CITY OF SAN ANTONIO, TEXAS
Department of Planning & Community Development

MidTown

Tax Increment Reinvestment Zone Thirty-One

Project Plan

December 13, 2012
Amended:
September 9, 2016

MidTown

Executive Summary

The City of San Antonio's MidTown Tax Increment Reinvestment Zone Thirty-One ("TIRZ" or "Zone") was designated on December 11, 2008 through City Council Ordinance 2008-12-11-1134.

On December 13, 2012, City Council authorized the merger of the River North Tax Increment Reinvestment Zone Twenty-Seven (River North TIRZ) into the MidTown TIRZ. This action was completed by dissolving the River North TIRZ and amending the boundaries of the MidTown TIRZ to include all parcels previously captured by the River North TIRZ. In addition to capturing the River North parcels, the boundary was extended to include two separate areas adjacent to the former River North TIRZ, adding a total of 232.25 parcel acres to the MidTown boundary. The MidTown boundary prior to the merger equaled 309.71 parcel acres. The new boundary as approved by City Council is 542.41 parcel acres.

In addition to this action, City Council amended the MidTown designating ordinance and extended the term of the TIRZ by three additional years until September 30, 2031. It also expanded the TIRZ Board of Directors from 11 to 15 members to accommodate the former River North Board Members. Additionally, the MidTown Project and Finance Plans were amended to incorporate previous actions by the River North TIRZ Board and to ensure that the goals and objective of the River North TIRZ were carried forward.

Essential to the combined TIRZ are the River North and MidTown/Brackenridge Master Plans which were created early in the life of each TIRZ. Both of these documents, which have been approved by their respective Boards and adopted by City Council, should be considered an integral part to this TIRZ Project Plan and are the foundation for the combined TIRZ. Much of this Project Plan was derived from both plans with the understanding that both the River North Master Plan and the MidTown/Brackenridge Master Plan deserve proper attribution.

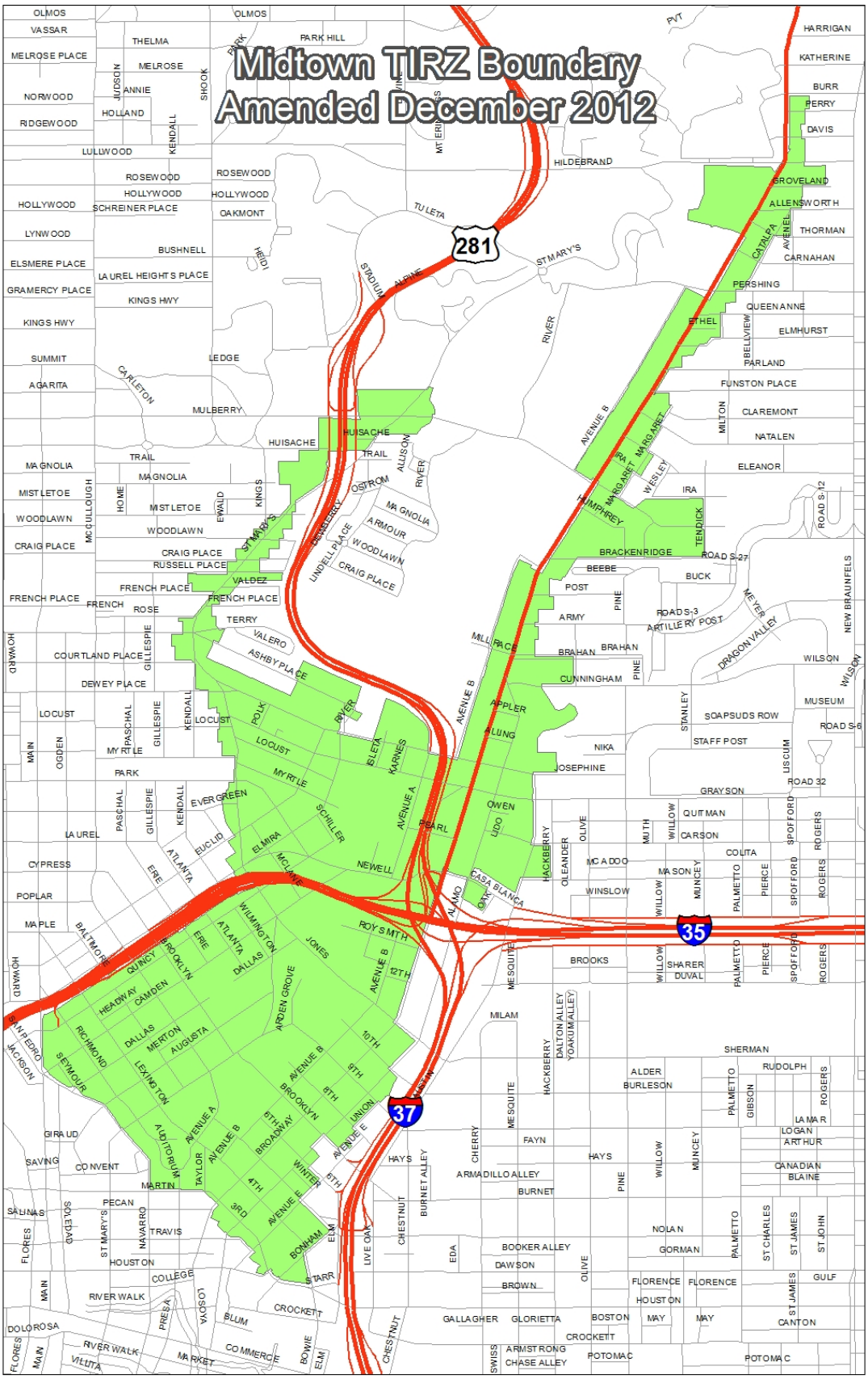
The MidTown zone is located along the San Antonio River immediately north of the central business district and aligns generally along Broadway extending approximately one to two blocks on either side northward to Hildebrand. The boundary also runs north to south along N. St Mary's street to East Mulberry in between the Broadway and St. Mary's extensions, the boundary follows a portion of US Highway 281 on the north including the Pearl redevelopment and a portion of the Tobin Hill neighborhood.

