



Aviation District City of Universal City, TX

August 2020

Final Report

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01 Executive Summary





Single Family Homes

Retail & Business District

Building Complex

Townhomes

Single Family Homes

Townhomes

Extremed Stay Hotel

Food Hall & Entertainment District

Single Family Homes

Retail & Shopping Area

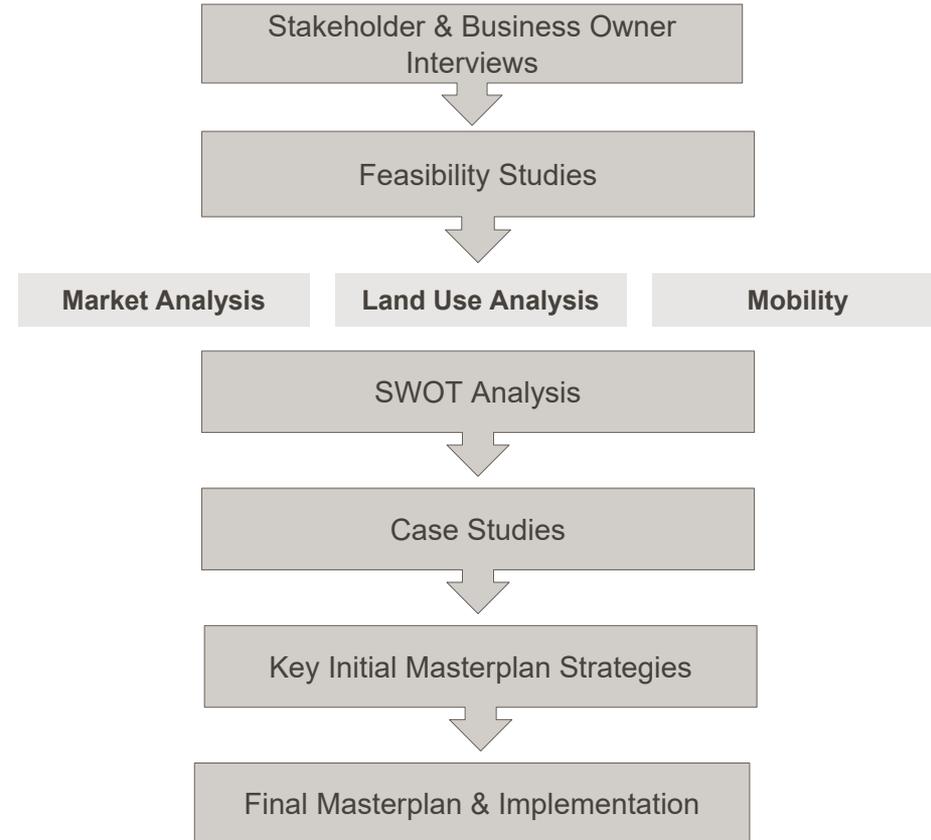
Town Center / Village Square

Retail & Shopping District

Universal City is located 15 miles northeast of San Antonio. The city is bordered by Schertz on the north, Converse on the south, Live Oak on the west, and the gates to Randolph Air Force Base on the east. Due to the fact that the city is landlocked, revitalization of existing districts is of high priority to Universal City. Based upon interviews with local business owners, stakeholders within the community, and the City Staff this district is currently in need of a physical renewal to meet the wide ranging needs of its changing community, and also to better reflect the contemporary urban planning & design principles.

This report focuses on the redevelopment potentials of the East Aviation district, a commercial thoroughfare, that is South of Pat Booker Road and a gateway into Randolph Air Force Base. The proposed masterplan was the result of data analysis and collaboration with City Staff, Stakeholder, and Community members, as shown in the Project Process diagram.

Project Process

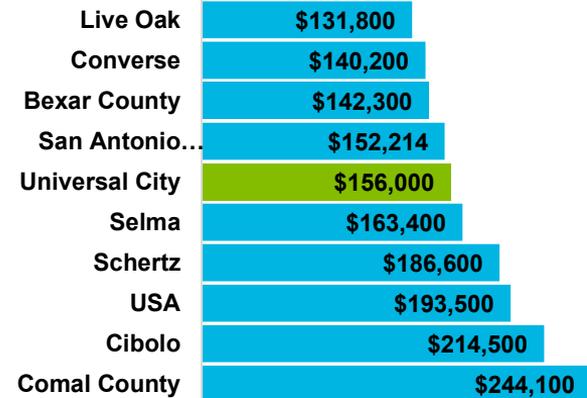


- Aviation District residents are more likely to be younger, earn lower household incomes, and live in older housing units.
- Home prices have recently started to increase more rapidly in these areas, however average prices remain \$15,000 to \$90,000 below Citywide average. In general, homes within the Aviation District are roughly 500-700 square feet smaller, with lower lot coverage ratios (15% to 17.5%), compared to a city wide average of 21%. These factors contribute to lower home prices in the Aviation District, with discounts of roughly \$15,000 to \$90,000 against community average.
- Housing redevelopment has taken two forms in the community, with 2% of recently built units being rebuilt by existing residents. Notably, a growing share of houses are being “flipped” (i.e. bought, renovated, and resold). Analysis suggests that 40 units have been flipped, with an average increase in home price from \$101,000 to \$131,000.
- Focusing on residential transactions within the Aviation District not associated with a renovation permit, there were 197 transactions between 2010 and 2018, and the average home price increased from \$80,475 in 2010 to \$114,222 in 2018.

