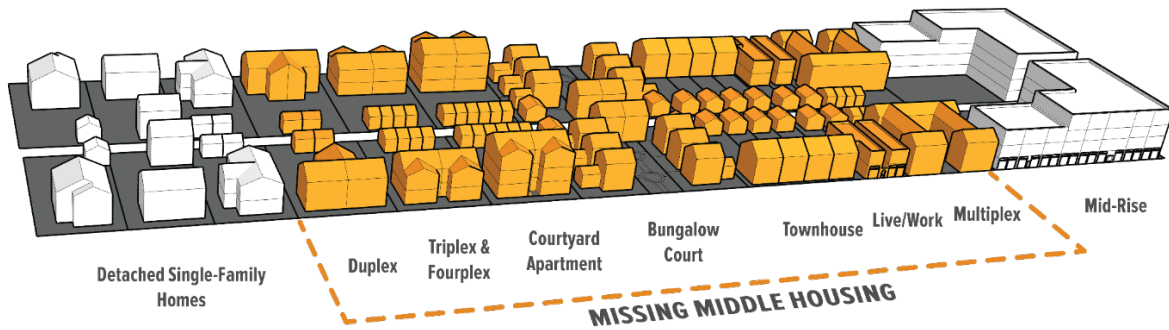


Figure 2. Missing Middle Housing

4. Form-Based Regulatory Approach: Regulate the intensity of development through limitations on factors like building massing and scale, setbacks, and other elements of development appearance rather than limiting the number of people who may live in a development. This will expand living and working options near rapid transit corridors while helping to align new development with community context.
5. Affirm Neighborhood Conservation Overlay Districts and Historic Districts: Zoning overlay districts are additional layers of zoning regulation that supplement or modify the regular standards of base zoning districts. In the case of Neighborhood Conservation Overlay Districts (NCDs), the zoning overlay prescribes additional development standards for residential and non-residential development, such as site layout requirements, impervious cover standards, setbacks, massing, and others. The TWG recommends explicitly and positively affirming that the development standards and guidelines prescribed by Neighborhood Conservation Overlay Districts (NCDs) and Historic Districts are not superseded by TOD zoning districts.
6. Plan and Collaborate on Public Improvements: Coordinate and implement improvements in and around station areas, working with community stakeholders, SAWS, CPS, COSA, VIA, and other agencies. (see “Station Area Planning (Phase 2)” for additional information)
7. Maximize Housing Affordability in TOD Areas: Identify additional ways to support and fund housing affordability in areas eligible for TOD zoning.
8. Reduce barriers to development of affordable housing near and along ART corridors and as part of TOD such as parking, utilities, setbacks, and others. (see Appendix #XX for detailed recommendations)

Transit Supportive UDC Amendments and Policies:

The Housing Commission formed the Technical Working Group with the charge of recommending changes to the Unified Development Code that facilitate the creation of affordable housing near and along transit corridors. While some of the recommendations listed below may be achievable as part of the ongoing TOD District update, many will require extensive deliberation and public discussion due to their complexity and should be part of the 2027 UDC update cycle.

UDC Amendments

1. Ensure transit supportive zoning districts, including TOD, provide an option for zero setback from the property line where the property line abuts rights-of-way.

Outcome: The ability to build directly on the property line will help to create more walkable urban spaces, especially in infill development contexts, which are needed to support transit use.

2. Update or eliminate Urban and Metropolitan Corridor zoning overlay districts, in particular the “UC-6” San Pedro Urban Corridor Overlay District. (Section 35-339 “Urban Corridor Districts)

Outcome: The San Pedro Urban Corridor Overlay District currently requires a 25-foot setback, which is in conflict with the standards and intent of the proposed TOD zoning districts. If the overlay district is not eliminated, it should at minimum be updated: the required setback should be eliminated and the regulations concerning signs should be relocated to Chapter 28 “Signs” of the City Code.

3. Reform Parking Standards Citywide (Section 35-526 “Parking and Loading Standards”) and eliminate parking minimums (excepting accessible parking spaces)

Outcome: Updating parking standards by eliminating parking minimums/instituting parking maximums will help to produce more affordable housing by lowering the cost of development. It will also aid in creating more walkable, transit-supportive urban spaces.

Parking drives the layout of developments and the design of buildings and can have a big impact on how cities look and feel. Buildings built before automobile use have very little parking.

However, in areas with more recent development, high parking requirements mean large surface parking lots, which result in large, underutilized spaces that are not welcoming for pedestrians and do not support transit use.

Parking also has a major impact on development feasibility and affordability. Parking can cost anywhere from \$3,000 per space in a surface parking lot to \$50,000 per space for an underground garage. Since most new developments in San Antonio typically do not charge their tenants for on-site parking, the need to provide parking is an expense for developers and competes with leasable space for storefronts and dwelling units. Often, the cost of parking is passed through to tenants in the form of higher rents. Removing minimum parking requirements allows developers to determine the appropriate amount of parking for a given development and can reduce the cost to develop residential spaces – a savings that can be passed on to tenants.

Parking requirements of the UDC should be reevaluated city-wide, but especially along rapid transit corridors. The Technical Working Group recommends eliminating minimum parking requirements, with the exception of ensuring adequate accessible parking and bicycle parking. Additionally, it is recommended to update parking standards concerning location to prohibit parking in the front of developments along rapid transit corridors.

4. Update Landscape and Tree Planting Standards (Sections 35-511, 512, and 523)

Outcome: Updating landscape and tree planting standards for housing development on rapid transit corridors will lessen the cost of development and encourage more affordability in housing.

On rapid transit corridors and other mixed-use, multi-modal corridors, allow tree canopy requirements for a site to be satisfied with street trees planted in the right-of-way. Additionally, trees within a property that are within 10 feet of a building should count toward tree canopy requirements. Explore funding opportunities for maintenance of street trees.

Remove the fee-in lieu (FILO) option for mitigation of existing tree canopy for affordable housing development, to be reviewed on a case-by-case basis. Explore opportunities for funding tree mitigation fees for affordable housing developments.

5. Streamline Street Construction and Dedication Requirements (Section 35-506 Transportation and Street Design)

Outcome: Identify gaps and implement complete pedestrian connectivity through the entire rapid transit corridor. Additionally, improve bike connectivity to and from the corridor. Avoid a patchwork approach to infrastructure improvements.

Align major thoroughfare plan and street construction standards with our urban design goals for rapid transit corridors. This includes right-of-way dedication requirements, sidewalks, bike lanes, share use path requirements, and other items that impact the disposition of private property along the rapid transit corridors. These impacts have a disproportionate effect on affordable housing in particular.

6. Remove requirement for Traffic Impact Analysis (TIA) in TOD zoning districts and mixed-use zoning districts. (Section 35-502 Traffic Impact Analysis and Roughly Proportionate Determination Study)

Outcome: Eliminating the TIA requirement can remove barriers to developing high-density, transit-focused communities, making it easier, faster, and cheaper for developers to build projects that support sustainable urban living. Additionally, as the TIA focuses on the impact of new developments on road traffic, potentially requiring road expansion or similar improvements to the roadway, removing this requirement can help promote a shift toward more sustainable urban development.

City Policy

7. Minimize the impact of overhead power lines on future development in identified rapid transit corridors.

Outcome: Developments along rapid transit corridors are not affected by clearance and easement requirements for electrical infrastructure in a way that conflicts with the creation and maintenance of a transit-supportive built environment. Sidewalks are walkable and free of obstruction by poles, and buildings may be situated along the property lines.

Consider undergrounding electrical lines and ground mounting transformers within the public right-of-way and allow for street trees to be planted beneath overhead lines.

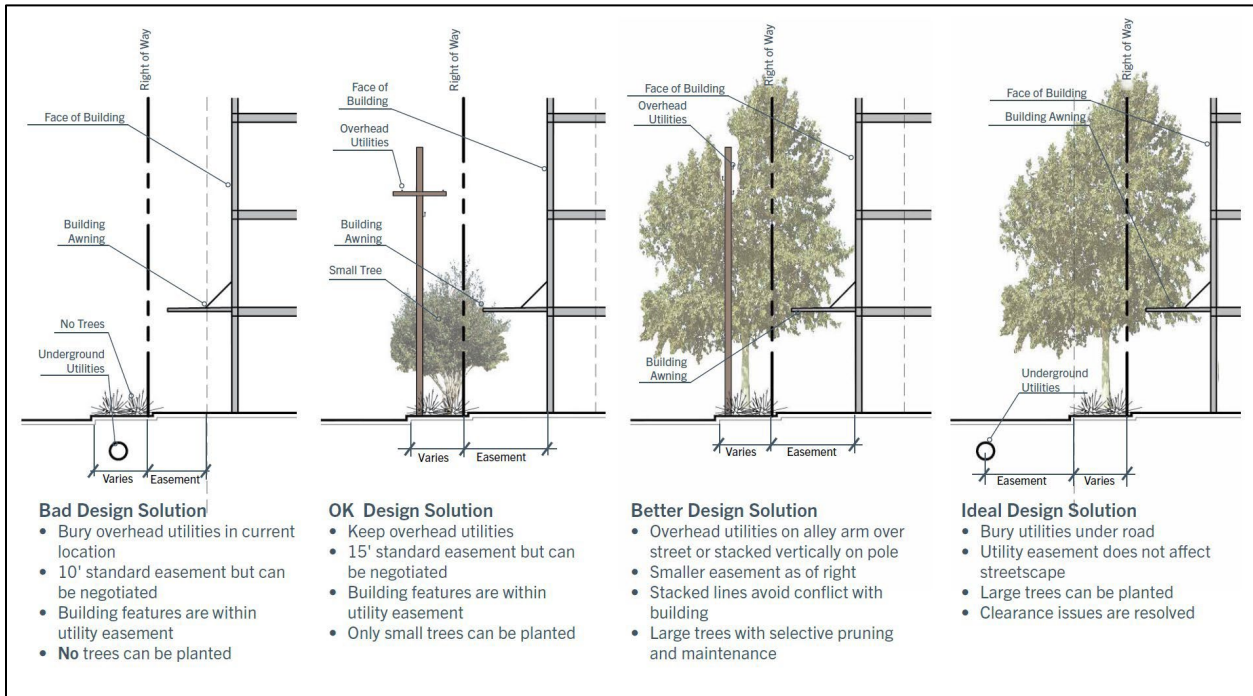


Figure 3: Utility and Tree Canopy Design Solutions



TRANSPORTATION

Appendix D

**Community
Engagement
Analysis**

COMMUNITY ENGAGEMENT ANALYSIS

This schedule includes all community engagement activities described in Chapter 3, the key technical group meetings discussed in Chapter 4, and the adoption schedule outlined in Chapter 5.

2023

- NOVEMBER 21: Housing Commission – Removing Barriers to Affordable Housing Subcommittee Meeting
- DECEMBER 4: Removing Barriers to Affordable Housing Subcommittee’s Technical Working Group Meeting
- DECEMBER 19: Housing Commission – Removing Barriers to Affordable Housing Subcommittee Meeting

2024

- JANUARY 16: Housing Commission – Removing Barriers to Affordable Housing Subcommittee Meeting
- FEBRUARY 5: Removing Barriers to Affordable Housing Subcommittee’s Technical Working Group Meeting
- FEBRUARY 19: Removing Barriers to Affordable Housing Subcommittee’s Technical Working Group Meeting
- FEBRUARY 20: Housing Commission – Removing Barriers to Affordable Housing Subcommittee Meeting
- FEBRUARY 29: TOD Task Force Meeting (In-Person)
- MARCH 14: Removing Barriers to Affordable Housing Subcommittee’s Technical Working Group Meeting (Virtual)
- MARCH 18: Removing Barriers to Affordable Housing Subcommittee’s Technical Working Group Meeting (Virtual)
- MARCH 26: Housing Commission – Removing Barriers to Affordable Housing Subcommittee Meeting
- MARCH 28: TOD Task Force Meeting (In-Person)
- APRIL 2: Removing Barriers to Affordable Housing Subcommittee’s Technical Working Group Meeting (Virtual)
- APRIL 15: Removing Barriers to Affordable Housing Subcommittee’s Technical Working Group Meeting (Virtual)
- APRIL 16: Housing Commission – Removing Barriers to Affordable Housing Subcommittee Meeting
- MAY 13: Removing Barriers to Affordable Housing Subcommittee’s Technical Working Group Meeting (Virtual)
- MAY 21: Housing Commission – Removing Barriers to Affordable Housing Subcommittee Meeting

- MAY 23: TOD Task Force Meeting (In-Person)
- MAY 28: Removing Barriers to Affordable Housing Subcommittee’s Technical Working Group Meeting (Virtual)
- JUNE 3: Housing Commission – Public Engagement & Outreach Subcommittee Meeting
- JUNE 5: TOD Task Force Subcommittee Meeting
- JUNE 11: North Shearer Hills Neighborhood Association Meeting
- JUNE 12: TOD Task Force Subcommittee Meeting (Virtual)
- JUNE 12: West Side Community Organizations Meeting: Historic West Side Residents Association, Esperanza Peace and Justice Center, Pueblo Over Profit
- JUNE 12: Strong Towns San Antonio Meeting
- JUNE 13: Greater Harmony Hills Neighborhood Association
- JUNE 18: Housing Commission – Removing Barriers to Affordable Housing Subcommittee Meeting
- JUNE 18: Lavaca Neighborhood Association Meeting
- JUNE 18: Mahncke Park Neighborhood Association Meeting
- JUNE 24: Removing Barriers to Affordable Housing Subcommittee’s Technical Working Group Meeting (Virtual)
- JUNE 26: Housing Commission Briefing
- JUNE 26: Roosevelt Park Neighborhood Association
- JUNE 26: Focus Group Meeting: Strong Towns San Antonio
- JUNE 27: TOD Taskforce Meeting (In-Person)
- JUNE 29: Focus Group Meeting: San Antonians for Rail Transit (SART)
- JULY 1: Housing Commission’s Public Engagement and Outreach Subcommittee Meeting (Virtual)
- JULY 8: Removing Barriers to Affordable Housing Subcommittee’s Technical Working Group Meeting (Virtual)
- JULY 10: TOD Task Force Subcommittee Meeting
- JULY 12: TOD Weekly Newsletter Release
- JULY 16: Housing Commission – Removing Barriers to Affordable Housing Subcommittee Meeting
- JULY 18: Tobin Hill Community Association Meeting
- JULY 19: TOD Weekly Newsletter Release
- JULY 22: Removing Barriers to Affordable Housing Subcommittee’s Technical Working Group Meeting (Virtual)
- JULY 24: Fair Housing Council of South Texas Focus Group
- JULY 24: Monte Vista Historical Association Meeting
- JULY 25: TOD Task Force Meeting (In-Person)
- JULY 25: Prosper West & UTSA Office of Sustainability