The MidTown area has a number of assets: The Witte Museum; the San

Antonio Museum of Art, The Tobin Performing Arts Center (formerly, the San Antonio Performing Arts Center) and Brackenridge Park to name just a few. The area has three main north-south arteries – the San Antonio River, St. Mary's and Broadway. MidTown is uniquely positioned to be San Antonio's first re-urbanized district and cultural corridor. The surrounding neighborhoods have been improving for decades with the only remaining hurdles being deteriorating infrastructure and a struggling public education system. North St. Mary's street has survived for two decades as an entertainment district anchored on the north end with market rate offices, Trinity University and several residential neighborhoods providing housing for a wide range of household incomes including; Monte Vista, River Road, and Tobin Hill. Broadway remains San Antonio's main street catering to Government Hill, Westfort, and Mahncke Park with a multitude of services and restaurants. The University of the Incarnate Word is one of the main employment centers anchoring the district's north end. The Pearl Brewery redevelopment, located between Broadway and N. St. Mary's Streets, transformed its former light industrial character into a unique food and continuing education focused mixed-use development. "The Pearl" joins Broadway to the newly finished museum reach of the San Antonio River.

Additionally, the area has benefited positively from the Base Realignment and Closure Commission's (BRAC) efforts to consolidate the Defense Departments medical activities at Fort Sam Houston, which is located immediately adjacent to the Mahncke Park and Westfort neighborhoods. On the southern end of the district, the Tobin Center for the Performing Arts, and the Madison Park Neighborhood serve as key focal points connecting the district to downtown. The Madison Park neighborhood, anchored by the Baptist Hospital, continues to be an ideal location for medical related redevelopment projects. As for the Tobin Center, this long awaited renovation turned the former Municipal Auditorium into a modern and acoustically friendly venue that has become an anchor for the arts in San Antonio. Numerous mixed use developments have also adorned portions of Broadway, bringing much needed residential capacity to the TIRZ.

The MidTown area continues to be ripe for redevelopment, with amenities such as the river improvements, proximity to downtown offices, arts and cultural events, and numerous available storefronts. Trends in downtown housing booms have begun to reach San Antonio. The MidTown Tax Increment Reinvestment Zone promises to continue to capitalize on the growing momentum in the area.


Midtown TIRZ Boundary
Amended December 2012
281
35
37

San Antonio's vision for MidTown, as articulated through the MidTown-Brackenridge Master Plan, is to be a vibrant series of districts and walk-able neighborhoods that not only leverages adjacent in-town neighborhoods of Mahncke Park, Government Hill, West Fort, Tobin Hill, and River Road, but also builds on Broadway's historic significance as a commercial corridor and a regional gateway into downtown.

The MidTown TIRZ is eligible for the Tax Increment Financing Tool as defined in the City's 2008 TIF Guidelines. Pursuant to the TIF Act, designation of an area as an Enterprise Zone under Chapter 2303, Government Code constitutes designation of the area as a reinvestment zone under the Act.

The MidTown TIRZ is located in City Council Districts 1 and 2 and Bexar County Precincts 2 and 4. At the State level, the TIRZ Boundary is located in House District 120 and 123 and Senate District 26. At the national level the MidTown TIRZ is within the 21st and 35th US Congressional Districts.

The TIRZ can reimburse costs associated with the public improvements in the Zone as outlined in State Statute 311.002(1).

Policy and Program

Policy

The City of San Antonio is dedicated to the revitalization of inner-city neighborhoods and commercial districts by using a tiered system of incentives, one of which is Tax Increment Financing (TIF). The TIF program was established on July 30, 1998 through Ordinance No. 88196. Development projects supported by a Tax Increment Reinvestment Zone (TIRZ) should act as economic stimulus to surrounding areas. By leveraging private investment for certain types of development within a targeted area, TIF can be used to assist in financing needed public improvements and enhancing infrastructure. Taxing entities that collect taxes against the property within a TIRZ have an opportunity to contribute these future tax revenues to a TIRZ fund to reimburse the costs of public improvements in the TIRZ.

Tax Increment Reinvestment Zones Highlights:

- TIF is an incentive tool that local governments can use to finance public improvements and enhance infrastructure within a defined area, called a Tax Increment Reinvestment Zone (TIRZ)
- TIF is governed by the TIF Act found in Chapter 311 of the Texas Tax Code
- The Texas Constitution and the TIF Act specifies that areas to be designated as a TIRZ must be economically distressed, unproductive, underdeveloped, or blighted, and impair the City's growth because of these factors
- Each taxing entity that collects taxes against the property within a TIRZ has an opportunity to contribute future tax revenues to a TIRZ fund to reimburse developers for the cost of public infrastructure improvements in the TIRZ

Program

The TIF Program has evolved since 1998 to ensure that the incentive is used to support the City's Economic Development, Community Development and Urban Design goals. TIF seeks to directly promote recommendations made in the City's Master Plan, CRAG Report, Neighborhood Plans, Community Plans, Corridor and Area Plans, and the Housing Master Plan. In the case of MidTown, Master Plans have been produced to guide development that would capture the inherent and untapped value in this long neglected commercial corridor that links the downtown central business district to Brackenridge Park, Fort Sam Houston and Alamo Heights.