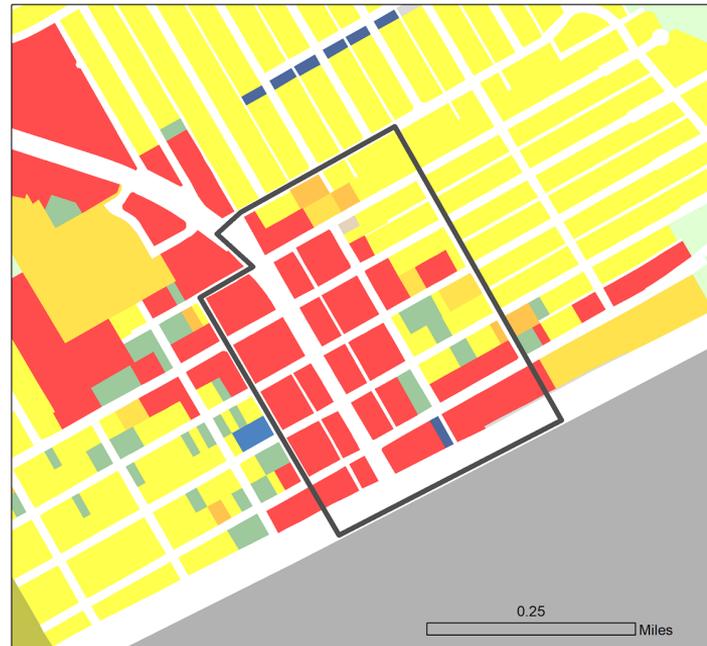
2017 Median Rent



2017 Median Home Value



- The Study area is composed of 3 primary zoning categories: Retail (C2). Commercial Services (C3), and Old Town Residential (R-OT). However, the currently city zoning does not have many options for mixed use or form based code.
- As per the real estate study, around 65% of the buildings in the study area were built before 1968, this indicates that the building stock may be in need of rehabilitation or replacement.
- 59 of the 130 parcels in the study area have a land value that meets or exceeds 20% of the improvement value of the property, this indicates that around 45% of the study area parcels are susceptible to change.
- The study area has a significant number of small lots and multiple unique owners. This prohibits land aggregation and hence minimizes opportunities for developers to invest into a larger scale development. However, there is a significant amount of vacant and underutilization of land in the study area. Especially in the residential areas the lot coverage is 10% less on an average. This can attract investors & developers in adding more quality housing stock and commercial developments in the area.



Legend

UC 2019 Parcels	Multi-Family	Industrial	Study Area
State Land Use Code (2019)	Mobile Home	Gas Companies	No data (air force base)
not coded	Vacant Lots	Utility	
Residential Single Family	Farm & Ranch	Governemnt Exempt	
Two-Family	Commercial		

Land Use

- The Study has strong street grid foundation. The streets are well connected and have small block faces which promotes walkability. However, the current roadway infrastructure does not facilitate for safe pedestrian and biking activities.
- While the study area street grid provides connections through and within Universal City, there are only two direct gateways into the study area. This is because the study area is land locked and has natural barriers along the boundaries of the city that limit access to the study area.
- Pat Booker Road is the main arterial through the study area, historically connecting Randolph AFB to the rest of Universal City.
- Regional totals of traffic count indicated that the study area traffic has been trending upward since 2014, with a peak in 2016. While the Airforce base and FM 78 appear to be capturing a share of this increase, the same does not appear to be true for Pat Booker Road. This is due to the unique constraints created by the Cibolo Creek Corridor, which limits the number of visitors to the city as visitors drive around Universal City to access employment centers in San Antonio area.
- Union Pacific Railroad (UPR) runs along the southern portion of the study area, this adds to the access constrains to the project area.
- There is a lack of connection to the Regional Transportation System. The nearest public bus stop is an hour walk from the site, approximately 3.3 miles, and is the only one.
- Commercial developments along Pat Booker have surface parking fronting this arterial road separating buildings from the road. This indicates inactive street fronts and minimizes pedestrian activities.

- This Masterplan represents the desired development framework & design guidelines for the redevelopment of the Aviation District Area.
- It represents a 10-year vision and builds upon the historical characteristics and relationships with surrounding assets.
- The goal of the masterplan is to provide a vibrant public realm that is anchored with well-defined town center, mixture of uses, life-at-night and open spaces around a major transportation corridor that encourages walkability and a sense of community.
- The proposed development builds up on the existing retail-commercial offerings at the district with additional mix of uses including number of residential housing options, and variety of community amenities like entertainment areas, small gathering spaces, parks & parklets, and public squares, all within a close-knit walkable setting.



Note: The masterplan reflects an expanded area showing recommended uses transitioning out of the study area.

Masterplan – Planned Development



02 Masterplan Recommendations



Process



The proposed development builds upon the existing retail-commercial offerings at the district with additional mix of uses including number of residential housing options, and variety of community amenities like entertainment areas, small gathering spaces, parks & parklets, and public squares. All within a close-knit walkable setting.