Focus Group

- JULY 26: TOD Weekly Newsletter Release
- JULY 27: Sueños of San Pedro Springs Park Event
- JULY 29: Transit-Oriented Policy Community Survey Opened
- JULY 31: West Side Community Organizations Meeting: Historic West Side Residents Association, Esperanza Peace and Justice Center, Pueblo Over Profit
- AUGUST 2: TOD Weekly Newsletter Release
- August 5: Removing Barriers to Affordable Housing Subcommittee's Technical Working Group Meeting (Virtual)
- AUGUST 7: Patricia Jaramillo Focus Group
- AUGUST 8: Martinez Creek Neighborhood Association
- AUGUST 9: TOD Weekly Newsletter Release
- AUGUST 12: TOD Task Force Subcommittee Meeting (Virtual / In-Person)
- AUGUST 13: disABILITYsa, Disability Rights Texas, SAIL TX, San Antonio Area Foundation's SALSA, and City's Disability Access Office Focus Group
- AUGUST 16: TOD Weekly Newsletter Release
- AUGUST 17: Mission Marquee Plaza Farmers Pop-Up Event
- AUGUST 19: Removing Barriers to Affordable Housing Subcommittee's Technical Working Group Meeting (Virtual)
- AUGUST 19: TOD Task Force Subcommittee Meeting (Virtual and In-Person)
- AUGUST 20: Housing Commission – Removing Barriers to Affordable Housing Subcommittee Meeting (In-Person)
- AUGUST 22: TOD Task Force Meeting (In-Person)
- AUGUST 26: TOD Task Force Subcommittee Meeting (Virtual / In-Person)
- AUGUST 27: Woodlawn Lake Community Association
- AUGUST 27: Local Developers and Development Organizations Focus Group
- AUGUST 27: August Nonprofit Housing Partners Bi-monthly Meeting (In-Person)
- AUGUST 27: Bus Ride-Alongs
- AUGUST 28: Bus Ride-Alongs
- SEPTEMBER 3: Mobility Advocates (Activate SA, SA Roadrunners and Pedal SATX) Focus Group
- SEPTEMBER 7: World Heritage Festival Pop-Up Event
- SEPTEMBER 9: TOD Task Force Subcommittee Meeting (Virtual and In-Person)
- SEPTEMBER 10: Housing Advocates Focus Group
- SEPTEMBER 11: VIA Metropolitan Transit: Silver Line

Community Meeting

- SEPTEMBER 12: TOD Weekly Newsletter Release
- SEPTEMBER 12: VIA Metropolitan Transit: Silver Line Community Meeting
- SEPTEMBER 12: McNay Museum's Second Thursday Pop-Up Event
- SEPTEMBER 14: VIA Metropolitan Transit: Silver Line Community Meeting
- SEPTEMBER 15: Transit-Oriented Community Survey Closing
- SEPTEMBER 16: TOD Task Force Subcommittee Meeting (Virtual and In-Person)
- SEPTEMBER 17: Housing Commission – Removing Barriers to Affordable Housing Subcommittee Meeting (In-Person)
- SEPTEMBER 23: San Antonio Mobility Coalition (SAM-Co) Executive Board Briefing
- SEPTEMBER 26: TOD Task Force Meeting (In-Person)
- SEPTEMBER 29: Monte Vista Townhall Meeting
- OCTOBER 2: VIA Metropolitan Transit: Green Line Open House
- OCTOBER 8: VIA Metropolitan Transit: Green Line Open House
- OCTOBER 9: VIA Metropolitan Transit: Green Line Open House
- OCTOBER 13: Crownhill Park Neighborhood Association Meeting
- OCTOBER 14: Planning Commission Technical Advisory Committee Recommendation on Updated Zoning Code
- OCTOBER 15: VIA Metropolitan Transit: Green Line Open House
- OCTOBER 16: City Council B Session Briefing on Policy Framework and Updated Zoning Code
- OCTOBER 16: Alta Vista Neighborhood Association Meeting
- OCTOBER 16: VIA: Green Line Open House
- OCTOBER 22: Transit-Oriented Policy Community Meeting
- OCTOBER 23: Planning Commission Briefing
- OCTOBER 24: TOD Task Force, Housing Commission – Removing Barriers to Affordable Housing Subcommittee Meeting, and Removing Barriers to Affordable Housing Subcommittee's Technical Working Group Meeting Briefings
- NOVEMBER 2: Transit-Oriented Policy Community Meeting
- NOVEMBER 4: Housing Commission Public Engagement & Outreach Subcommittee (Virtual)
- NOVEMBER 5: Zoning Commission Briefing

- NOVEMBER 7: City Council District 1 Community Forum
- NOVEMBER 13: San Antonio Board of Realtors (SABOR) Briefing
- NOVEMBER 13: Planning Commission Consideration
- NOVEMBER 14: Urban Land Institute (ULI) San Antonio Real Estate Forum
- NOVEMBER 18: Board of Adjustment Informative Briefing
- NOVEMBER 19: Zoning Commission Consideration
- NOVEMBER 20: Historic and Design Review Commission Informative Briefing
- NOVEMBER 20: Housing Commission Consideration of Policy Framework
- DECEMBER 3: Urban Land Institute (ULI) San Antonio Partners in Progress Series
- DECEMBER 18: City Council Consideration of Policy Framework and Updated Zoning Code

Transit-Oriented Community Survey Analysis

There were over 80 ZIP codes represented in Transit-Oriented Community Survey responses with the majority responses coming from 78212, 78210, 78201, 78249, 78209, 78228, 78230, 78204, 78245, and 78250. These ZIP codes are in areas throughout the City as shown in the map.

The ZIP codes along the Green Line include 78216, 78212, 78215, 78205, 78204, and 78210, in order of North to South. Of all participants, 55% were familiar and 45% were not familiar with Transit-Oriented Development. In comparison, 65% of participants in zip codes along the Green Line were familiar with TOD prior to completing this survey.

Of the 1,073 participants, 44% were 31 - 50 years old, 30% were 51 - 70 years old, 21% were 18 - 30 years old, 4% were 71 years or older, and 1% were under 18 years old. The analysis of all 10 survey questions follows:

QUESTION 1: ARE YOU FAMILIAR WITH TOD?

Of all participants, 55% were familiar and 45% were not familiar with Transit-Oriented Development. In comparison, participants in zip codes along the VIA Rapid Green Line were 65% familiar with TOD prior to completing this survey.

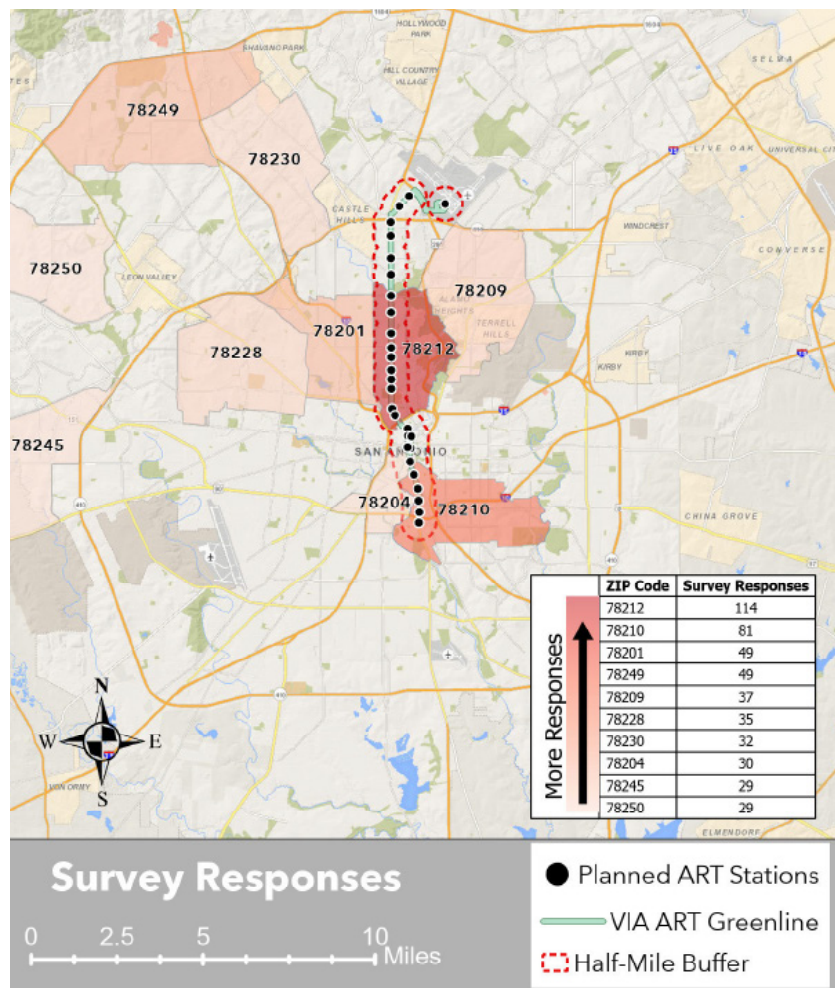


Figure 05: Map showing distribution of top zip code participation in the Transit-Oriented Community Survey. Source: City of San Antonio.

QUESTION 2: The City is committed to connecting neighborhoods and public transit. How would you want the City to support communities?

The responses to how the City should support communities for connecting neighborhoods and public transit, indicated that introducing more public resources was the most important. This option introduced the development of parks, libraries and/or community centers that participants voiced would support their (and nearby) communities due to the lack of existing options. Secondly, the community felt it was important to encourage development to support and fit community needs. The third priority was supporting public art that is unique/representative of a neighborhood. Lastly, the community prioritized preserving existing community assets in new developments.

QUESTION 3: Imagine you are about to board a bus at a future VIA Rapid Green Line Station. What is the most important to experience?

We heard from all survey respondents that they want to see:

Connectivity	30%
Walkability	24%
Housing Affordability	21%
Quality of Life	10%
Equity	5%
Economic Opportunity	4%
Environmental Resiliency	3%



Survey respondents along the Green Line want to see:

33%	Connectivity
31%	Walkability
18%	Housing Affordability
9%	Quality of Life
6%	Equity
3%	Economic Opportunity
0%	Environmental Resiliency

QUESTION 4: TOD allows for a mix of activities and services to be located within walking distance of each other. What kind of activities or services would you like to have in/near your neighborhood?

We heard from all survey respondents that they want to see:

Parks and Recreational Areas	83%
Restaurants and Cafes	75%
Small Grocery Stores	63%
Retail Shops	45%
Large Grocery Stores	43%
Schools	40%
Childcare Centers	38%
Bars or Pubs	30%
Businesses	29%
Grooming Services	26%



Survey respondents along the Green Line want to see:

84%	Parks and Recreational Areas
80%	Restaurants and Cafes
68%	Small Grocery Stores
53%	Retail Shops
41%	Schools
37%	Large Grocery Stores
33%	Childcare Centers
33%	Businesses
32%	Bars or Pubs
27%	Grooming Services

QUESTION 5: How important is it to you that future development near transit stations include housing options that are affordable to a wide range of people?

49%	Very Important
27%	Important
14%	Neutral
5%	Unimportant
5%	Very Important

QUESTION 6: Homes come in many shapes and sizes. If you could pick any kind of new housing to add to your neighborhood, what would you choose?

We heard from all survey respondents that they want to see:

59%	Cottage Court	21%	Fourplex
44%	Mixed-Use Multi-Family	18%	Triplex
42%	Town Homes	17%	Multi-Family
38%	Duplex		



Survey respondents along the Green Line want to see:

60%	Cottage Court	23%	Fourplex
47%	Mixed-Use Multi-Family	21%	Triplex
42%	Town Homes	20%	Multi-Family
37%	Duplex		

QUESTION 7: What aspects of TOD would you like to learn more about in the future?

Question number 7 was an open-ended question asking participants to provide which aspects of TOD would they like to learn more about in the future? The responses ranged from walkable areas, trails to better transit lines and affordable housing. Some participants also wanted to know more about TOD generally instead of just certain aspects of TOD. Most participants have already visited the SASpeak-up.com/TOD website, therefore providing additional information (FAQ, guides, newsletters and links to additional sources) on the website can allow for easy access to learn more about TOD.



QUESTION 8: How do you want to learn more about TOD?

From this survey, almost 380 new community members were subscribed to our SASpeakUp.com/TOD mailing list.