TIF Guidelines

The designation date of a TIRZ determines the applicable Guidelines for that TIRZ. The TIRZ was designated on December 11, 2008. Therefore, it falls under the guidelines adopted on October 16, 2008 through Ordinance No. 2008-10-16-0942. The Guidelines serve as policy direction to City staff and interested parties regarding the Application for Redevelopment, specifically related to Tax Increment Financing, which supports certain types of development in targeted areas of the city. A TIRZ may be designated either through (1) a City-initiated project or (2) by Petition. The MidTown TIRZ is a City-initiated TIRZ.

The TIF Act requires that the City Council establish a reinvestment zone Board of Directors when designating a TIRZ. The TIF Act provides a formula for calculating the number of seats a taxing entity may have based on its anticipated pro rata contributions to the zone fund. Based upon the required calculations for this Reinvestment Zone and the participation levels of the other taxing entities, the MidTown TIRZ Board must consist of at least five but not more than 15 members, and is established pursuant to Section 311.0091 of the Act. Additionally, since this TIRZ is City initiated, the statute requirement for representation from the State Senator and State Representative do not apply. To be eligible for appointment to the TIRZ Board, an individual must either be a qualified voter of the City, or be at least 18 years old and own real property in the zone or be an employee or agent of a person that owns real property in the zone. City appointees are required to comply with all policies related to City Boards and Commissions to the extent there is no conflict with the TIF Act.

Targeted Economic Development

Implementation of the TIF incentive is tailored to the strengths and needs of specific areas of the City. The City has identified target areas where projects may be eligible for TIF with varying participation levels and terms. The City's participation level is outlined in the MidTown Finance Plan and was approved by the TIRZ Board and City Council.

The City may not designate any area as a TIRZ solely for the purpose of encouraging future development in that area, but may do so if development or redevelopment would not occur solely through private investment in the reasonably foreseeable future. All proposed Zones require an economic feasibility study in order to demonstrate the demand, viability, and capacity for the project. This study validated estimated values, adjacent property lease space, and referenced established and on-going neighborhood plans.

Community Investment

The planned investment must contribute to revitalization activities in the community of which the TIRZ is a part. Input of nearby neighborhood residents, businesses, and schools have been considered in the project planning process as have the objectives of numerous plans that have been produced. Plans relevant to MidTown include; the City's Master Plan, the Community Revitalization Action Group (CRAG) recommendations, the Housing Master Plan, the Downtown Neighborhood Plan and the River North Plan. Additionally, the MidTown TIRZ Boundary crosses three River Improvement Overlay (RIO) Districts, RIO 1, RIO 2 and RIO 3.

Design Quality

All projects supported by TIF should add long-term value to the public realm. Thus, projects must be built according to design principles that prioritize the safety and comfort of all public infrastructure users – whether they are walking, jogging, riding or driving. The City's Unified Development Code (UDC) sets out a menu of approaches to help designers and developers meet the program's urban design goals.

In MidTown additional guidelines were developed as part of the MidTown and River North Master Plan. In virtually every instance, the recommendations are intended to develop a:

- Mixed use, mixed income neighborhood of appropriate urban character, scale and density

- Walk-able, bike-able and transit-oriented community
- Lively district of economic, cultural, educational, residential and entertainment destinations
- Mix of new construction, rehabilitation and adaptive reuse that exemplifies quality architecture and sustainable and green building practices
- Model low impact development districts that protect the watershed and celebrate green space

Within these common overall parameters, it is intended that the streets of MidTown provide a rich variety of design and detailing. Additional detail is provided in the MidTown-Brackenridge and River North Master Plans.

Projects must also consider the long-term value of the private improvements supported by TIF. Specifically, the City's Master Plan calls for efforts to facilitate the provisions of choice in housing for special needs populations (Neighborhoods: Policy 4d). Efforts to meet this policy may include ensuring homes are easily adaptable to disabled persons. The City of San Antonio adopted a Universal Design Policy (Ord. No. 95641) on April 18, 2002, requiring that any person receiving financial assistance from city, state, or federal funds administered by the City of San Antonio for the construction of new single family homes, duplexes, or triplexes, shall construct the units in accordance with specific features including an entrance with no steps, wider doorways (2' 8"), lever door handles, lever controls on kitchen and lavatory faucets, and light switches and electrical receptacles within reachable height.

Development within the MidTown TIRZ will be required to comply with the City's Universal Design requirements (UD), located in the City Code, Chapter 6, Article XII. All single family residential, duplex and triplex residential units shall comply with the Universal Design requirements.

