



**CITY OF SAN ANTONIO
OFFICE OF THE CITY COUNCIL
COUNCIL CONSIDERATION REQUEST**

COSA - CITY CLERK
2023 OCT 17 PM 3:40:51

TO: Mayor and City Council
FROM: Councilman Marc K. Whyte
Councilwoman Teri Castillo
Councilwoman Sukh Kaur
COPIES TO: Erik Walsh, City Manager; Debbie Racca-Sittre, City Clerk; Andy Segovia, City Attorney; John Peterek, Assistant to the City Manager; Emily McGinn, Assistant to City Council
SUBJECT: Creation of Transit-Oriented Development (TOD) plan.
DATE: October 17th, 2023

Issue Proposed for Consideration

I ask for your support for the inclusion of the following item on the agenda of the earliest available meeting of the Governance Committee:

Request City Staff to create a Transit-Oriented Development (TOD) plan and program related to the VIA Advanced Rapid Transit (ART) North/South and East/West proposed lines.

Key takeaways include:

- Incentivize redevelopment to support transit ridership located within easy walking distance of transit stops.
- Incentivize development strategies that focus on accommodating people on foot without excluding people traveling by vehicle.
- Encourage active and livable places along ART routes that serve residents' daily needs and provide people with a sense of belonging and ownership within their community.
- Encourage a variety of housing choices near transit facilities to accommodate a wide range of ages and incomes.
- Minimize barriers to incorporate retail and small businesses into development, ideally drawing customers from within the ART area and from major streets.
- Take steps to ensure a return on the City's prior investment in the ART.
- Encourage compatibility with COSA Master Plan, the Strategic Housing Implementation Plan (SHIP), and other COSA adopted plans.

We are requesting the Development Service Department (DSD), in coordination with diverse stakeholders to include but not limited to neighborhood residents along the ART routes, businesses owners, and various city departments including the Planning, Economic Development, Transportation, Neighborhood and Housing Services, Public Works, to create a TOD program administered by DSD. This program should incentivize and reduce barriers to development along ART routes and improve our multi-modal transportation system. The program shall not mandate design guidelines, impose land use limitations, or require the dedication of additional right of way.



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With a goal of reducing barriers to mixed use housing creation along the ART corridor, the program shall provide for residential density bonuses, setback and landscape buffer reductions, reduced minimum parking requirements and potential incentives to offset the costs of public infrastructure and rough proportionality expenditures. This program would be unique to the ART lines and would not be limited to the existing TOD provisions of the Unified Development Code.

Brief Background

Transit-Oriented Development (TOD) refers to the creation of compact, walkable, mixed-use neighborhoods associated with a high-quality public transit system. It integrates land use and transit systems to increase connectivity, foster sustainable development, and improve quality of life. The importance of TOD stems from several key factors:

- **Improved collaboration:** TODs are designed around the public transportation zone, making it easier for residents to get around without relying on private transportation. This increased mobility can increase the availability of jobs, services and opportunities.
- **Economic development:** TODs can stimulate local economies by attracting investment and creating vibrant commercial and residential activity with the possibility to increase property values, generate revenue for cities and create jobs.
- **Environmental and Traffic impact:** By reducing reliance on private transportation, TODs can reduce greenhouse gas emissions. Further, less cars on the road will assist in limiting traffic congestion.
- **Affordable Housing:** By providing a range of housing affordability options near transit hubs, TODs can increase access to opportunities for various income groups.
- **Quality of life:** The combination of compact development, investments in conveniences, and easy walkability in TODs can enhance overall quality of life and mitigate air pollution.
- **Health benefits:** Walkable TODs encourage physical activity, thereby improving public health outcomes.

San Antonio voters approved securing dedicated funding for transit projects and improvements, including a modern Advanced Rapid Transit network that would improve multi-modal connectivity and accessibility in 2020. The City Council should take steps to ensure that people use these lines, and that San Antonio benefits from this investment. The creation of a Transit-Oriented Development Plan that would connect major employment and residential centers takes this a step further to incentivize economic development and affordable housing be built around these areas. TODs play an important role in incentivizing sustainable urban development, improving quality of life, enhancing economic growth, and promoting the use of the new ART.



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Submitted for Council consideration by:

Marc K. Whyte

Councilman Marc K. Whyte, District 10

Teri Castillo

Councilwoman Teri Castillo, District 5

Sukh Kaur

Councilwoman Sukh Kaur, District 1

Supporting Councilmembers' Signatures (2 only)

District

1. Mani Gildesate Beto

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2. John Courage

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