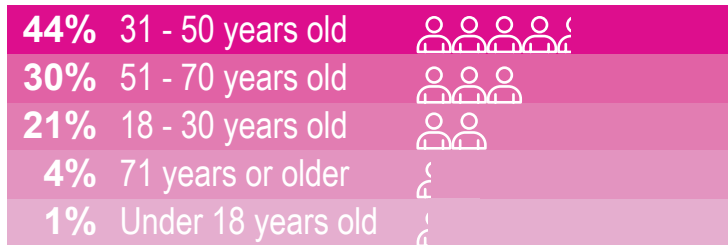


QUESTION 9: What zip code do you live in?

We had over 80 zip codes represented in participation and the majority of participants came from the 78212, 78210, 78201, 78249, 78209, 78204, 78230, 78245, and 78249 zip codes. As shown in the map in Figure XX.



QUESTION 10: What age group do you identify with?



Transit-Oriented Community Survey (English)



City of San Antonio Transit-Oriented Policy Community Survey

The City of San Antonio is updating the Unified Development Code (UDC) to allow for future Transit-Oriented Development (TOD). These TOD updates will support development around Advanced Rapid Transit Line (ART). The code outreach process includes staff meeting with communities, organization representatives, and people living in San Antonio to provide information and receive feedback.

What are TOD and ART?

Transit-Oriented Development (TOD) connects how we use land with transportation by creating areas that are easy to get to with public transit. TOD makes communities more walkable and accessible, so people can live, work, and have fun near transit stations.

Advanced Rapid Transit (ART) is a modern public transportation system designed to move lots of people quickly. ART systems are fast, frequent, and reliable. ART vehicles travel in special lanes away from regular traffic and use traffic signals that help buses move faster. ART also has options to pay before boarding for quicker entry. A good ART system means buses come often and on time. It offers comfortable rides and fair access to affordable public transportation. The first ART route, the VIA Rapid Green Line, connects places from North to South. Another planned route, the VIA Rapid Silver Line, will connect the East and West sides of San Antonio.

The City of San Antonio wants to hear from you through this survey! Your thoughts and experiences are important for adjusting the TOD code to complement San Antonio neighborhoods. This survey will take approx. 5 minutes. Complete the survey to enter the raffle to win a \$100 H-E-B gift card or iPad! Up to 7 winners will be selected to win a \$100 H-E-B gift card by completing this survey. In addition, up to 2 winners will win an iPad by completing this survey and signing up to receive TOD updates and newsletters at <https://saspeakup.com/tod>. The survey closes Friday, September 6th and winners will be announced the following week.

Transit-Oriented Community Survey (English)

1. Are you familiar with Transit-Oriented Development?

Yes

No

2. The City is committed to connecting neighborhoods and public transit. How would you want the City to support communities? (Select all that apply)

Preserve existing community assets in new developments.

Introduce more public resources. This could be parks, libraries, or community centers in your neighborhood.

Encourage development to support and fit community needs.

Support public art that is unique/representative of a neighborhood.

Other: _____

3. Imagine you are about to board a bus at a future VIA Rapid Green Line station. What is important to experience? Rank the following, with 1 being the most important and 7 being the least important.

_____ **Housing Affordability** (Neighborhoods have diverse housing options that support people in all phases of life. There are affordable and available options for people of any income, age, household size, or ability. People are able to live and stay in the neighborhood even as their lives change.)

_____ **Connectivity** (Promote transit, streets, and sidewalks. Connect existing jobs, homes, stores, entertainment, and education opportunities, and also create opportunities for new development.)

_____ **Economic Opportunity** (Increase economic opportunities in neighborhoods.)

_____ **Equity** (Approach TOD strategies through an "equity lens" to remove barriers for historically marginalized groups and individuals.)

_____ **Quality of Life** (Focus on strategies that improve the physical and mental well-being of San Antonio's population along the Green Line.)

_____ **Environmental Resiliency** (Identify strategies to help individuals, communities, institutions, and the transit system survive, adapt, and thrive when exposed to natural and person-made hazards.)

_____ **Walkability** (Promote transportation options that work for people of all abilities. Include shade, materials, and other features to improve pedestrian comfort.)

Transit-Oriented Community Survey (English)

LAND USE:

4. TOD allows for a mix of activities and services to be located within walking distance of each other. What kind of activities or services would you like to have in/near your neighborhood? (Select all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Childcare centers | <input type="checkbox"/> Grooming Services (Salons or Barbers) |
| <input type="checkbox"/> Large Grocery Stores | <input type="checkbox"/> Businesses |
| <input type="checkbox"/> Small Grocery Shop (Basics) | <input type="checkbox"/> Bars or Pubs |
| <input type="checkbox"/> Restaurants and Cafes | <input type="checkbox"/> Parks and Recreational Areas |
| <input type="checkbox"/> Retail Shops | <input type="checkbox"/> Other: |

HOUSING AFFORDABILITY:

5. How important is it to you that future development near transit stations include housing options that are affordable to a wide range of people?

- Very Important Important Neutral Unimportant Very Unimportant

VISUAL PREFERENCE QUESTIONS:

6. Homes come in many shapes and sizes. If you could pick any kind of new housing to add to your neighborhood, what would you choose? (Select all that apply)



Image A: Cottage Court



Image B: Duplex



Image C: Tripex



Image D: Fourplex



Image E: Apartments

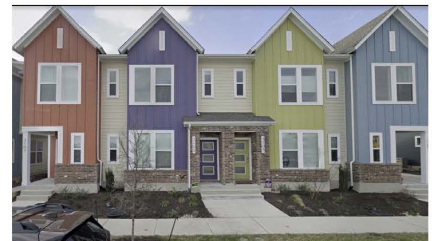


Image F: Town Homes



Image G: Mixed-Use Multi-Family (retail on ground floor, housing above)

Transit-Oriented Community Survey (English)

7. What aspects of TOD would you like to learn more about in the future?

8. How do you want to learn more about TOD? (Select all that apply)

Email updates

In-person discussions

Community events

Social media

Surveys

Other: _____

9. What zip code do you live in? _____

10. What age group do you identify with? (Select one)

Under 18 yrs old

18 - 30 yrs old

31 - 50 yrs old

51 - 70 yrs old

71+ yrs old

To enter in the raffle, please provide your **First Name** and **Last Name** and email address below. The survey closes **Friday, September 6th** and winners will be announced the following week.

First & Last Name: _____ **Email Address:** _____

Thank you for your participation!

To submit your survey, email a scanned or photo copy to TOD@publicinput.com or mail this paper survey to TOD Survey, 110 Broadway St, Ste 590 San Antonio, TX 78205.

Transit-Oriented Community Survey (Spanish)



City of San Antonio

Política de Desarrollo Orientado al Tránsito (TOD)

Encuesta Comunitaria

La Ciudad de San Antonio está actualizando el Código de Desarrollo Unificado (UDC) para permitir Desarrollo Orientado al Tránsito (TOD) en un futuro. Las actualizaciones del TOD apoyarán el desarrollo urbano alrededor de la Línea de Tránsito Rápido Avanzado (ART). La actualización de código incluye la participación de la comunidad, representantes de organizaciones y residentes de San Antonio. El equipo TOD brindará información sobre el proyecto y recibirá comentarios de la comunidad.

¿QUÉ SON EL TOD Y EL ART?

El Desarrollo Orientado al Tránsito (TOD) conecta el uso de terreno y el transporte a través de desarrollo urbano compacto, que promueve el acceso para el transporte público, aumenta las opciones de accesos para caminar y apoya comunidades vibrantes para vivir, trabajar y jugar cerca de estaciones y centros de tránsito.

El Tránsito Rápido Avanzado (ART) es un sistema de transporte público moderno y de alta calidad diseñado para mover a más personas. Los sistemas ART ofrecen un servicio de transporte público rápido, frecuente y confiable. Los vehículos ART viajan en carriles dedicados fuera del tráfico regular. Un sistema ART efectivo mejora la frecuencia y la confiabilidad del tránsito, ofrece comodidad a los pasajeros y provee opciones de transporte público más accesibles. El primer corredor ART de la región será la Línea Verde Rápida de VIA que conecta destinos de norte a sur. Un segundo corredor de ART, la Línea Plateada Rápida de VIA, está planeada de correr del este y oeste de San Antonio.

¡La Ciudad de San Antonio quiere escuchar su opinión a través de esta encuesta! Sus pensamientos y experiencias son importantes para ajustar el código TOD y complementar los barrios de San Antonio. Esta encuesta tomará aproximadamente 5 minutos. Complete la encuesta para participar en el sorteo y ganar una tarjeta de regalo de \$100 de H-E-B o un iPad. Hasta 7 ganadores serán seleccionados para ganar una tarjeta de regalo de \$100 de H-E-B al completar esta encuesta. Además, hasta 2 ganadores recibirán un iPad al completar esta encuesta y registrarse para recibir actualizaciones y boletines sobre el TOD en <https://saspeakup.com/tod>. La encuesta cierra el viernes 6 de septiembre y los ganadores serán anunciados la semana siguiente.

Transit-Oriented Community Survey (Spanish)

1. ¿Está familiarizado con el Desarrollo Orientado al Tránsito (TOD)?

- Sí
- No

2. La ciudad está comprometida con la conexión de barrios y el transporte público. ¿Cómo le gustaría que la ciudad apoye a las comunidades? (Seleccione todas las opciones que apliquen)

- Apoyar nuevos desarrollos, contruidos a partir de los activos comunitarios existentes.
- Introducir más recursos públicos. Esto podría ser parques, bibliotecas o centros comunitarios en su barrio.
- Incluir beneficios y oportunidades en la planificación de desarrollos que sean únicos para un barrio.
- Apoyar el arte público que sea único/representativo de un barrio.
- Otro: _____

3. Imagina que está a punto de abordar un autobús en una futura estación de la Línea Verde Rápida de VIA. ¿Cual es su prioridad? Clasifique lo siguiente, siendo 1 lo más importante y 7 lo menos importante.

- _____ **Vivienda Accesible** (Los barrios tienen opciones de vivienda diversas que apoyan a las personas en todas etapas de la vida. Hay opciones que pueden conseguir y disponibles para personas de cualquier salario, edad, tamaño de hogar o capacidad. Las personas pueden vivir y permanecer en el vecindario incluso a medida que cambian sus vidas)
- _____ **Conectividad** (Promover el tránsito, las calles y las banquetas. Conectar trabajos, hogares, tiendas, entretenimiento y oportunidades educativas existentes, y también crear oportunidades para nuevos desarrollos.)
- _____ **Oportunidades Económicas** (Aumentar las oportunidades de trabajar y abrir negocios locales en o cerca de los barrios para servir a los residentes a poca distancia a pie.)
- _____ **Equidad** (Enfocar las estrategias de TOD a través de un "lente de equidad" para eliminar las barreras para grupos or individuos que históricamenta han sido excluidos.)
- _____ **Calidad de Vida** (Enfocar las estrategias que mejren el bienestar físico y mental de la población de San Antonio a lo largo de la Línea Verde.)
- _____ **Resiliencia Ambiental** (Identificar estrategias para ayudar a individuos, comunidades, instituciones y el sistema de tránsito a sobrevivir, adaptarse y prospera cuando se expogan a peligros naturales y creados por el hombre.)
- _____ **Caminabilidad** (Promover opciones de transporte que funcionen para personas de todas las capacidades. Incluir sombra, materiales, y otras características para mejorar la comodidad de los peatones.)

Transit-Oriented Community Survey (Spanish)

USO DE TERRENO:

4. El TOD permite una mezcla de actividades y servicios ubicados a poca distancia a pie entre sí. ¿Qué tipo de actividades o servicios le gustaría tener en/cerca de su barrio? (Seleccione todas las opciones que apliquen)

- | | |
|--|--|
| <input type="checkbox"/> Centros De Cuidado Infantil | <input type="checkbox"/> Salones de Belleza |
| <input type="checkbox"/> Supermercados | <input type="checkbox"/> Negocios |
| <input type="checkbox"/> Tienda de Abarrotes | <input type="checkbox"/> Bares or Pubs |
| <input type="checkbox"/> Restaurantes y Cafeterías | <input type="checkbox"/> Parques y áreas recreativas |
| <input type="checkbox"/> Tiendas de Minoristas | <input type="checkbox"/> Otro: |

VIVIENDAS ACCESIBLE:

5. ¿Qué tan importante es para usted que los futuros desarrollos cerca de las estaciones de tránsito incluyan opciones de viviendas accesibles para varias personas de varios recursos económicos (incluyendo gentes y familias con recursos bajos)?

- Muy Importante Importante Neutral Poco Importante Nada Importante

PREGUNTAS DE PREFERENCIA VISUAL:

6. Las viviendas vienen en muchas formas y tamaños. Si pudiera elegir cualquier tipo de vivienda nueva para agregar a su vecindario, ¿cuál elegiría? (Seleccione todas las opciones que apliquen)



Image A: Conjunto De Viviendas



Image B: Dúplex



Image C: Triplex



Image D: Cuatro-plex



Image E: Multi-Familiar



Image F: Town Homes



Image G: Multi-Familiar, con usos mixtos (tiendas de todo tipo en la planta baja, viviendas arriba)

Transit-Oriented Community Survey (Spanish)

7. ¿Qué aspectos sobre el TOD le gustaría aprender más en el futuro?

8. ¿Cómo le gustaría aprender más sobre el TOD? (Seleccione todas las opciones que apliquen)

Actualizaciones Por Correo Electrónico

Juntas en Persona

Eventos Comunitarios

Redes Sociales

Encuestas

Otro: _____

9. ¿En que código postal vive? _____

10. ¿A qué grupo de edad pertenece?

Menor de 18 años

18 - 30 años

31 - 50 años

51 - 70 años

71+ años

Para participar en el sorteo, proporcione su Nombre y Apellido y dirección de correo electrónico a continuación. Las entradas ganadoras se seleccionarán después de que la encuesta cierre y se contactará a los ganadores utilizando esta información.