The goal of the masterplan is to provide a vibrant public realm that is anchored with well-defined town center, mixture of uses, life-at-night and open spaces around a major transportation corridor that encourages walkability and a sense of community.

As part of the final masterplan it is recommended that the City create a mobility/multi-modal plan to include streets, sidewalks, pedestrian paths, bicycle lanes, one-way streets, and community parking lots.

Masterplan Goals



Create Gateways to indicate the approach of a destination.



Utilize vacant and underutilized parcels to create opportunities for new development and explore opportunities for infill.



Activate the central commercial corridor by creating a village square/town center that provides residents with a vibrant public space..



Provide Access to multiple destinations within the district, and resolve travel mode conflicts on Pat Booker road by providing distinct areas for pedestrians, bicyclists and automobiles.



Engage building facades to activate public spaces. Create a street wall presence by placing buildings closer to pedestrian walkways and activate the public realm.

GATEWAYS

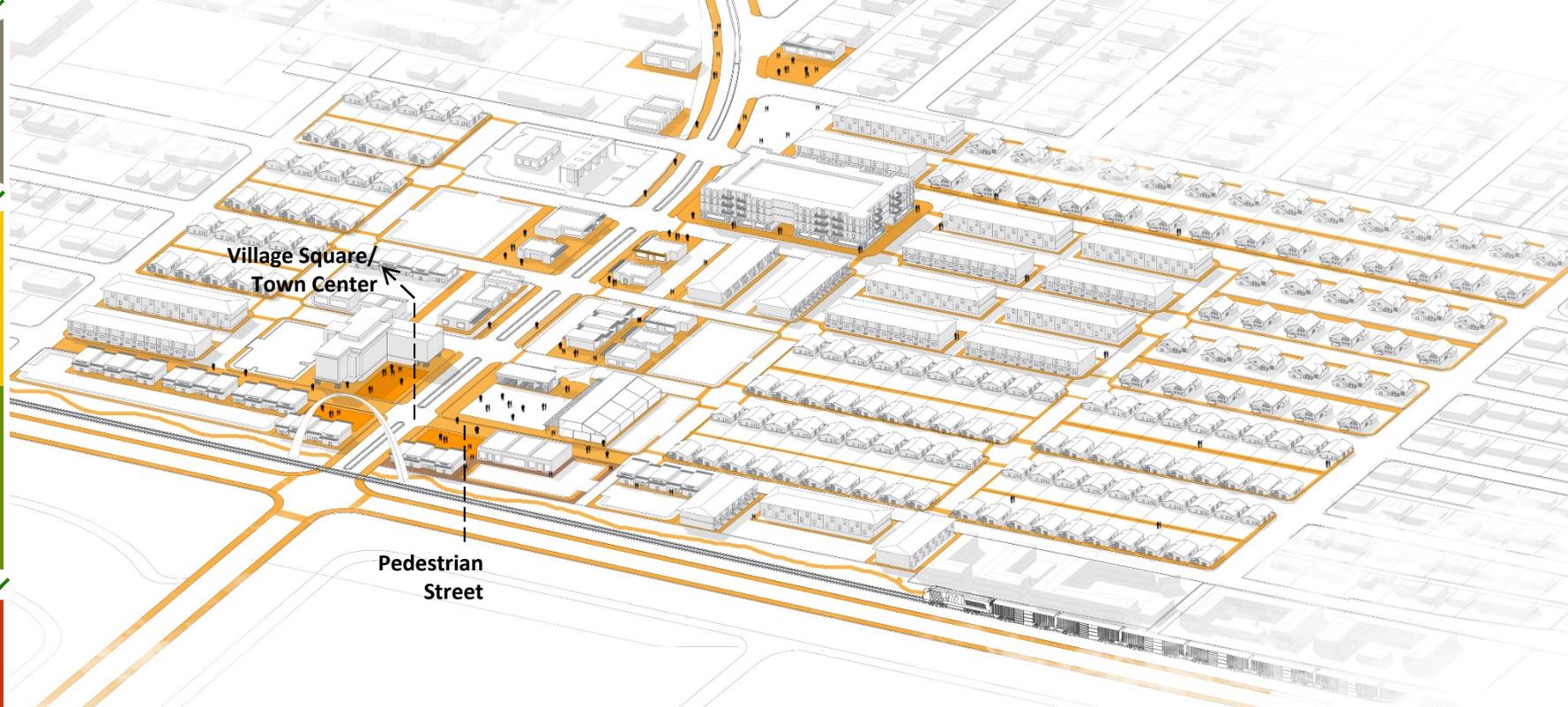
ACTIVATION

UTILIZATION

ACCESS

ENGAGEMENT





Commercial Corridor Development

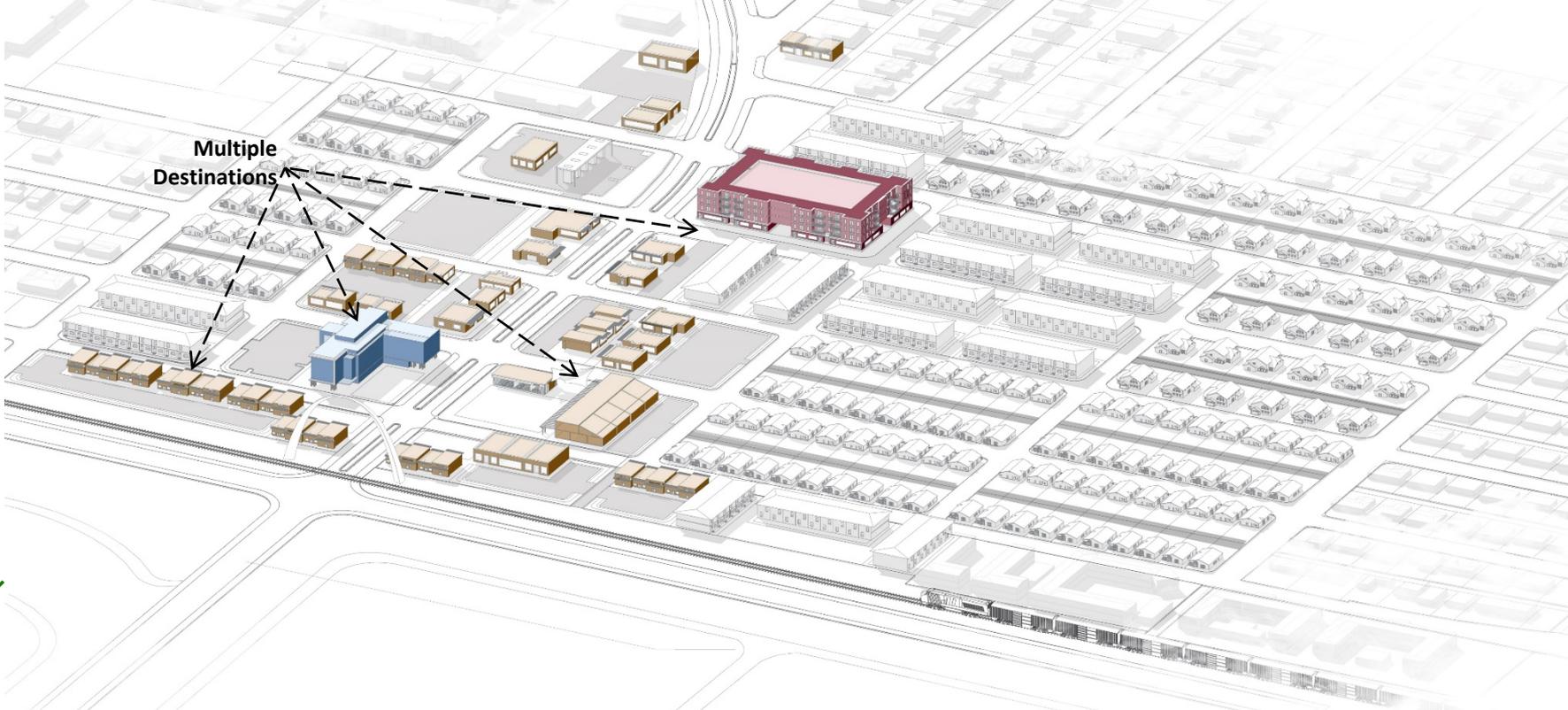
GATEWAYS

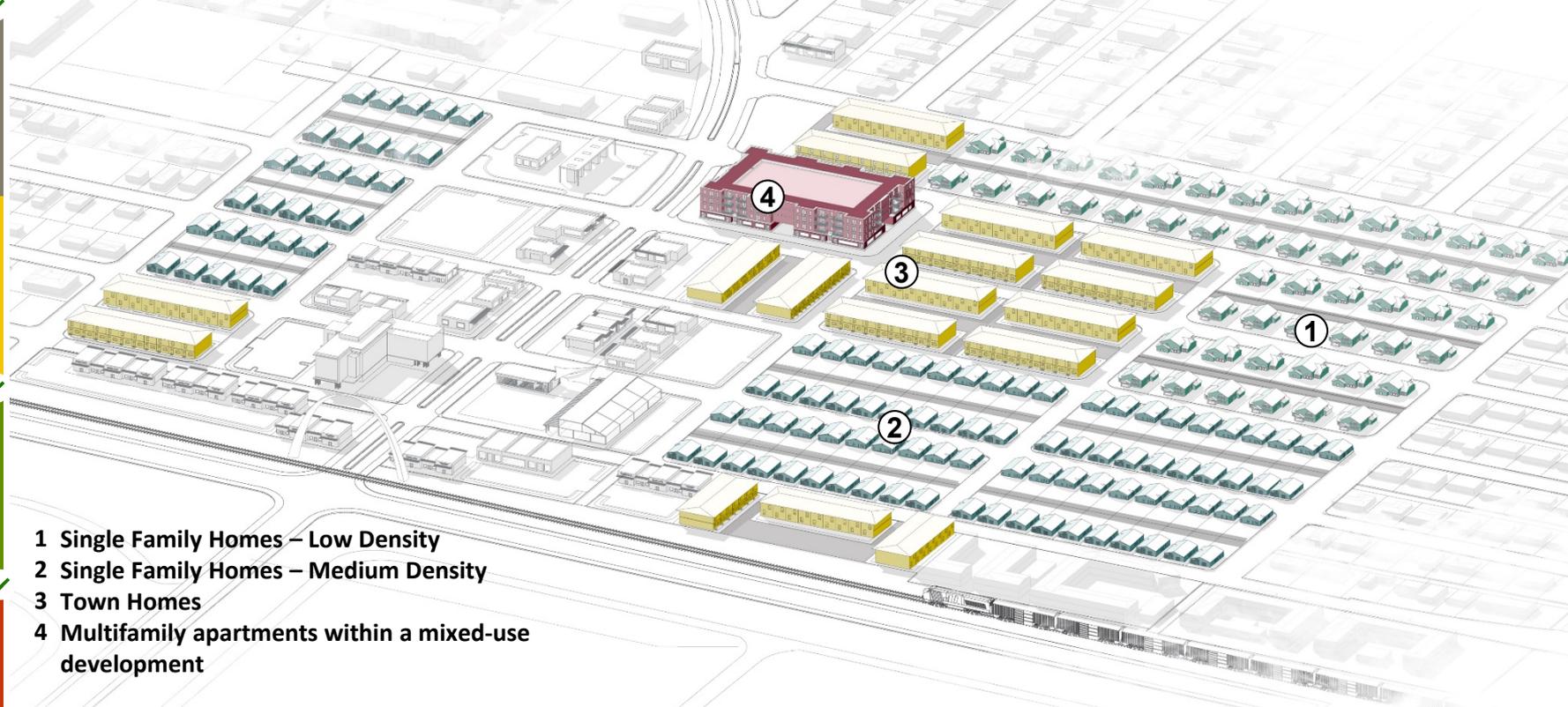
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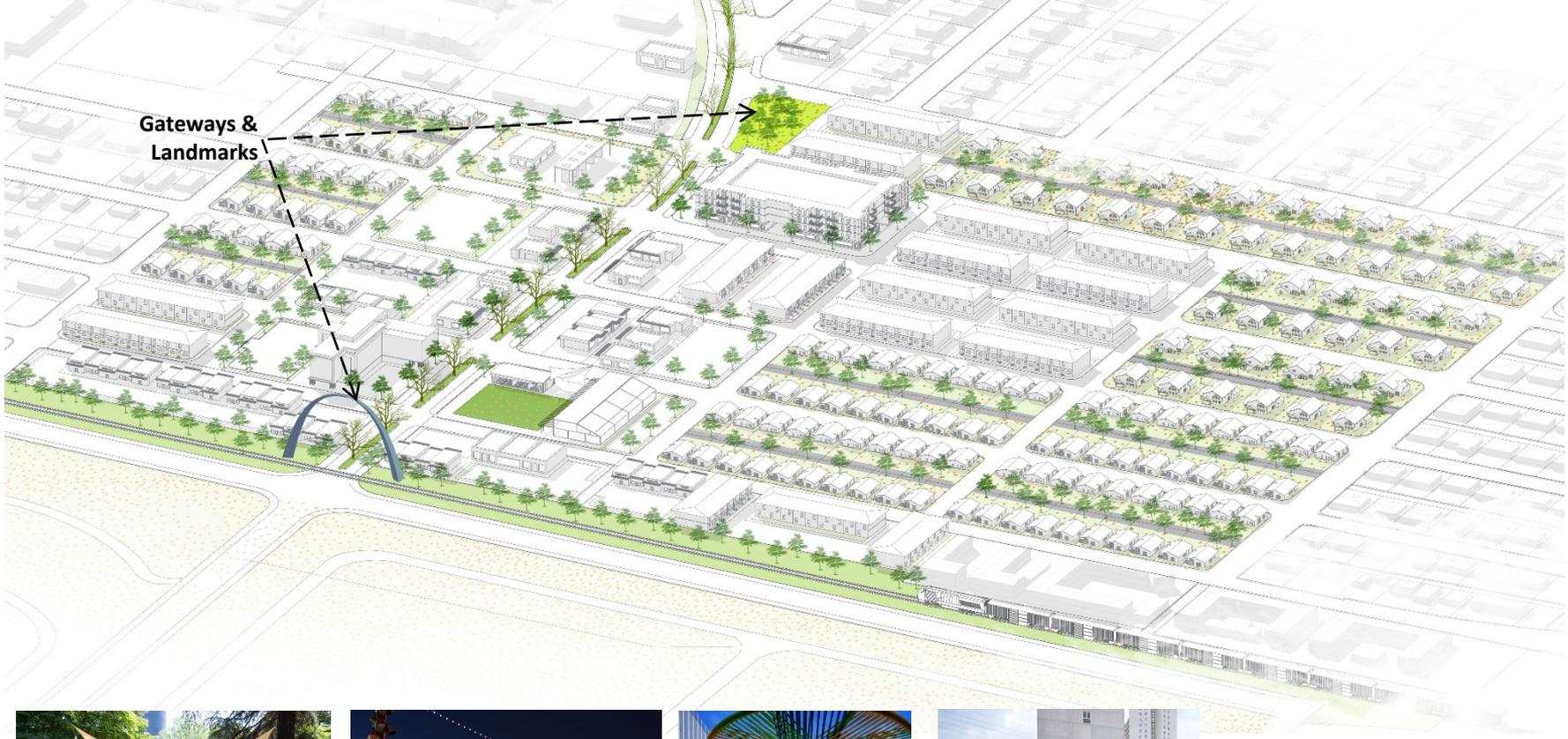
ENGAGEMENT