City of San Antonio

The City of San Antonio's Department of Planning and Community Development is responsible for the administration of the TIF Program through the TIF Unit. Its roles and responsibilities include, but are not limited to:

- Review, analysis, and plan preparation
- Statutory presentations to Taxing Entities
- TIRZ Board administration
- TIRZ Fund administration
- Coordination and preparation of legal documents including:
    - Development Agreements
    - Interlocal Agreements
    - Memoranda of Understanding
- Processing of reimbursement requests for eligible public improvements
- Ongoing monitoring of construction
- Submitting required reports to the State
- Providing information to City Council, TIRZ Board, and other interested parties

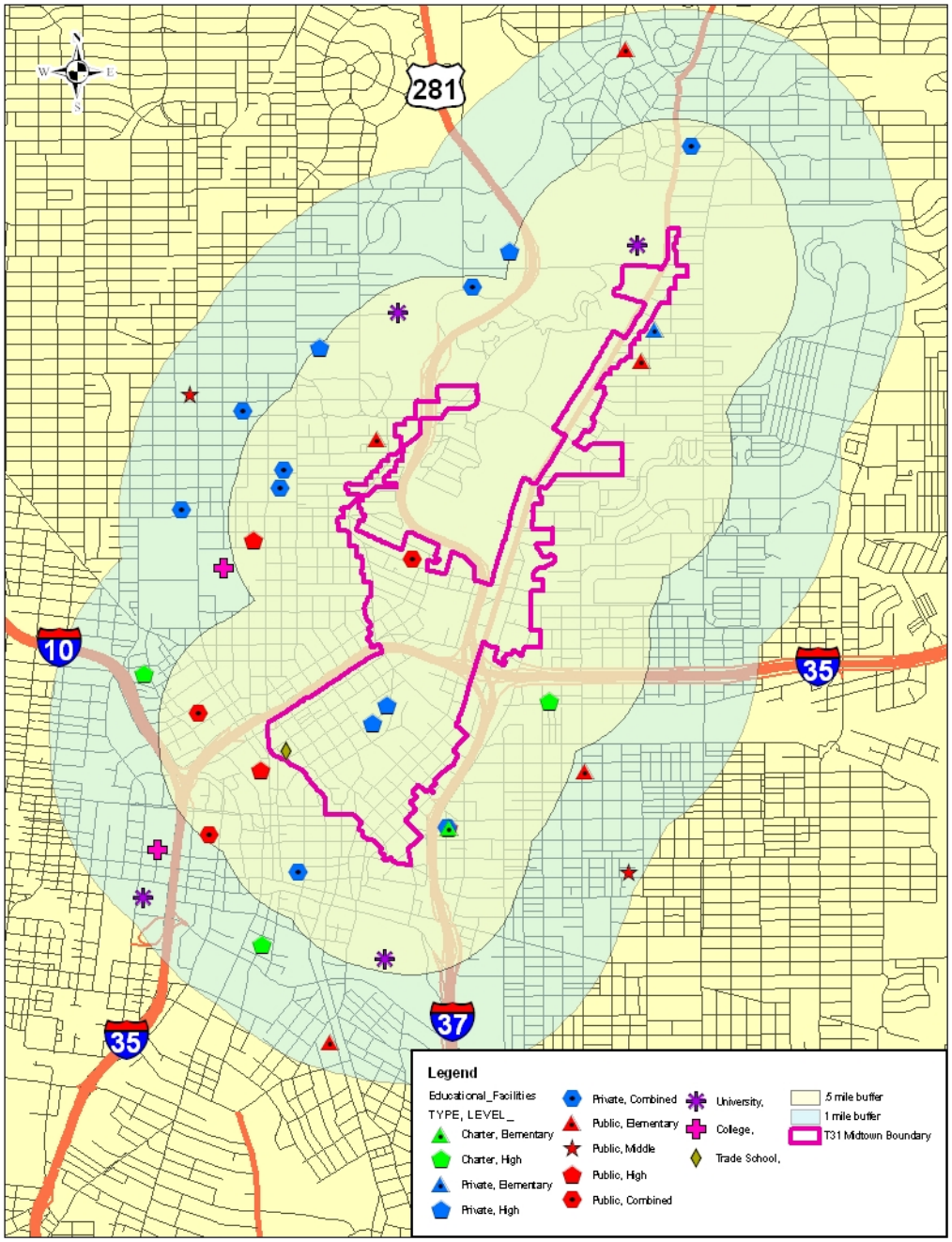
Proposed Changes

At the time of approval of this plan, there are no proposed changes of zoning ordinances, the master plan of the municipality, building codes, other municipal ordinances, and subdivision rules and regulations, if any, of the county, that affect the MidTown TIRZ.

Existing Conditions

Schools and School Districts

- University of the Incarnate Word – 4301 Broadway
- Trinity University – One Trinity Place
- Providence High School - 1215 N Saint Mary's St
- Central Catholic High School - 1403 N St Mary's St
- San Antonio Independent School District (SAISD)



Parks and other amenities

- San Antonio River Museum Reach
- Brackenridge Park
- San Antonio Zoo
- Mahncke Park - 3400 Broadway
- Maverick Park - 1000 Broadway
- Madison Square Park – 400 Lexington Avenue
- Travis Park – 300 E Travis
- Witte Museum – 3801 Broadway
- Pearl – 200 E. Grayson

Ft. Sam Houston

The opportunity exists for the community to partner with the military in order to address BRAC needs, leverage BRAC growth and revitalize the post neighborhoods. One key to this strategy is attracting Federal and State programs and a variety of supply and service businesses, and enabling normal growth in service businesses along connecting corridors. A key to both BRAC business and business growth leveraged from BRAC is the ability to attract, retain, grow and sustain a highly qualified workforce. This, in turn, requires that San Antonio offer an ideal work-place environment, an ideal living environment and linkages between the two. The ideal living environment must include a clean, safe place to live with good schools, available amenities and good connectivity to the variety of cultural, recreational and entertainment resources available in the metropolitan area.

Emergency Services

Due to its Downtown location, the MidTown TIRZ is currently adequately covered by Emergency Services. There are three Fire Stations covering the MidTown Area: Fire Station #4 located at 1430 N St Mary's, Fire Station #1 located at 801 E. Houston St., and Fire Station #5 located at 1011 Mason; each located just outside the TIRZ boundary.