Nombre y Apellido: _____ Correo electrónico: _____

¡Gracias por su Participación!

Para enviar su encuesta, envíe por correo electrónico una copia escaneada o fotocopia a TOD@publicinput.com o envíe por correo postal esta encuesta impresa a TOD Survey, 110 Broadway St, Ste 590 San Antonio, TX 78205.

Flyer: Transit-Oriented Community Survey Announcement

What moves you?



Take our Community Survey!

People should be able to live, work, and play, in great communities with access to speedy and efficient public transit.

Tell VIA and the City how you think this can happen!

Complete the survey at the QR code below or [SASpeakUp.com/TOD](https://www.saspeakup.com/TOD) and you can enter the drawing* to win a \$100 H-E-B gift card or iPad!

**Chances to enter drawing closes on Sunday, Sept. 15*



If you have any comments or questions, we are listening!

Email: TOD@PublicInput.com

Phone: 855-925-2801, code: 10222

Web: [SASpeakUp.com/TOD](https://www.saspeakup.com/TOD)

Flyer: Transit-Oriented Community Survey Announcement

¿Qué le mueve?



¡Responda a nuestra encuesta comunitaria!

Las personas deberían poder vivir, trabajar y divertirse en buenas comunidades con acceso a un transporte público rápido y eficiente.

Diga a VIA y a la Ciudad cómo cree que esto puede suceder.

¡Complete la encuesta en el código QR o arcg.is/0qTffm0 y puede entrar en el sorteo* para ganar una tarjeta de regalo H-E-B de \$100 o un iPad!

**La posibilidad de participar en el sorteo se cierra el domingo 15 de septiembre*



Si tiene algún comentario o preguntas, ¡le escuchamos!

Correo electrónico: TOD@PublicInput.com

Teléfono: 855-925-2801, code: 10222

Sitio web: SASpeakUp.com/TOD

What is Transit-Oriented Development?

Transit-Oriented Development (TOD) connects land use and transportation through a compact development pattern, which promotes access to public transit, increases options for walkability and accessibility, and supports vibrant communities to live, work, and play near transit stations and hubs.

Goals of TOD Policy Framework

- Preserve existing housing
- Produce new affordable housing
- Support transit ridership and access
- Create and preserve well-connected, walkable neighborhoods
- Complement the character and needs of neighborhoods
- Reduce barriers to development that supports transit and meets the daily needs of community members



For TOD information or updates,
scan the code or visit:
SASpeakUp.com/TOD



¿Qué es el Desarrollo Orientado al Transporte?

El Desarrollo Orientado al Transporte Público (DOT) conecta el uso del suelo y el transporte a través de un modelo de desarrollo compacto, que promueve el acceso al transporte público, aumenta las opciones de accesibilidad a pie y apoya a las comunidades vibrantes para vivir, trabajar y jugar cerca de las estaciones y centros de transporte público.

Objetivos del marco de políticas DOT

- Preservar las viviendas existentes.
- Producir nuevas viviendas asequibles.
- Apoyar el acceso al transporte público y pasajeros.
- Crear y Preservar Vecindarios Conectados y Caminables
- Preservar el Carácter de los Vecindarios
- Reducir las barreras al desarrollo que apoye el tránsito y satisfaga las necesidades diarias de los miembros de la comunidad.
- Conectar las empresas locales con la comunidad



Para obtener información o actualizaciones sobre la TOD, escanee el código o visite:
SASpeakUp.com/TOD



Flyer: Frequently Asked Questions (English)



City of San Antonio Transit-Oriented Policy

Frequently Asked Questions

What is Transit-Oriented Policy?

Transit-Oriented Policy is a framework designed to support VIA Rapid. It aligns development with the needs of both the City and the community. It also updates the existing Transit-Oriented Development (TOD) zoning code. The main goals of the framework are multimodal connectivity and promoting affordable housing. Additionally, it integrates economic development, resilience, health, and quality of life goals.

How is the Transit-Oriented Policy related to the VIA Rapid Green and Silver Lines?

These two projects support each other. The Transit Oriented Policy and updated zoning code will support more pedestrian-friendly design and development around VIA Rapid lines. The new housing policies will help ensure that anyone can afford to live near VIA Rapid lines.

Under the proposed Transit-Oriented Policy, how will my neighborhood near the VIA Rapid lines and stations change?

The policy will guide new development mostly to commercial or vacant properties. The draft policy does not allow most existing single-family residential uses to have a Transit-Oriented Development (TOD) zoning. Historic District and Neighborhood Conservation District standards supersede TOD zoning standards.

Is this process going to change the zoning of my property or my neighborhood?

No, this process will only update the existing Transit-Oriented Development (TOD) zoning code. The City will not start rezoning properties to TOD. Any zoning changes to TOD must be property owner initiated and will go through the normal rezoning process.

How does this affect affordable housing projects?

The Transit-Oriented Policy encourages new affordable housing. It also supports preserving housing that is there today. The policy focuses on improving quality of life and reducing cost of living by lowering housing and transportation costs.

Can the zoning code changes alter my property to accommodate new VIA Rapid infrastructure?

No, the changes to the City's code will not alter your property to accommodate public transit service, stations, or parking areas. The proposed updated TOD code is an opt-in tool. It offers flexibility to preserve existing neighborhoods and spaces. It also allows for development that improves transit access and use.



Flyer: Frequently Asked Questions (English)



City of San Antonio Transit-Oriented Policy

Definitions

Transit-Oriented Development (TOD)

Transit-Oriented Development (TOD) connects how we use land with transportation by creating areas that are easy to get to with public transit. TOD makes communities more walkable and accessible, so people can live, work, and have fun near transit stations.

Community Revitalization Action Group (CRAG) Area

The City Council adopted the Community Revitalization Action Group (CRAG) area that covers 36 square-miles. This includes area in and around downtown that is inside Loop 410. It's planned as an area to support more people living close together and to keep developing downtown and nearby areas.

Affordable Housing

Affordable housing means having a home that costs less, so after paying rent or the mortgage, there's money left for important things like food, transportation, and healthcare. The City invests in affordable housing to help people who might not find affordable homes otherwise.

VIA Rapid

VIA Rapid is VIA's Advanced Rapid Transit (ART) system. ART is a high-capacity bus transit system that provides fast, reliable, high-quality, safe, and affordable services, similar to larger metro systems but at a lower cost.

WANT TO LEARN MORE ABOUT THE COMMUNITY ENGAGEMENT PROCESS & HOW TO GET INVOLVED?

Check out [SASpeakUp.com/TOD](https://saspeakup.com/TOD) for all updates to the project,
including the community engagement plan.

HAVE ANY QUESTIONS, COMMENTS OR SUGGESTIONS?

Contact us by email at TOD@PublicInput.com
or phone at (855) 925-2801 and use code 10222.



Flyer: Frequently Asked Questions (Spanish)

Ciudad de San Antonio

Política de Desarrollo Orientado al Transporte



Preguntas Frecuentes

¿Qué es la política orientada al tránsito?

La política orientada al tránsito es un marco diseñado para apoyar a VIA Rapid. Alinea el desarrollo con las necesidades tanto de la ciudad como de la comunidad. También actualiza el código de zonificación de desarrollo orientado al tránsito (TOD) existente. Los principales objetivos del marco son la conectividad multimodal y la promoción de viviendas asequibles. Además, integra objetivos de desarrollo económico, resiliencia, salud y calidad de vida.

¿Cómo se relaciona la Política Orientada al Transporte con las Líneas de VIA Rapid Verde y Plata?

Estos dos proyectos se apoyan mutuamente. La política orientada al transporte público y el código de zonificación actualizado respaldarán un diseño y desarrollo más favorables para los peatones en torno a las líneas VIA Rapid. Las nuevas políticas de vivienda ayudarán a garantizar que cualquier persona pueda vivir cerca de las líneas VIA Rapid.

¿Cómo cambiará mi vecindario cerca de la línea VIA Rapid y las estaciones?

La política orientará los nuevos desarrollos principalmente hacia propiedades comerciales o vacías. El borrador de la política no permite que la mayoría de los usos residenciales unifamiliares existentes tengan una zonificación de Desarrollo Orientado al Transporte (TOD, por sus siglas en inglés). Las normas del Distrito Histórico y del Distrito de Conservación Vecinal reemplazan las normas de zonificación de TOD.

¿Este proceso va a cambiar la zonificación de mi propiedad o de mi vecindario?

No, este proceso solo actualizará el código de zonificación de Desarrollo Orientado al Tránsito (TOD) existente. La Ciudad no comenzará a rezonificar propiedades para TOD. Cualquier cambio de zonificación para TOD debe ser iniciado por el propietario de la propiedad y pasará por el proceso de rezonificación normal.

¿Cómo afecta esto a los proyectos de viviendas asequibles?

La política orientada al transporte público fomenta la construcción de nuevas viviendas asequibles y también apoya la conservación de las viviendas existentes. La política se centra en mejorar la calidad de vida y reducir el costo de vida mediante la reducción de los costos de vivienda y transporte.

¿Pueden los cambios en el código de zonificación alterar mi propiedad para acomodar la nueva infraestructura de VIA Rapid?

No, los cambios al código de la ciudad no alterarán su propiedad para acomodar el servicio de transporte público, estaciones o áreas de estacionamiento. El código TOD actualizado propuesto es una herramienta opcional. Ofrece flexibilidad para preservar los vecindarios y espacios existentes. También permite el desarrollo que mejora el acceso y uso del transporte público.



Flyer: Frequently Asked Questions (Spanish)



Ciudad de San Antonio

Política de Desarrollo Orientado al Transporte

Definiciones

Desarrollo Orientado al Transporte Público (TOD)

El Desarrollo Orientado al Transporte (TOD) conecta la forma en que utilizamos la tierra con el transporte mediante la creación de áreas a las que es fácil llegar mediante el transporte público. TOD hace que las comunidades sean más transitables y accesibles para que las personas puedan vivir, trabajar y divertirse cerca de las estaciones de transporte público.

Área del Grupo de Acción de Revitalización Comunitaria (CRAG)

El Concejo Municipal adoptó el área del Grupo de Acción de Revitalización Comunitaria (CRAG) que cubre 36 millas cuadradas. Esto incluye el área dentro y alrededor del centro de la ciudad que se encuentra dentro de Loop 410. Está planificado como un área para apoyar a más personas que viven juntas y seguir desarrollando el centro y las áreas cercanas.

Vivienda asequible

Vivienda asequible significa tener una casa que cueste menos, de modo que después de pagar el alquiler o la hipoteca, quede dinero para cosas importantes como comida, transporte y atención médica. La ciudad invierte en viviendas asequibles para ayudar a las personas que de otro modo no encontrarían viviendas asequibles.

VIA Rapid

VIA Rapid es el sistema Advanced Rapid Transit (ART) de VIA. ART es un sistema de transporte en autobús de alta capacidad que brinda servicios rápidos, confiables, de alta calidad, seguros y asequibles, similar a los sistemas de metro más grandes pero a un costo menor.

¿QUIERE APRENDER MÁS SOBRE EL PROCESO DE PARTICIPACIÓN COMUNITARIA Y CÓMO PARTICIPAR?

Visite [SASpeakUp.com/TOD](https://saspeakup.com/TOD) para conocer todas las actualizaciones del proyecto, incluido el plan de participación comunitaria.

¿TIENE ALGUNA PREGUNTA, COMENTARIO O SUGERENCIA?

Contáctenos por correo electrónico a TOD@PublicInput.com
o por teléfono al (855) 925-2801 y use el código 10222.



Mailer: Transit-Oriented Policy Community Meeting (English)

Join us!

We're hosting two community meetings on **Transit-Oriented Policy** near you!

OCT 22
6 – 8 PM

Central Library, 600 Soledad St.
Near VIA  route #3, 4, 90, 95, 96

NOV 2
9 – 11 AM

Woodlawn Lake Gym, 1103 Cincinnati Ave.
Near VIA  route #82, 88, 90, 282, 288

Attend an upcoming event to learn more about our plans to:

- **Enhance** public transportation
- **Update** zoning codes that determine what can be built around new transit lines
- **Preserve** neighborhoods
- **Reduce** barriers to development that enhances a community

Want more information? Visit [SASpeakUp.com/TOD](https://saspeakup.com/TOD) to find maps, read draft documents, and register to attend!



**Register to attend
and share your
feedback!**

[SASpeakUp.com/TOD](https://saspeakup.com/TOD)



For special accommodations, call 855-925-2801 and use code 10222,
or email us at TOD@PublicInput.com.

Mailer: Transit-Oriented Policy Community Meeting (Spanish)

¡Acompáñanos!



¡Estamos organizando dos reuniones comunitarias sobre el **Política Orientada al Tránsito público** cerca de usted!

OCT 22
6 - 8 PM

Biblioteca Central, 600 Soledad St.
Cerca de rutas de  **VIA #3, 4, 90, 95, 96**

NOV 2
9 - 11 AM

Gimnasio Woodlawn Lake, 1103 Cincinnati Ave.
Cerca de rutas de  **VIA #82, 88, 90, 282, 288**

Asista a un próximo evento para conocer más sobre nuestros planes para: mejorar el transporte público; actualizar los códigos de zonificación que determinan lo que se puede construir alrededor de las nuevas líneas de transporte; preservar barrios; y reducir las barreras al desarrollo que mejore una comunidad.

¿Quieres más información? Visita [SASpeakUp.com/TOD](https://saspeakup.com/TOD) para encontrar mapas, leer borradores de documentos y registrarse para asistir.