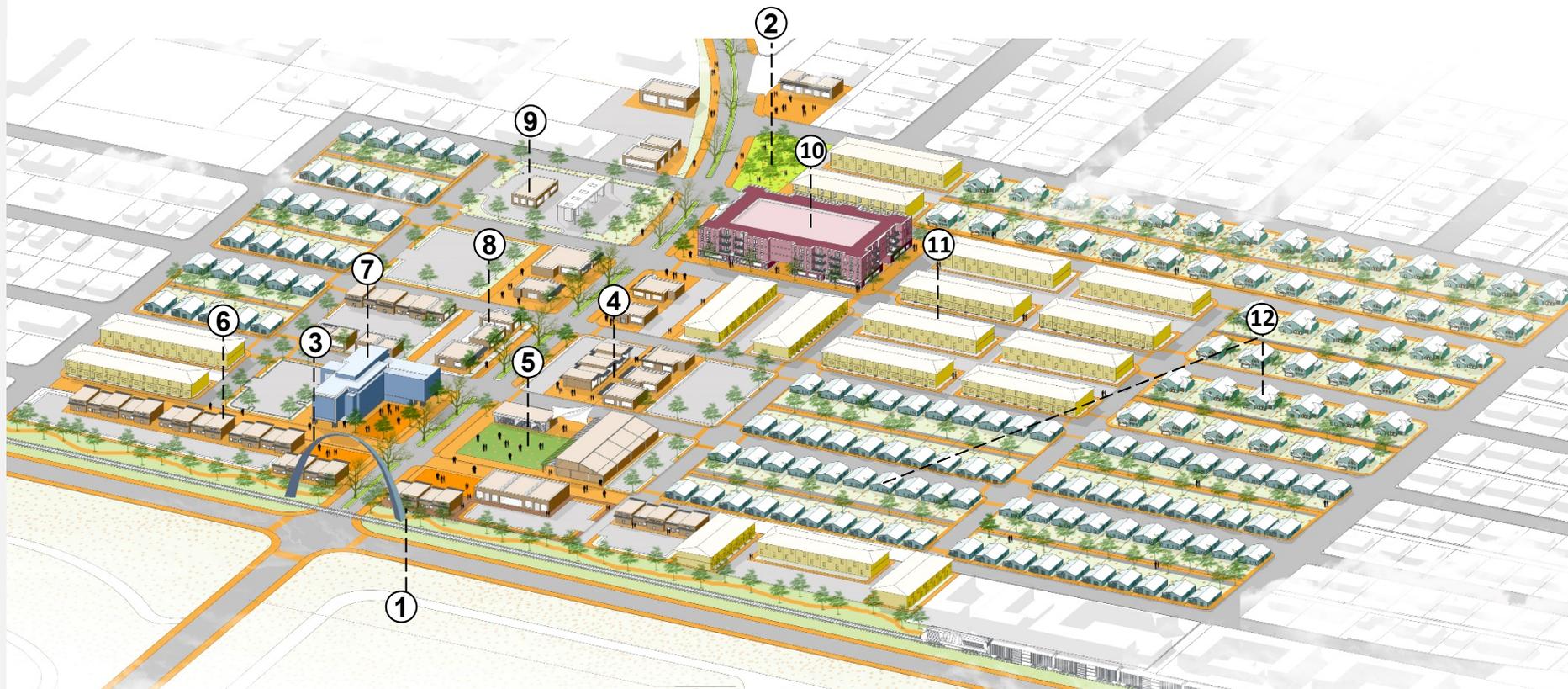
- 1 Single Family Homes – Low Density
- 2 Single Family Homes – Medium Density
- 3 Town Homes
- 4 Multifamily apartments within a mixed-use development





Gateways & Landmarks





- 1 Entrance Gateway**
- 2 Landmark – Memorial Park**
- 3 Village Square – Car free zone**
- 4 Pedestrian Alleys**
- 5 Food Hall & Entertainment Center**
- 6 Commercial Zone 1 (Shopping & Dining)**

- 7 Commercial Zone 3 - Extended Stay Hotel**
- 8 Commercial Zone 2 (Offices & Drive-Thru Restaurants)**
- 9 7/11 Gas Station**
- 10 Mixed Use Building (Apartments + Retail)**
- 11 Townhomes**
- 12 Single Family Housing Units**

Commercial Zone 1

- ❖ Total buildable area 66,893 SF
- ❖ Available parking area 81,325 SF

Commercial Zone 2

- ❖ Total buildable area 101,957 SF
- ❖ Available parking area 246,289 SF

Commercial Zone 3

- ❖ Total buildable area 20,275 SF
- ❖ Available parking area 46,675 SF

Mixed Use

- ❖ Total buildable area 266,976 SF
- ❖ Available parking area 58,124 SF

Townhomes

- ❖ Total buildable area 299,470 SF
- ❖ Available parking area 173,608 SF

Single Family - Low Density

- ❖ Total buildable area 121,420 SF
- ❖ Available parking area 39,200 SF

Single Family - Medium Density

- ❖ Total buildable area 205,700 SF
- ❖ Available parking area 37,800 SF



03 Implementation Plan



Masterplan Development Phasing

To ensure the implementation of large-scale redevelopment, the masterplan needs to be broken down into manageable project components. The implementation process must account for the complex set of interdependencies between the large-scale investments and construction projects. Therefore sequential, logical phasing of development and infrastructure is necessary to minimize uncertainty and improve the economic feasibility of the development.