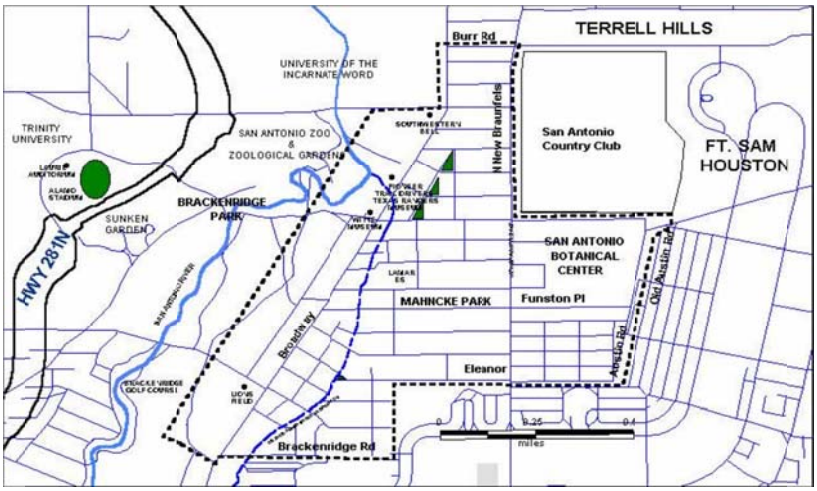
MidTown is covered under the Central Patrol District of the San Antonio Police Department and is approximately one mile from the Central Substation and less than a mile from Police Headquarters. In addition to Fire and Police, there are five hospitals within the boundaries of MidTown including; the Nix Medical Center, the Baptist Medical Center, Metropolitan Methodist Hospital, Santa Rosa Hospital and the Downtown University Health Center.

Neighborhood Plans and Associations

Mahncke Park

The neighborhood's rich urban tapestry dates more than 280 years and was shaped by a historical backdrop of 18th century Spanish pasture lands, a 19th century U.S. military fort, a Catholic college, an expansive park, and public museums. The 445 acre planning area is bound by Burr Road on the north, North New Braunfels and Old Austin Road on the east, Eleanor and Brackenridge Road on the south and Avenue B and Broadway on the west. The area is geographically circumscribed by Fort Sam Houston, Brackenridge Park, the University of the Incarnate Word, the cities of Alamo Heights and Terrell Hills, the San Antonio Country Club, and the San Antonio Botanical Gardens.

Mahncke Park Planning Area



Government Hill

Government Hill is one of six San Antonio suburbs that developed during the "Gilded Age" of the city's history, from 1890 to 1930. The Government Hill Historic District is located immediately south of Fort Sam Houston and is bounded by E. Grayson Street to the north, North New Braunfels Avenue to the east, IH-35 to the south, and Willow Street to the west. The turn-of-the-century one and two-story commercial structures along North New Braunfels Avenue effectively served as the area's main street. The history of the Government Hill is integrally linked to that of Fort Sam Houston. Construction of Fort Sam Houston began in 1876, and by the late nineteenth century the surrounding area of Government Hill was home to over 12,000 people.

Tobin Hill

Tobin Hill is the "the window to downtown San Antonio." In response to downtown growth, in the late 1880s, Tobin Hill became a residential neighborhood for prominent San Antonians who worked in the central downtown business district. While the neighborhood has transitioned into an inner city neighborhood with a varied mix of residential, commercial, office, industrial, and institutional uses, it has retained its identity as one of the first neighborhoods north of the downtown area.

As downtown San Antonio continues to experience redevelopment, opportunities for redevelopment are also alive in Tobin Hill. The Tobin Hill Neighborhood Plan includes goals, recommendations and strategies for this ongoing and future redevelopment. For approximately a year and a half the City of San Antonio partnered with the Tobin Hill Neighborhood Planning Team, comprised of representatives from neighborhood associations, neighborhood business owners, residents, and other neighborhood stakeholders. This partnership examined and analyzed critical trends and issues in the process of identifying projects, programs, and strategies for the enhancement and continued vitality of the Tobin Hill neighborhood.

Westfort Alliance

Westfort is a small, primarily residential neighborhood between the Broadway corridor to the west, and surrounded by Ft. Sam Houston to the east, north and south. The neighborhood is comprised of Cunningham Ave, Brahan Blvd, Post Ave and Army Ave.

Development of the Westfort area began in 1915, as Narcissa Place and Army Terrace. Westfort has a long history of providing housing to the military community at Ft. Sam and to San Antonio residents seeking to live close to downtown.

The Westfort neighborhood is composed of a variety of early 20th century residential styles: Classical Revival, Queen Anne, Craftsman Bungalows, and apartment houses. The residential portion of the Westfort neighborhood is a nice mix of single-family homes and higher density housing. Businesses comprise a small portion of the Westfort neighborhood that faces Broadway.

Monte Vista Association

Monte Vista is comprised of 100 city blocks on the northern edge of downtown San Antonio. The neighborhood, which has been preserved as the Monte Vista National Historic District, is currently home to around 3,000 San Antonians. Architectural diversity is a hallmark of the district. More than two dozen architects captured the essence of a range of national architectural trends, creating a mix of distinctive homes that give Monte Vista its unique character and appeal.