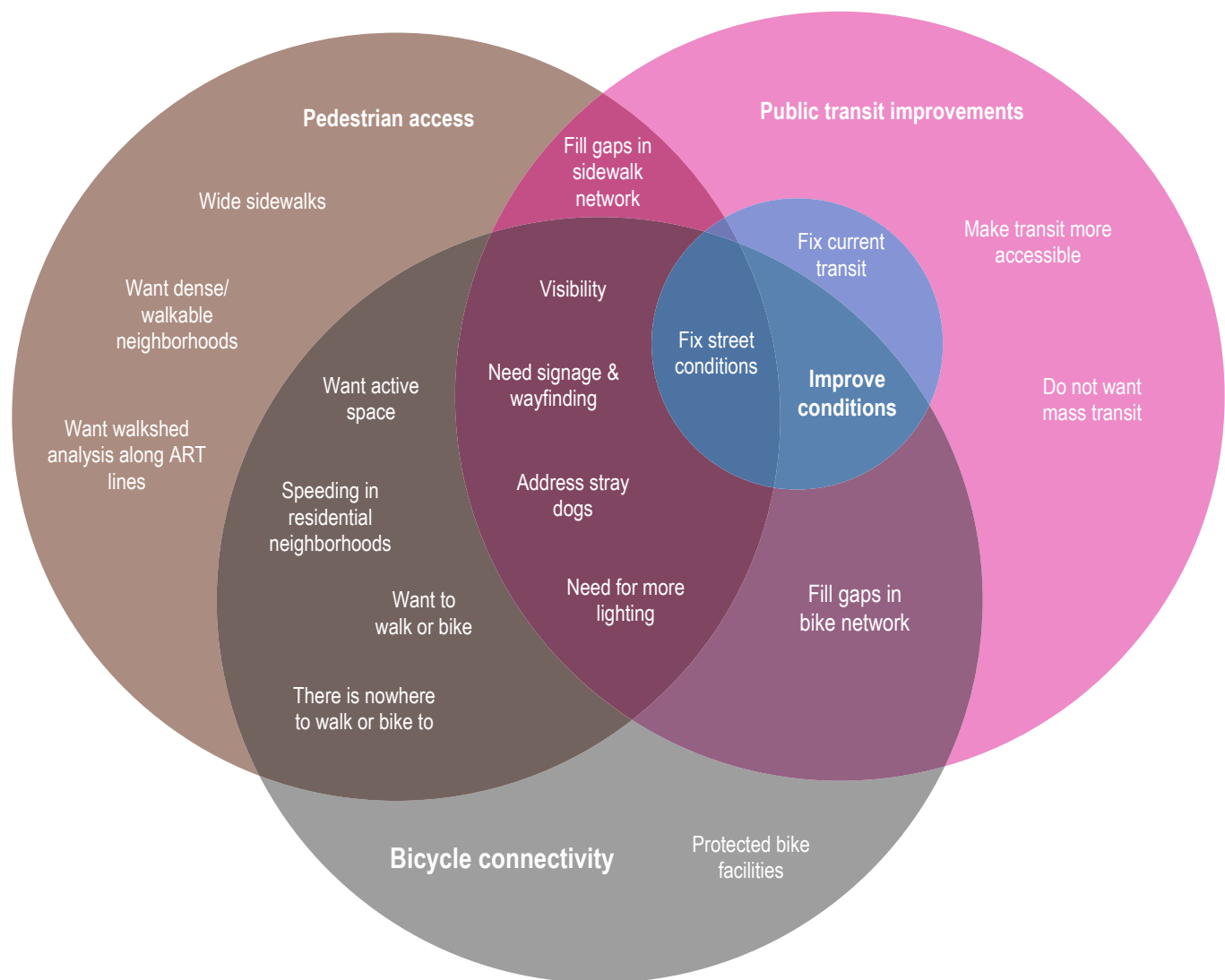
¡Regístrese para asistir y compartir sus comentarios en **SASpeakUp.com/TOD!**

Para adaptaciones especiales, llame al **855-925-2801** y use el código **10222**, o envíenos un correo electrónico a TOD@PublicInput.com.

Transit-Oriented Policy Framework

Feedback Analysis: Multimodal Themes

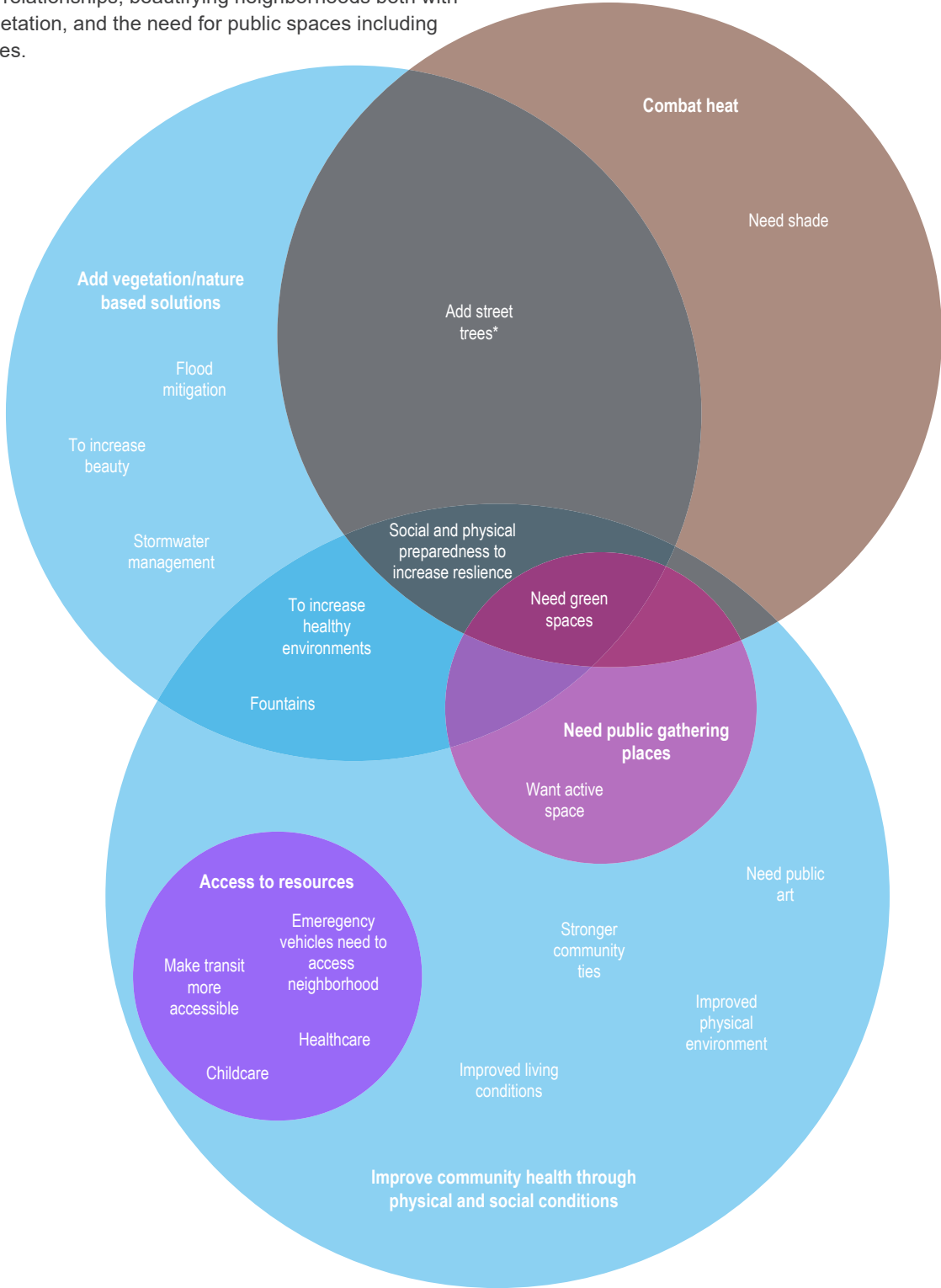
The group Multimodal includes the themes: public transit improvements, bicycle connectivity, and pedestrian access. These themes focused on what was necessary, current conditions, and what was wanted to make walking, biking, and taking transit feasible. Current issues with these modes of travel also were common.



Transit-Oriented Policy Framework

Feedback Analysis: Improving Places for People

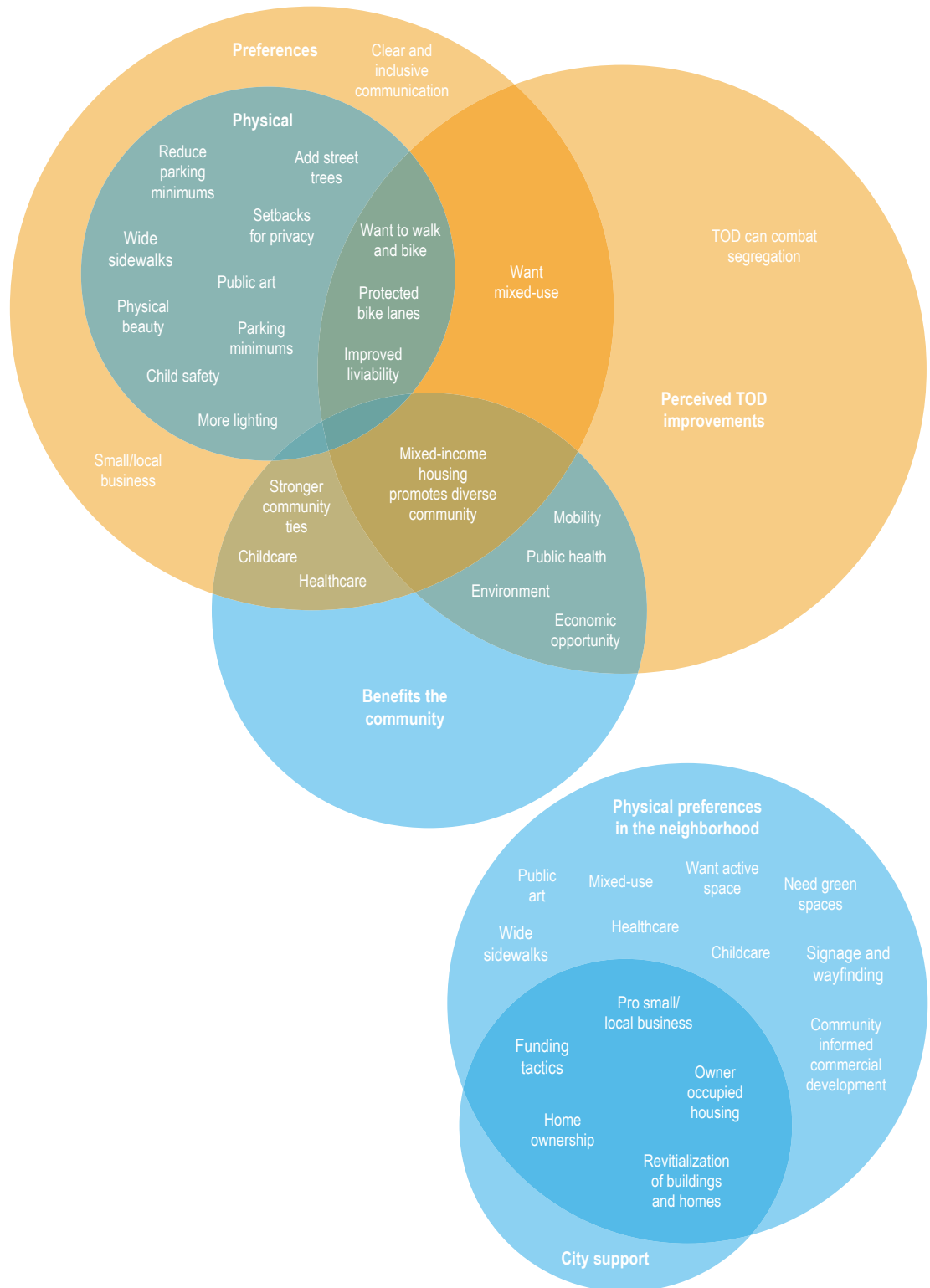
The group Improving Places for People includes the themes: add vegetation/nature-based solutions, improve community health through physical and social conditions, and combat heat. The focus within these themes were to make outdoor activities possible by combating heat, developing stronger community relationships, beautifying neighborhoods both with art and vegetation, and the need for public spaces including green spaces.