The phasing of a development is influenced by the following factors –

- Market conditions, community vision and infrastructure developments, therefore phasing is done over a period of time.
- Based on the ease of connecting to the existing infrastructure the projects can be phased based on location.
- All new development will follow the proposed planned development design guidelines, included as Appendix A.

Appendix A provides the Planned Development Design Guidelines to help enforce design standards.

1A - First part of this phase includes streetscaping Pat-Booker Road.

1B – The second part of this phase includes redevelopment of existing retail building uses and infill development to meet the new development standards (based of the masterplan design guidelines) in order to enhance the entrance of the commercial district.

This phase will also introduce townhomes, a new housing typology to the East Aviation District.

1C - Development of Mixed use building can occur in Phase one as an option

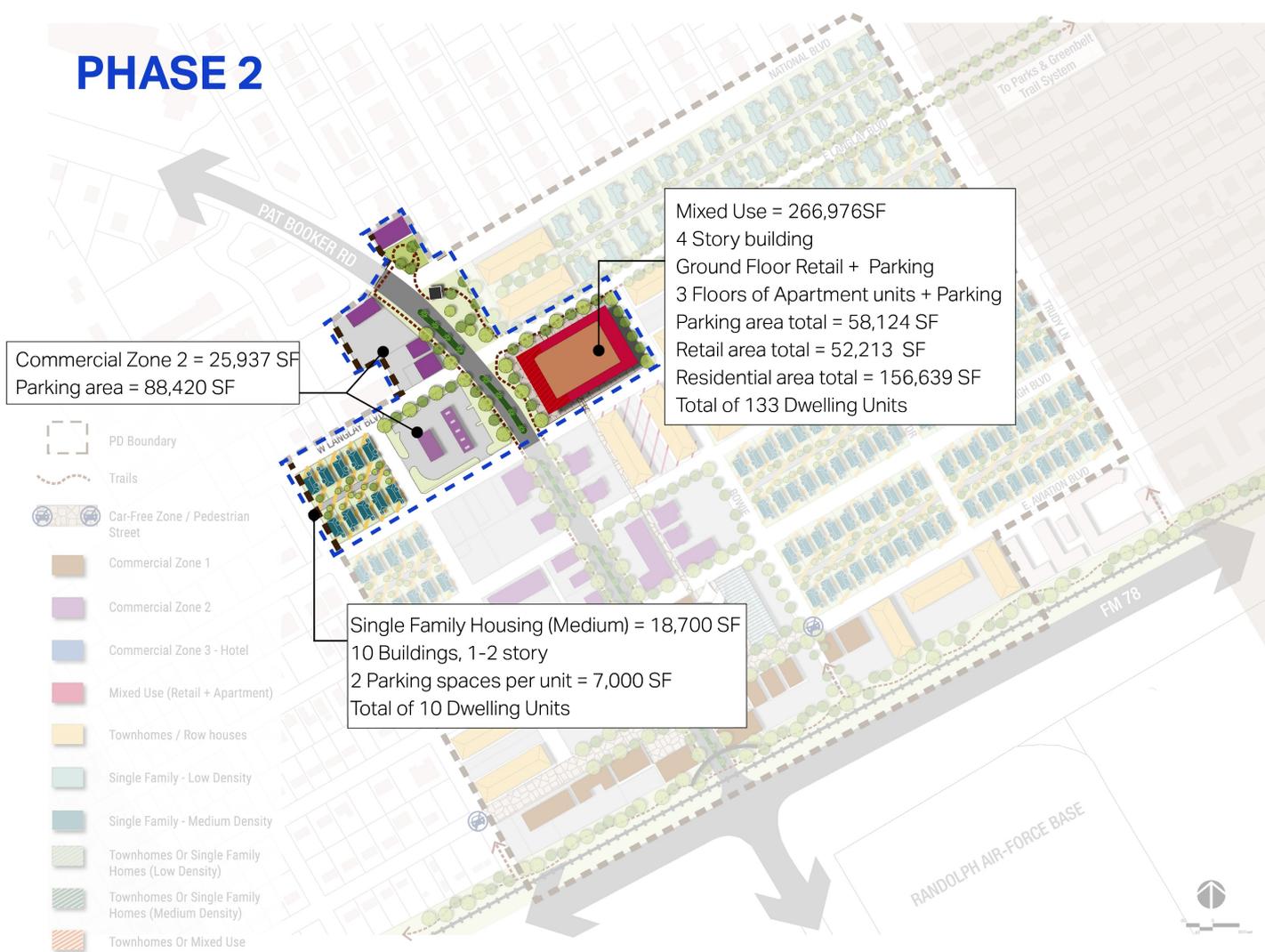
PHASE 1



To enhance the gateway towards the north of the study area and to activate the central commercial corridor, a mixture of uses are recommended to be developed in phase two.

