

SAN ANTONIO PRECISE PLAN DRAFT GUIDING PRINCIPLES

Overall Land Use and Character

- Preserve regional retail as the focal use, particularly within San Antonio Center.
- Maintain spaces for diverse, neighborhood-serving and small businesses and organizations to support neighborhood goods and service needs.
- Revitalize the Plan area as an attractive and vibrant mixed-use neighborhood, with strong linkages to surrounding areas.
- Allow a flexible range of land uses throughout the Plan area, including local and regional-serving retail, residential, office, commercial services, educational and open space uses.
- Prioritize higher-intensity, transit-oriented uses, including mixed-use office and residential development, in locations closest to transit services.
- Focus pedestrian-oriented ground-level “active uses” adjacent to open spaces, major internal connections, and public streets with enhanced streetscapes.
- Establish requirements linking new higher-intensity development with defined public benefits oriented toward broad community benefit.
- Facilitate incremental improvements and comprehensive redevelopment achieving fundamental Plan land use objectives, open space and circulation improvements.

Site and Building Design

- Organize the Plan area around a range of new, landscaped connections and high-quality public and private open spaces.
- Design and locate buildings to engage streets and incorporate varying and visually engaging facades.
- Create well-designed, flexible buildings to accommodate a range of uses over their lifetime.
- For areas abutting public open space and existing residential neighborhoods, ensure new development limits visual and noise impacts on these areas.

- Encourage new development to preserve views from public viewsheds.
- Ensure new development increases tree canopy in the area.

Mobility

- Provide comfortable and convenient connections through the Plan Area and improving access to nearby neighborhoods, cities and other destinations.
- Focus infrastructure investment on bicycle and pedestrian improvements to support viable alternatives to vehicle trips.
- Improve the pedestrian environment with smaller, more walkable blocks and prioritized improvements along open space and public streets.
- Improve bicycle facilities, with separated bicycle lanes prioritized in key locations on public streets and within the Center.
- Improve intersections with baseline bicycle and pedestrian crossing improvements.
- Encourage improved ridership and access to transit services through building design; pedestrian and bicycle access improvements; enhanced transit station amenities; and development-provided transit incentives.
- Balance vehicle access needs with non-vehicle improvements, and prioritize trip reduction measures in the Plan area.
- Provide convenient and accessible bicycle parking.

Parking

- Require consolidated, centralized underground garages or parking structures wrapped by residential or commercial uses to facilitate a park once experience in the regional retail core.
- Facilitate the sharing of parking across multiple sites and tenants to allow businesses to pool parking resources.
- Set parking ratios at levels consistent with parking demand and considering the uses sharing the parking, access to transit services and tenant space size.
- Ensure clear wayfinding is provided for vehicle access to parking areas, with garage and service bay openings focused in alleys and at the rear of buildings.

- Improve the experience of walking and to and through parking areas.
- Monitor parking use and neighborhood impacts over time and adjust parking standards and programs, as needed.
- Minimize driveway curb cuts and potential conflicts with pedestrians and bicyclists.