Transit-Oriented Policy Framework

Feedback Analysis: Preferences

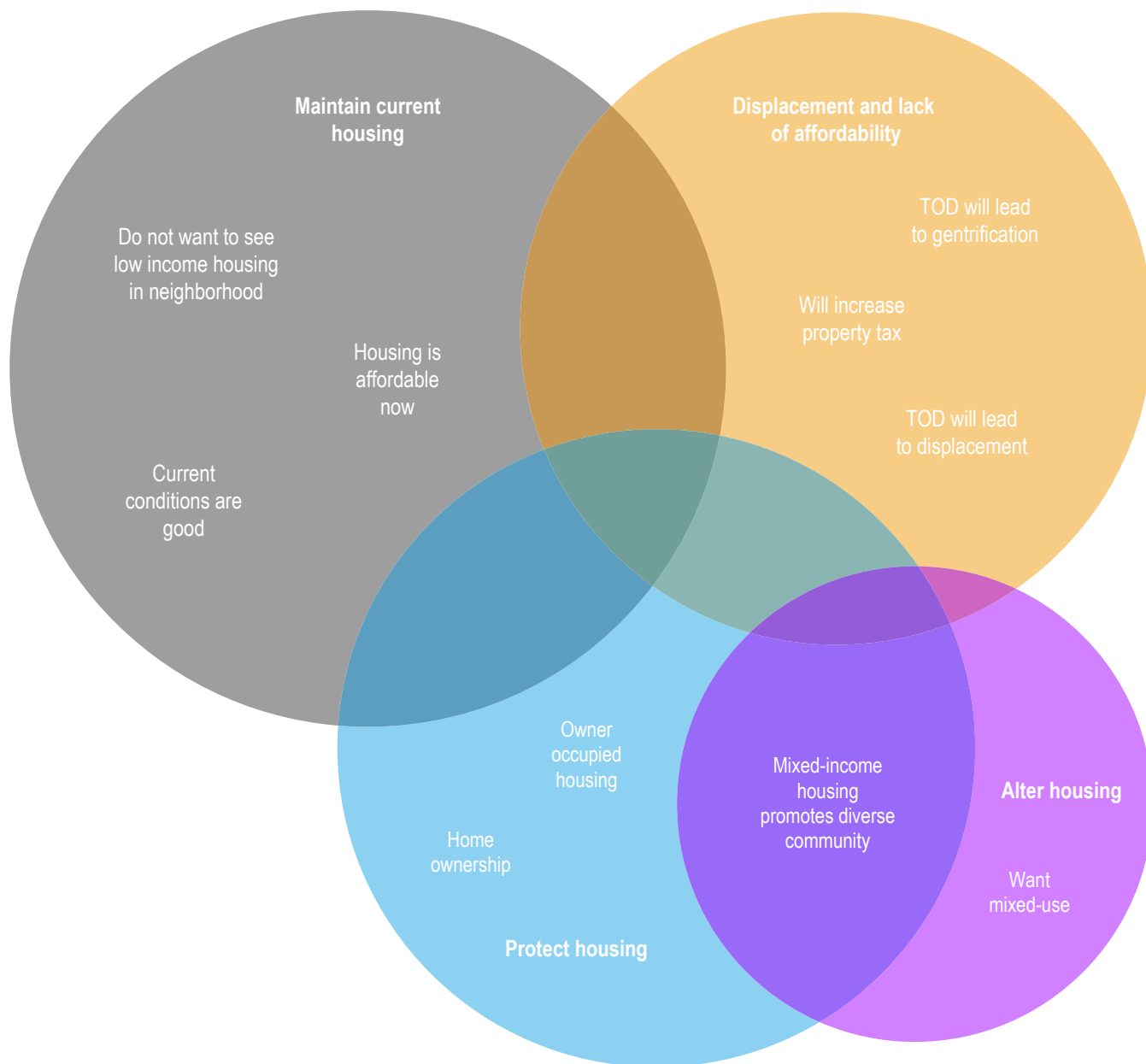
The group Preferences includes the themes: benefits to community, preferences, perceived TOD improvements, and physical preferences in the neighborhood. These comments focus on city supported needs like housing and local business, and wanting to see mixed-use, art, childcare, green spaces, and healthcare in their neighborhood. As well as improvements to mobility, the environment, public health, and economic opportunity.



Transit-Oriented Policy Framework

Feedback Analysis: Housing

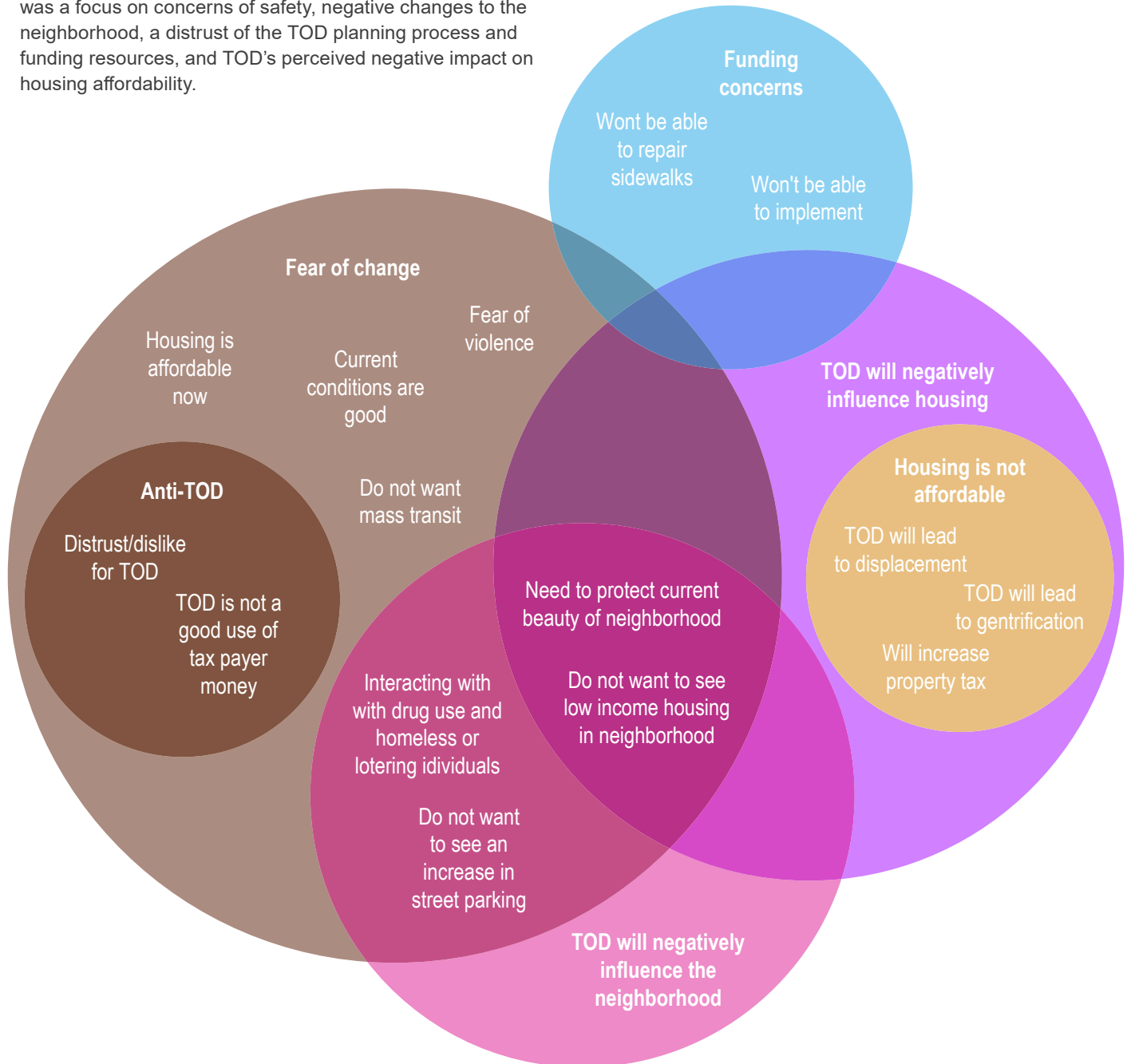
The group Housing includes the themes: maintain current housing, displacement and lack of affordability, protect housing, and alter housing. Comments in these themes referenced current affordable housing, risk of losing current affordable housing, discomfort with introducing low-income housing, protecting home ownership, and wanting to introduce more mixed use and mixed income housing to neighborhoods.



Transit-Oriented Policy Framework

Feedback Analysis: Concerns and Obstacles

Concerns and Obstacles include the themes: fear of change, funding concerns, TOD will negatively influence housing, and TOD negatively influence the neighborhood. There was a focus on concerns of safety, negative changes to the neighborhood, a distrust of the TOD planning process and funding resources, and TOD's perceived negative impact on housing affordability.





TRANSPORTATION

Appendix E

**“TOD” Zoning
Code Update:
Adoption Process
& Members**

Adoption Process:

Date	Meeting
October 14, 2024	Planning Commission Technical Advisory Committee Recommendation on Updated Zoning Code
October 16, 2024	City Council B Session Briefing on Policy Framework and Updated Zoning Code
October 22, 2024	Public Meeting at Central Library
October 23, 2024	Planning Commission Briefing
November 2, 2024	Public Meeting at Woodlawn Lake Gymnasium
November 5, 2024	Zoning Commission Briefing
November 6, 2024	City Council Briefing at Planning and Community Development Committee
November 13, 2024	Planning Commission Consideration
November 18, 2024	Board of Adjustment Informative Briefing
November 19, 2024	Zoning Commission Consideration
November 20, 2024	Historic and Design Review Commission Informative Briefing
November 20, 2024	Housing Commission Consideration of Policy Framework
December 6, 2024	Building-Related and Fire Codes Appeals and Advisory Board Briefing
December 19, 2024	City Council Consideration of Policy Framework and Updated Zoning Code

TOD Taskforce Members:

Organization		Name (Primary/Alternate)
1	San Antonio Housing Trust /Removing Barriers Subcommittee	Jordan Ghawi
2	TBG Partners	Samantha Whitney
3	VIA	Christine Vina
4	Weston Urban	David Robinson Jr.
5	TOD Developer	Ed Cross/Patrick Christensen
6	WGI/Development Process Task Force Representative	Taylor Allen
7	Poznecki & Camarillo	Lena Camarillo/Will Long
8	Transportation Planner	Mary Kay Bailey
9	Centro	Trish DeBerry/ Eddie Romero
10	AAMPO	Sonia Jimenez/ Clifton Hall
11	Circular San Antonio/2024 Cohort RevitalizeSA/KSAM Council	Parker Dixon
12	Stantec	Paola Fernandez
13	Ortiz & McNight/RECSA	James McNight
14	Downtown Neighborhood Association	Kim Fisher
15	Five Points Neighborhood Association	Richard Spencer
16	Shearer Hills/Ridgeview Neighborhood Association	Erik Sanden/Jennifer Neal

17	Monte Vista Historical Association	Tony Garcia/Victoria German
18	Roosevelt Park Neighborhood Association	Jeffery Hunt
19	Lavaca Neighborhood Association	Melissa Stendahl/Marcy Newman
20	Jefferson Heights Neighborhood Association	Ryan Kenney
21	Dignowity Hill Neighborhood Association	Syd Wolff/Monica Savino
22	Historic Westside Residents Neighborhood Association	Lety Sanchez/Ray Morales
23	Prospect Hill Neighborhood Association	Britney Reyes
24	Alta Vista Neighborhood Association	David Bogle
25	Monticello Park Neighborhood Association	Laura Flores/Drea Garza
26	Oak Park Northwood Neighborhood Association	Joel Solis

TOD Subcommittee Members:

Organization	Name (Primary/Alternate)
VIA	Christine Vina
Circular San Antonio; 2024 Cohort RevitalizeSA; KSAM Council	Parker Dixon
Stantec	Paola Fernandez
Monte Vista Historical Association	Tony Garcia
Monte Vista Historical Association	Victoria German

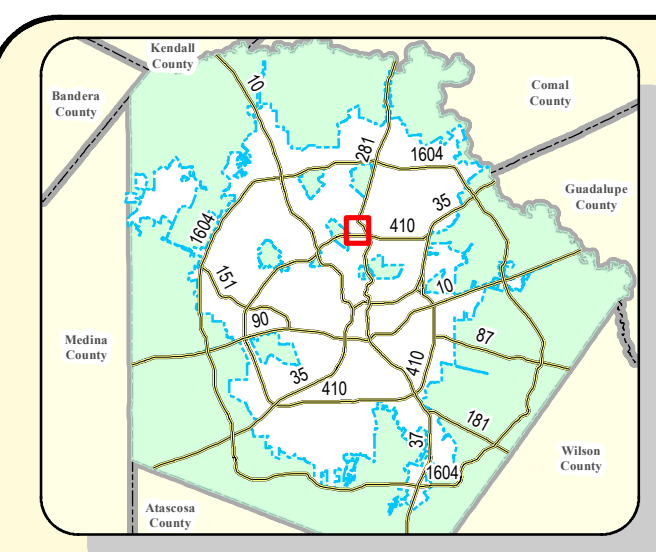
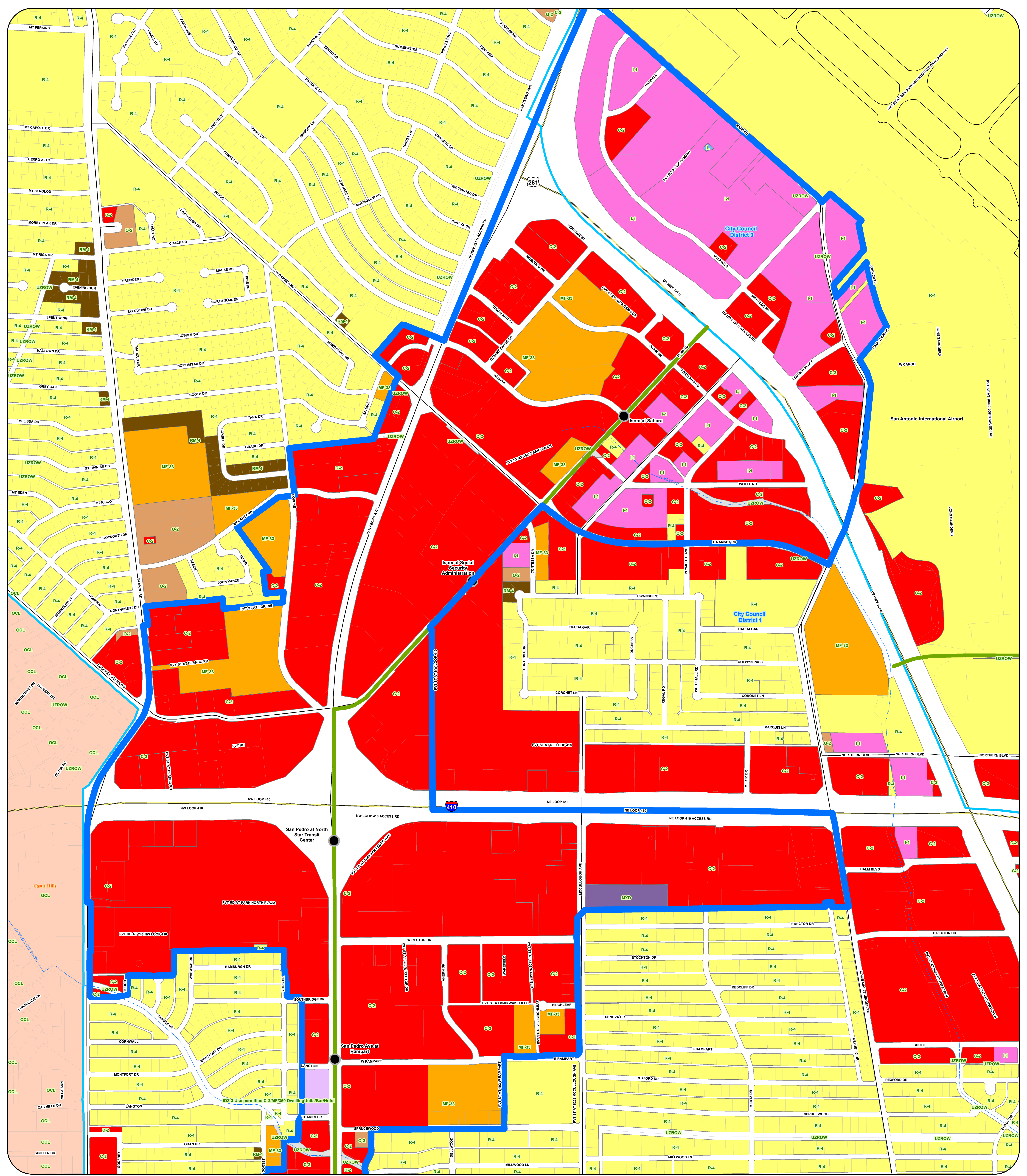
Alta Vista Neighborhood Association	David Bogle
Roosevelt Park Neighborhood Association	Jeffery Hunt
Lavaca Neighborhood Association	Marcy Newman
Jefferson Heights Neighborhood Association	Ryan Kenney
Dignowity Hill Neighborhood Association	Sydney Wolff
Dignowity Hill Neighborhood Association	Monica Savino
Historic Westside Residents Neighborhood Association	Lety Sanchez
Historic Westside Residents Neighborhood Association	Ray Morales
Prospect Hill Neighborhood Association	Brittney Reyes
Monticello Park Neighborhood Association	Laura Flores
Monticello Park Neighborhood Association	Drea Garza
WGI	Taylor Allen
Monticello Park Neighborhood Association	Bianca Maldonado
LJA Engineering/Technical Working Group Member	Jason Rodriguez
Beacon Hill Neighborhood Association	Cosima Colvin
Housing Commissioner	Nikki Johnson
Technical Working Group Member	Anisa Schell
Tobin Hill Neighborhood	Laura Willis