River Road Association

The River Road Neighborhood consists of the River Road neighborhood and the surrounding fringe areas which affect its residential environment. Generally, this is the area bounded on the north, east, and south by Brackenridge Park and the Golf Course, and on the west by the McAllister Freeway. The area includes the fringes of the Park south of Alpine Drive, west and south of the miniature train route, and the road running south from Mulberry on the east bank of the San Antonio River, up to the fence bounding the Brackenridge Golf Course.

Downtown Residents Association

The San Antonio Downtown Residents Association (DRA), incorporated in 1982, continually strives to find ways to help improve the quality of life for its downtown residents. Partnering with other civic and community leaders, the DRA plays a vital role in addressing the concerns and needs of residents. The purposes for which the Corporation is organized are to perpetuate the social well-being of the residents living in downtown San Antonio, to preserve, protect and develop the downtown area and to provide a quality environment for living, and enjoying the multi-cultural heritage of downtown San Antonio -- past, present and future.

Downtown Alliance

The Downtown Owners Association (DTOA) was established in 1982 by a group of property owners who recognized the need for an organized group to protect their interests in downtown San Antonio. DTOA was a principle partner with the City of San Antonio and VIA in the TriParty Project streetscape improvements, and created a public improvement district to pay for the private property owners' participation in the successful effort. In 1994, the membership restructured the organization, broadening their involvement and the categories of membership to become the Downtown Alliance (DTA). Today, DTA is composed of major property and business owners in the downtown area, and others who also are committed to downtown's revitalization.

The Downtown Alliance works to protect and enhance the values and usage of downtown properties and businesses, making downtown an exciting place to live, work, shop and play.

Downtown Neighborhood Plan

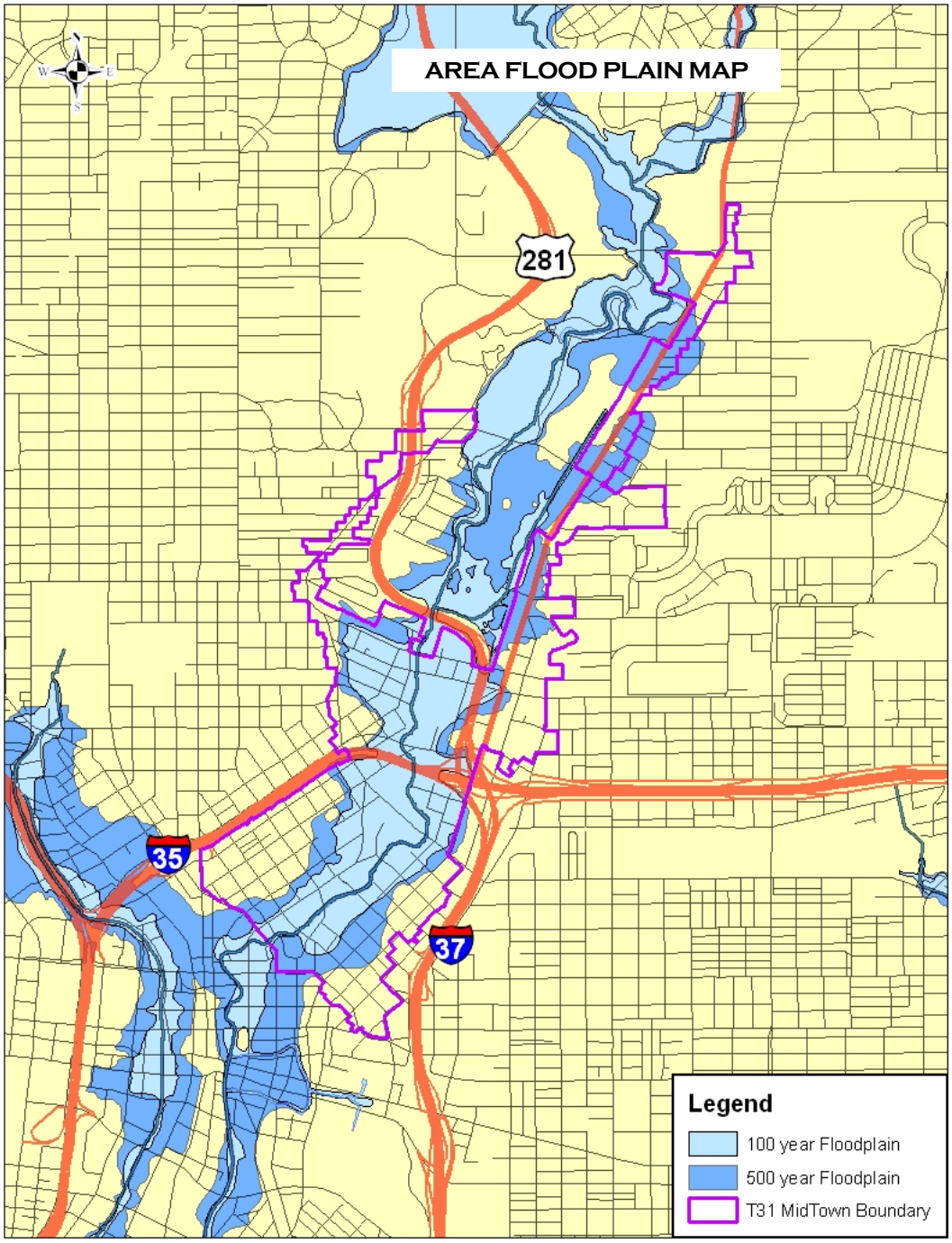
The purpose of the Downtown Neighborhood Plan is to identify proposed land uses, potential housing development areas, transportation systems, economic development initiatives, urban design guidelines, as well as pedestrian and open space connections. In developing the plan, stakeholders and the community participated in a community-based process to identify a vision for downtown.