The uses include –

- Mixed use building with retail and parking on the ground floor, and multi-family apartments on the top.
- Retail and Business along the central corridor.
- New urbanist style single family residential units to the West of Pat booker.



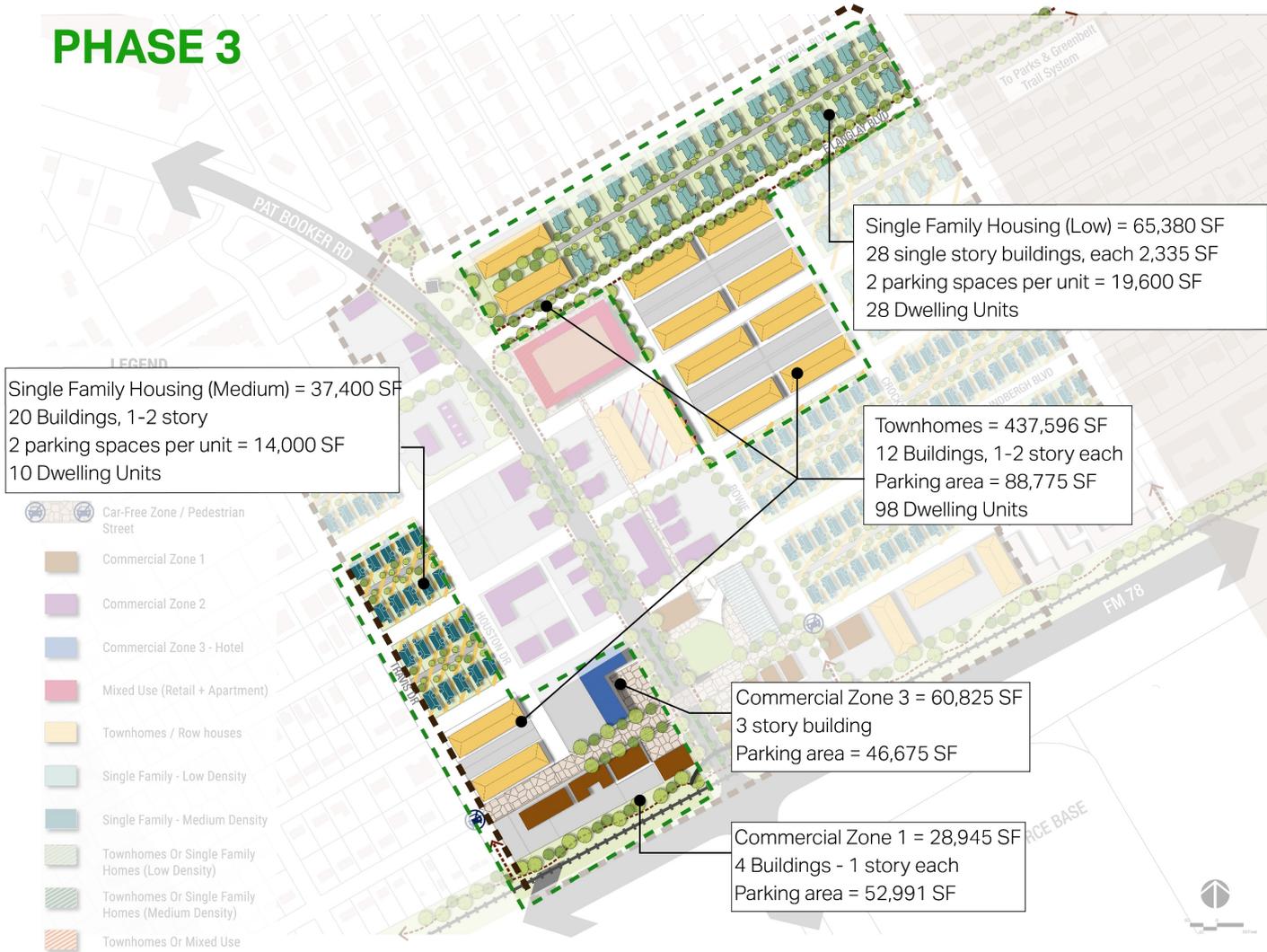
Phase three of the project involves gradual development of new housing typologies that will cater to multiple different income groups.

Housing options include:

- Townhomes/ Rowhomes
- Medium and low-density single-family units (with mere zero lot lines and higher lot coverage).

Phase three will also include an extended stay hotel and completion of retail/shopping district to the west of Pat Booker.

PHASE 3



PHASE 4

Phase four is the last phase and will include development of new housing stock to the East of the commercial corridor.

The housing options include

- Townhomes/Rowhouse
- Medium and low-density single-family residential units.

To cater to the needs of the new residential population phase four of the development will include gradual redevelopment of the commercial uses on Pat Booker Road.