TRANSPORTATION

Appendix F

**“TOD” Zoning
Code Update:
Applicability Maps**



Current Zoning	Manufactured Housing District	Downtown District	Form Base Zoning District	ART NS Stations	City of San Antonio	Military Bases
Residential Single-Family District	Mixed Use District	General Industrial District	Office District	CRAG Boundary	City Council Boundary	Creeks
Multi-Family District	Commercial District	Heavy Industrial District	Resource Protection District	TOD Applicability Line	Cities and Towns	Lakes
Residential Mixed District	Neighborhood Commercial District	Infill Development Zone	Unzoned Right of Way	ART Corridor	Bejar County	

Overlay Districts such as Airport Overlay, Neighborhood Conservation, Historic Overlay, Historic Landmarks, River Improvement Overlay, and Mission Protection Overlay, and any others are not shown on the map

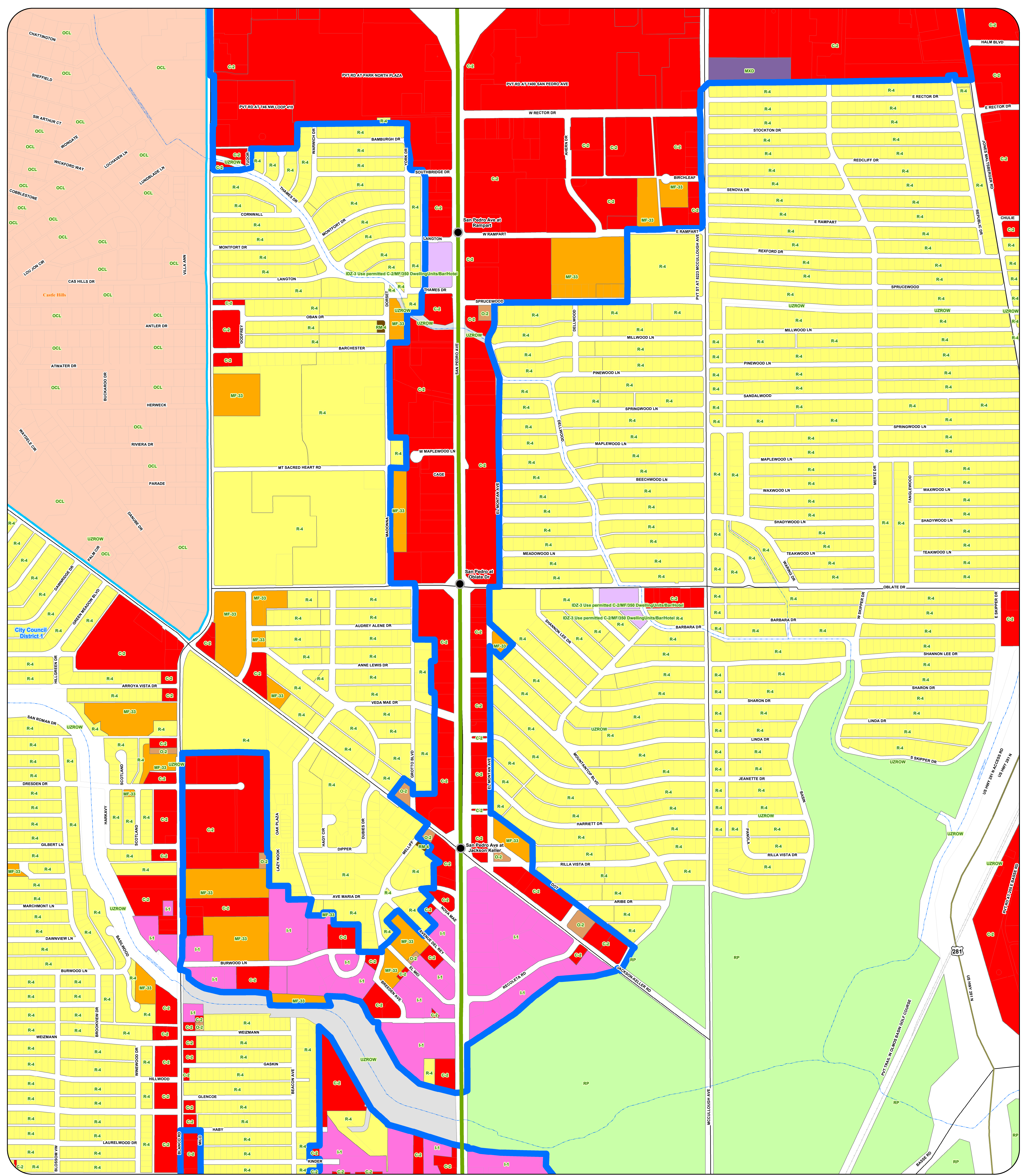
Data Source: City of San Antonio Enterprise GIS, Bear Metro 911, Bear Appraisal District
 This Geographic Information System Product, received from the City of San Antonio is provided "as is" without warranty of any kind, and the City of San Antonio expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio does not warrant, guarantee, or make any representations regarding the use, or the results of the use, of the information provided to you by the City of San Antonio in terms of correctness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is entirely assumed by the recipient. *Please contact the responsible City of San Antonio Department for specific determinations.
 Map Created by: g071173
 Map File Location: C:\Development\Transportation\Department\ART_10102024\Airport to Rector.mxd
 Map Last Edited: 11/06/2024
 PDF Filename: Airport to Rector.pdf

DRAFT

City of San Antonio 2024

Airport to Rector TOD

City of San Antonio
 Information Technology Services Department
 GIS Public Services Division
 100 W. Houston St., 15th Floor
 San Antonio, TX 78205



Current Zoning

- Residential Single-Family District
- Multi-Family District
- Residential Mixed District
- Manufactured Housing District
- Mixed Use District
- Commercial District
- Neighborhood Commercial District
- General Industrial District
- Heavy Industrial District
- Infill Development Zone
- Downtown District
- Office District
- Resource Protection District
- Unzoned Right of Way
- Downtown Business District
- Form Base Zoning District
- ART NS Stations
- CRAG Boundary
- TOD Applicability Line
- ART Corridor

City of San Antonio
 City Council Boundary
 Cities and Towns
 Bexar County

Military Bases
 Creeks
 Lakes

Scale: 0, 0.125, 0.25 Miles

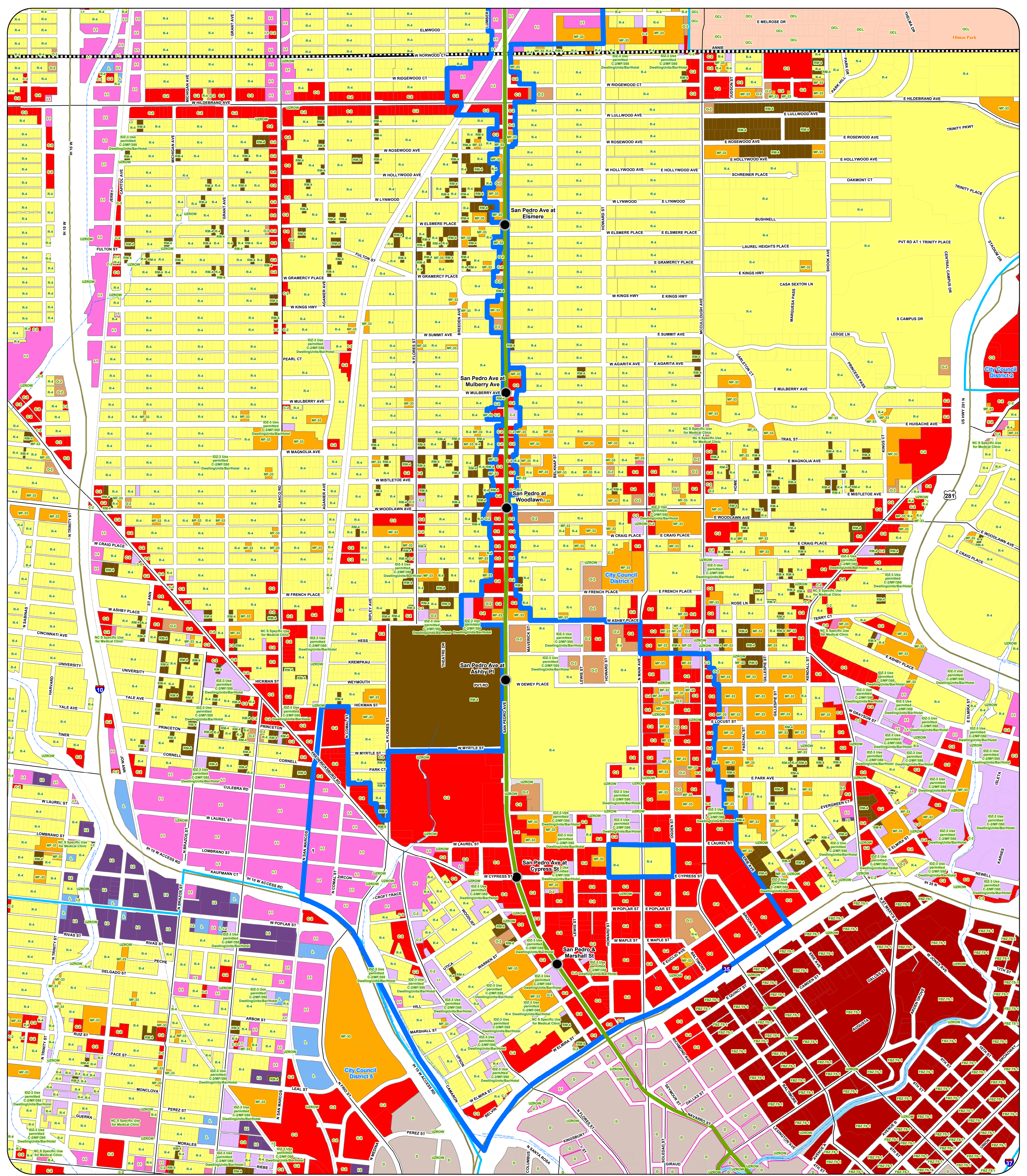
Overlay Districts such as Airport Overlay, Neighborhood Conservation, Historic Overlay, Historic Landmarks, River Improvement Overlay, and Mission Protection Overlay, and any others are not shown on the map

DRAFT

City of San Antonio 2024 Rector to Olmos Creek TOD

City of San Antonio
 Information Technology Services Department
 GIS Public Services Division
 100 W. Houston St., 15th Floor
 San Antonio, TX 78205