The Downtown Neighborhood Plan area includes Interstate 35 to the north, Monumental to the east, S. Alamo/Lone Star to the south, and Colorado Street to the west. Each of the original five neighborhood areas were suggested by the Downtown Strategic Plan. On March 13th, 2009, the Downtown Neighborhood Plan was amended by City Council to incorporate the boundaries of five districts; North River Neighborhood; Lower Broadway; Irish Flats; Madison Square / Medical District; and a portion of S. Riverbend, into one district: River North

Relocation of Displaced Persons

It is not anticipated that implementation of the MidTown Project Plan will cause any current residents to be displaced. However, no Agency, Participating Taxing Entity nor Developer will be required to relocate or find housing for any current residents due to their displacement under the plan.

Site Conditions



Flood Plain Area

The MidTown segment along Broadway from the Witte south through Mahncke Park, remains subject to flooding—both from local drainage issues and river flooding. Recent capital improvements and better flood plain mapping have reduced the number of structures in the flood plain, but flooding along Broadway remains a challenge that will

need to be addressed to support future developments. During extended droughts, spring flow is at zero and flow is augmented by reuse water. This area experiences extremes in flow conditions from very dry to significant flooding.

The San Antonio River begins just north of Hildebrand as a spring field with small springs supplying water along the length of the river bed. The MidTown TIRZ is located within the Upper San Antonio River Watershed. Being a developed area, most of the previous flooding has been alleviated through improvements to the River.

Environmental Considerations

No applications will be accepted for a TIF where all or part of the proposed project falls over the Edwards Aquifer Recharge Zone. The MidTown TIRZ is not located over the Edwards Aquifer Recharge Zone. Projects that encourage environmentally sustainable building practices will be scored more favorably on Requests for Proposals.

Historic Use

Lone Star Brewery Historic District

The Old Lone Star Brewery, located in the northwest corner of the MidTown TIRZ boundary, is a complex rather than a single building. Wahrenberger and Beckman, the firm responsible for the complex, are listed as "supervising architects" and their collaboration with the specialists of the Anheiser Busch firm out of St. Louis resulted in a composition embodying function and efficiency, while permitting an attractive architectural expression.

In the early 1970s, the growth of the San Antonio Art Association's fine art collections led the Trustees to consider securing new space for the art collection. Plans were initiated to purchase the historic Lone Star Brewery complex for conversion into the San Antonio Museum of Art. The buildings were acquired in the 1970s. Following a $7.2 million renovation, the Museum of Art was opened to the public in March, 1981.

Tobin Hill Historic District

Tobin Hill is located just north of I-35, between Huisache to the north, Highway 281 to the east, and San Pedro Avenue to the west. One of the area attractions is the numerous architectural styles which represent the late Victorian era, numerous Craftsman bungalows, and later Colonial Revival and English or Tudor style residences.

Josephine Theatre

The Josephine Theatre is a non-profit community theatre, committed to enhancing San Antonio's cultural horizons by creating opportunities for individuals to enjoy and grow in the excitement of live theatre as patrons, performers, and students. The theatre seats 277 in the auditorium and 100 in the lounge.

River Improvement Overlay

Apart from landmarked historic resources within the MidTown district, the TIRZ Boundary also falls within River Improvement Overlay (RIO) Districts 1, 2 and 3. RIO is a zoning overlay. Its purpose is to establish regulations to protect, preserve, and enhance the San Antonio River and its improvements by establishing design standards and guidelines for properties located near the river. The San Antonio River is a unique and precious natural,

cultural and historic resource that provides a physical connection through San Antonio by linking a variety of neighborhoods, cultural sites, public parks and destinations. The districts cover a total of six geographic areas spanning the river from its northern boundary, near Hildebrand Avenue, to a southern boundary near Mission Espada and the Southern City Limits. The RIO design objectives were developed through an intensive public input process and were adopted as part of the enabling ordinance approved by City Council on February 21, 2002 and amended on March 31, 2011.

RIO-1

Extending from Hildebrand Avenue south to US Highway 281 North, the northernmost of the six (6) RIO districts includes a mix of residential, commercial, and recreational uses.

The design objectives for RIO-1 are:

- To maintain the character of existing residential neighborhoods and redevelop commercial nodes;
- Maintain two (2) separate contexts within its boundaries: 1) residential areas and 2) newly revitalized commercial nodes.
- Allow higher density, multi-family residential and mixed-use buildings.
- Preserve existing neighborhoods.
- Encourage mixed use redevelopment of the urban character along Broadway.
- Allow for neighborhood-oriented business and redevelopment of the area.
- Redevelop Broadway and Avenue B as urban corridors with consistent street edges.
- Maintain scenic open space and natural character of the river, particularly through Brackenridge Park, so that it is in character with its nearby residential neighbors; residents should be able to easily access this open space while maintaining their sense of privacy.

RIO-2

Extending south from US Highway 281 North to Lexington in the northern portion of downtown San Antonio, the area encompassed by RIO-2 includes small single-family residential pockets surrounded by a variety of higher-density and commercial uses.

The design objectives for RIO-2 are:

- Encourage high-density, mixed-use developments as extensions of the downtown core.
- Extend the urban character of downtown, as perceived from the river, throughout “RIO-2” so that it becomes a high density, mixed-use area.
- Create a positive pedestrian experience as perceived at the street edge.
- Encourage neighborhood and cultural tourism oriented uses as well as those that provide additional housing for downtown workers.
- Enhance the pedestrian experience with high quality streetscape designs and links to the public Riverwalk.
- Emphasize the street edge to enhance the pedestrian experience through continuous building walls and well-designed streetscape.
- Link the public Riverwalk with street edges to maintain adequate pedestrian circulation and views of both the street and the river.
- Maximize usable open space to provide opportunities for passive recreation and community gathering.
- Enhance the pedestrian experience with high-quality building designs that include balconies facing the river and primary entrances facing the street.
- Design buildings to maintain the human scale of the environment.