Data Source: City of San Antonio Enterprise GIS, Bear Metro 911, Bear Appraisal District
 This Geographic Information System Product, received from the City of San Antonio is provided "as is" without warranty of any kind, and the City of San Antonio expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio does not warrant, guarantee, or make any representations regarding the use, or the results of the use, of the information provided to you by the City of San Antonio in terms of correctness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is entirely assumed by the recipient. Please contact the responsible City of San Antonio Department for specific determinations.
 Map Created by: g071173
 Map File Location: C:\Users\jtorres\OneDrive\Documents\GIS\202404\Rector to Olmos Creek.mxd
 Map Last Edited: 10/10/2024
 PDF Filename: Rector to Olmos Creek.pdf



- | | | | | | | |
|------------------------------------|----------------------------------|-----------------------------|------------------------------|------------------------|-----------------------|----------------|
| Current Zoning | Manufactured Housing District | Downtown District | Form Base Zoning District | ART NS Stations | City of San Antonio | Military Bases |
| Residential Single-Family District | Mixed Use District | General Industrial District | Office District | CRAG Boundary | City Council Boundary | Creeks |
| Multi-Family District | Commercial District | Heavy Industrial District | Resource Protection District | ART Corridor | Cities and Towns | Lakes |
| Neighborhood Mixed District | Neighborhood Commercial District | Infilled Development Zone | Unzoned Right of Way | TOD Applicability Line | Bexar County | |
| | | | Downtown Business District | | | |

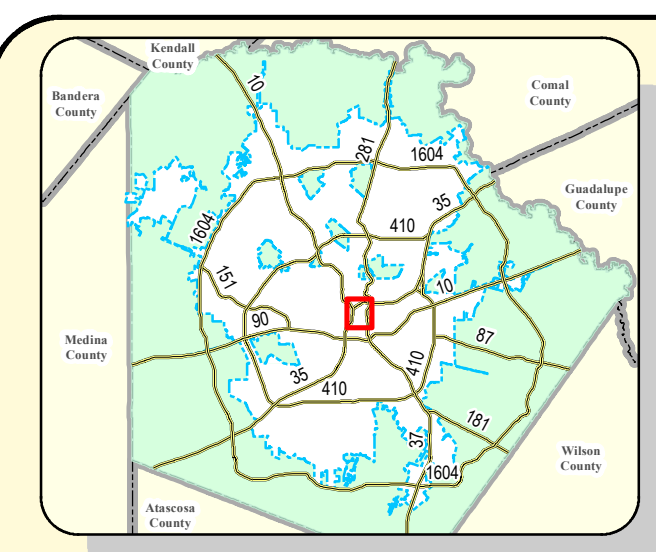
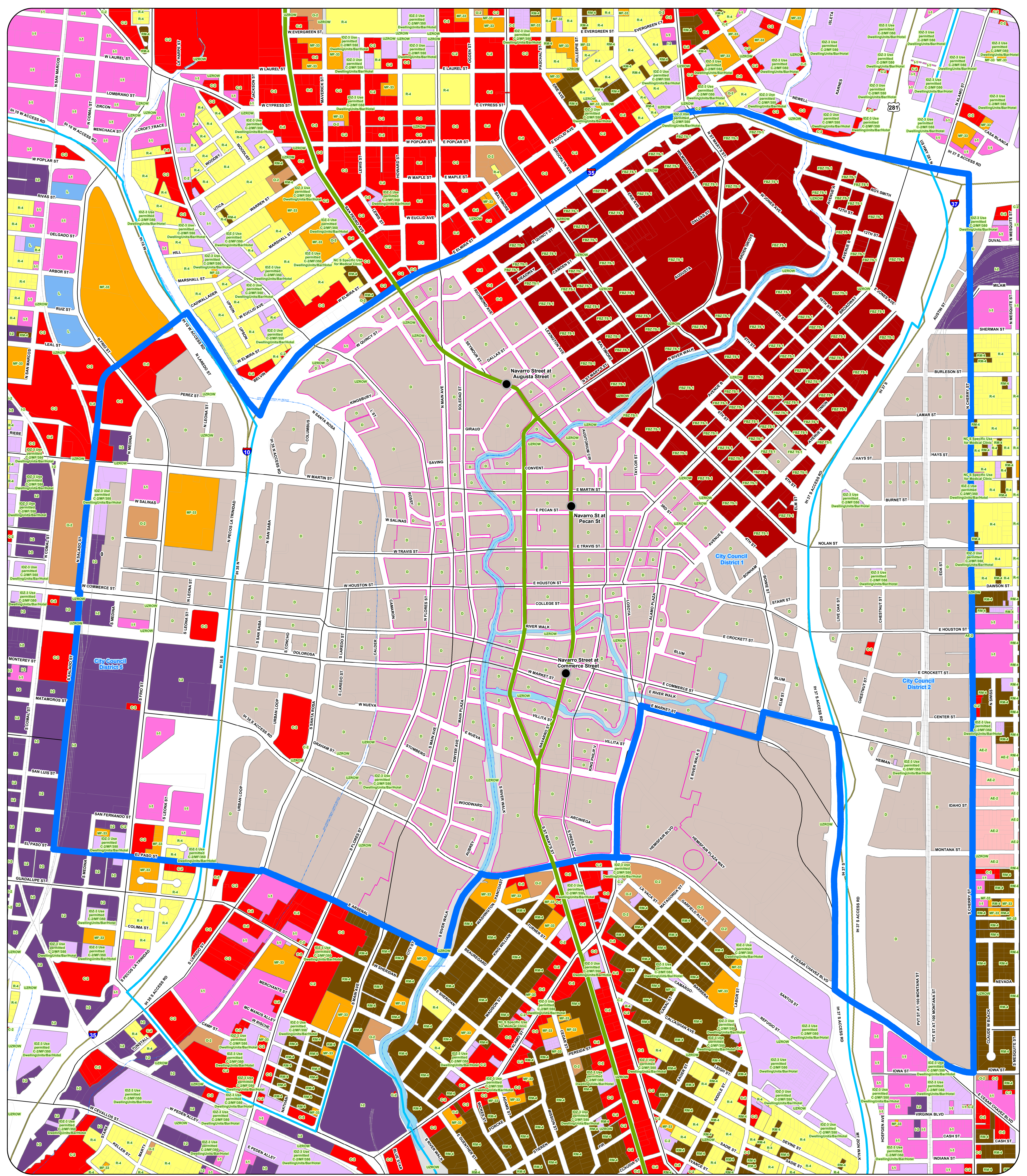
Overlay Districts such as Airport Overlay, Neighborhood Conservation, Historic Overlay, Historic Landmarks, River Improvement Overlay, and Mission Protection Overlay, and any others are not shown on the map

Data Source: City of San Antonio Enterprise GIS, Bexar Metro 911, Bexar Appraisal District
 This Geographic Information System Product, received from the City of San Antonio is provided "as is" without warranty of any kind, and the City of San Antonio expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio does not warrant, guarantee, or make any representations regarding the use, or the results of the use, of the information provided to you by the City of San Antonio in terms of correctness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is entirely assumed by the recipient.
 *These contact the responsible City of San Antonio Department for specific determinations.
 Map Created by: g01173
 Map Date: 11/06/2024
 PDF Name: CRAG Boundary to Interstate 35.pdf

DRAFT

City of San Antonio 2024 CRAG Boundary to Interstate 35

City of San Antonio
 Information Technology Services Department
 GIS Public Services Division
 100 W. Houston St., 15th Floor
 San Antonio, TX 78205



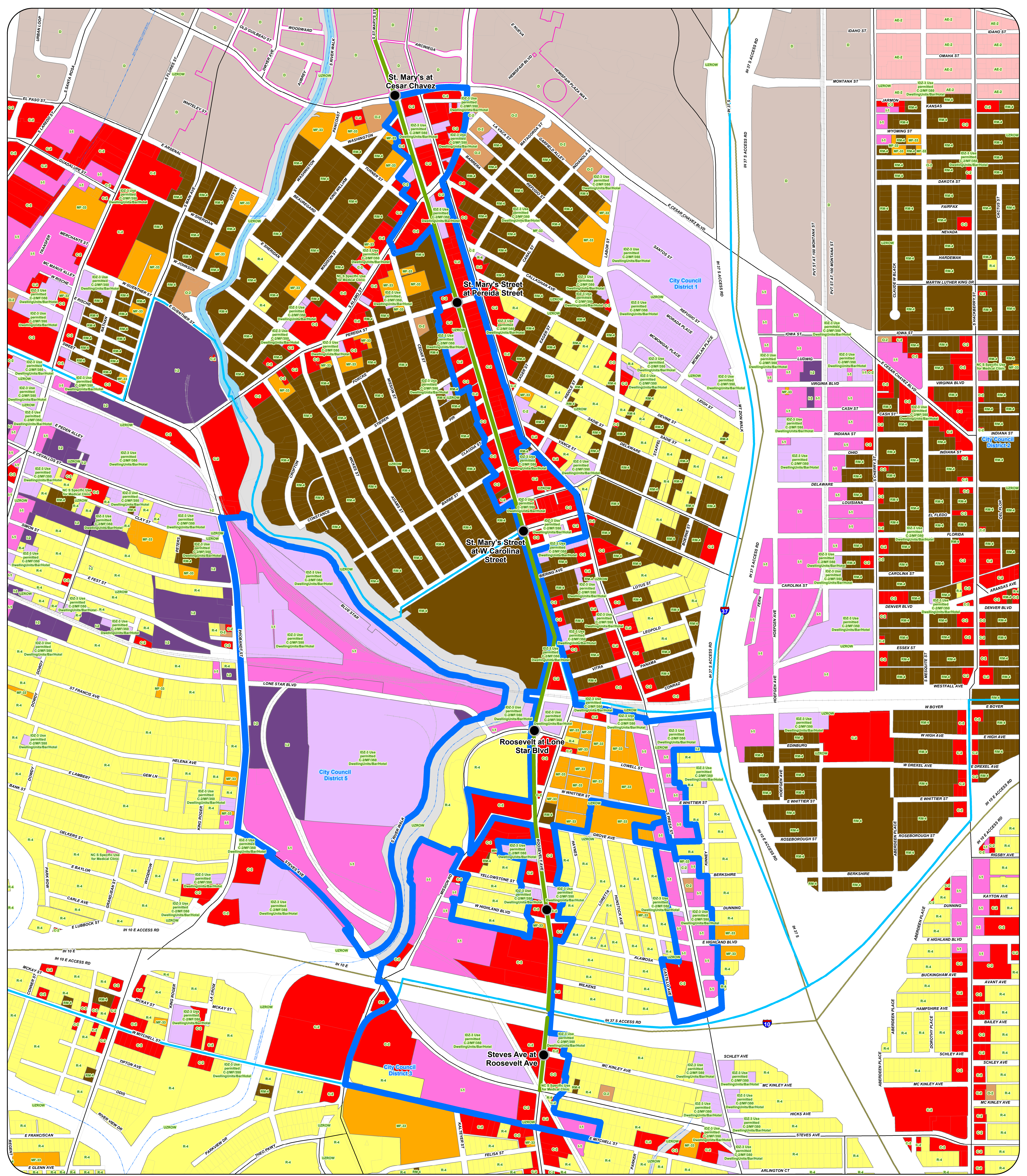
Multi-Family District	General Industrial District	Residential Single-Family District	Neighborhood Commercial District	Form Base Zoning District	ART NS Stations	City of San Antonio	Military Bases
Commercial District	Heavy Industrial District	Residential Mixed District	Office District	Office District	CRAG Boundary	City Council Boundary	Creeks
Downtown District	Office District	Manufactured Housing District	General Industrial District	Resource Protection District	ART Corridor	Cities and Towns	Lakes
Form Base Zoning District	Mixed Use District	Infill Development Zone	Heavy Industrial District	Unzoned Right of Way	TOD Station Buffers	Bexar County	
Residential Single-Family District	Commercial District		Downtown Business District				

Data Source: City of San Antonio GIS, Bexar Metro 911, Bexar Appraisal District
 This Geographic Information System Product, received from the City of San Antonio, is provided "as is" without warranty of any kind, and the City of San Antonio expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio does not warrant, guarantee, or make any representations regarding the use, or the results of the use, of the information provided to you by the City of San Antonio in terms of correctness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is entirely assumed by the recipient. Please contact the responsible City of San Antonio Department for specific determinations.
 Map Created by: g011173
 Map Revision: GIS/InformationSystem/Department/ART_10/2024/04/Download.mxd
 Map Last Edited: 10/10/2024
 PDF Filename: Downtown.pdf

DRAFT City of San Antonio 2024 Downtown

0 0.125 0.25 Miles

City of San Antonio
 Information Technology Services Department
 GIS Public Services Division
 100 W. Houston St., 15th Floor
 San Antonio, TX 78205



- | | | | | | | |
|------------------------------------|----------------------------------|-----------------------------|------------------------------|------------------------|-----------------------|----------------|
| Current Zoning | Manufactured Housing District | Downtown District | Form Base Zoning District | ART NS Stations | City of San Antonio | Military Bases |
| Residential Single-Family District | Mixed Use District | General Industrial District | Office District | TOD Applicability Line | City Council Boundary | Creeks |
| Multi-Family District | Commercial District | Heavy Industrial District | Resource Protection District | CRAG Boundary | Cities and Towns | Lakes |
| Residential Mixed District | Neighborhood Commercial District | Infill Development Zone | Unzoned Right of Way | ART Corridor | Bexar County | |

Overlay Districts such as Airport Overlay, Neighborhood Conservation, Historic Overlay, Historic Landmarks, River Improvement Overlay, and Mission Protection Overlay, and any others are not shown on the map

Map Created by: g071173
 Map Date: 12/20/2024
 PDF Filename: Cesar Chavez to Steves.pdf

DRAFT

City of San Antonio 2024

Cesar Chavez to Steves

City of San Antonio
 Information Technology Services Department
 GIS Public Services Division
 100 W. Houston St., 15th Floor
 San Antonio, TX 78205