- Ensure adequate solar access.
- Use varied materials and forms, including balconies, to provide visual interest.
- Orient primary building entrances toward the street, but buildings should also have entrances facing the river, which are subordinate in character and scale to street entrances.

RIO-3

Extending from Lexington south to West Durango Boulevard, RIO-3 includes the traditional Riverwalk "horseshoe" that still maintains many of the original features designed by architect Robert H. H. Hugman.

The design objectives for RIO-3 are:

- The historic work of Robert Hugman, CCC and WPA construction work, Ethel Harris tile work, and work of the National Youth Administration shall be respected and preserved in all construction efforts. Adherence to the intent and spirit of those plans is essential in all construction.
- Traditional, formal street level design precedents shall be respected, but at the river level, the more informal, handcrafted style shall be maintained.
- The integrity of historic properties shall be preserved as provided for in Section 35-610. Historic differences between street level designs and river level designs shall be respected.
- The traditional design context of the area shall be respected at two levels: the broader downtown context and the immediate block as it faces the river.
- In new buildings that have more than one (1) façade, such as those that face the street and the river, the commission shall consider visual compatibility with respect to each important façade.
- The microclimate of the river walk level shall be maintained and, during construction, shall be given extra protection. Downtown Operations staff will be consulted to provide specific instructions for construction procedures.
- Over-crowding of plant life or altering levels of ligh and water along the river shall not be permitted.
- Enhance the pedestrian experience with high-quality building designs that include balconies facing the river and the primary entrance facing the street.
- Ensure adequate solar access on the Riverwalk.

Project Information

Master Plans

River North

In May of 2008, City Council authorized the creation of the River North Planning team which, in cooperation with the Downtown Alliance, hired nationally recognized city planners Moule & Polyzoides to develop the River North Master Plan. The creation of the Master Plan culminated in the comprehensive rezoning of the River North Master Plan Area into a form based zoning district.

The purpose of the River North Master Plan is to define a clear vision and policy direction for the future of River North and to define a clear path to achieving that vision. A Master Plan is conceptual in nature and is utilized by stakeholders as a guide to inform the

decision-making process. The strategy for fulfilling the Plan purpose consists of four main elements: the planning process; the future vision for River North and an implementation strategy. The fourth component of the overall strategy is aimed at enabling private investment through the preparation of a code that implements the Master Plan. This fourth strategy was realized in the comprehensive rezoning of the River North Master Plan Area.

MidTown

In May of 2009, the MidTown TIRZ Board and the City entered into a Memorandum of Understanding (MOU) with the San Antonio River Authority to facilitate the creation of the MidTown Brackenridge Master Plan. The TIRZ Board through a Request for Qualifications process selected a planning team made up of Gateway Planning and Alamo Architects. The plan was created through a public process and the resulting document was adopted by City Council in October of 2011.

The Gateway Planning and Alamo Architects Team developed the Master Plan for MidTown Brackenridge as a vision for the sustained vitality of the Cultural Corridor of San Antonio. The Master Plan represents a more dynamic approach to planning. It is not just a vision document reflecting community input and professional planning expertise; it also fundamentally provides a critical path for the reinvention of MidTown Brackenridge as a model for redevelopment in the Central City of San Antonio.

Other Economic Development Tools in Use

Chapter 380 of the Local Government Code

380 Economic Development Grant and Loan Agreements, are authorized under Chapter 380 of the Local Government Code. Under the statute, "the governing body of a municipality may establish and provide for the administration of one or more programs, including programs for making loans and grants of public money and providing personnel and services of the municipality, to promote state or local economic development and to stimulate business and commercial activity in the municipality."

This statue has enabled the TIRZ and the City to provide incentives to many of the following economic development projects by promising the repayment of future tax revenue generated by the projects over a set period of time, typically fifteen years. By using this tool, the TIRZ board is able to incentivize projects with the future tax increment generated by those projects.

Center City Housing Incentive Policy (CCHIP)

On June 21st, 2012, City Council adopted the Center City Housing Incentive Policy which provides greater incentives to housing projects within the targeted growth areas identified in the Downtown Strategic Framework Plan and prioritizes the urban core. The Policy established an as-of-right housing incentive system for housing in the Center City. It was re-evaluated for extension after four (4) years with changes approved by City Council on June 16, 2016. The revised policy expires June 30, 2018.

A key component of the CCHIP provides Real Property Tax Reimbursement Grants to multi-family rental or for sale projects within the area. The City's real property tax increment generated as a result of the Project is the funding source of the Grant. The

Grant will be disbursed over a 10 or 15 year period which is determined by the location of the Project or the type of project.

The original CCHIP was approved by the River North TIRZ Board of Directors on June 15, 2012 and by the MidTown TIRZ Board of Directors on June 19, 2012. The current version is approved by the MidTown TIRZ Board on September 9, 2016.

Estimated Non-Project Costs

Annual Administrative Fees are the only estimated Non-Project Costs identified for the MidTown TIRZ.

Projects Approved by the TIRZ Board for Funding

Project Name	Funding Amount	Funding Type	Termination Date
120 9th Street	$3,152,177.00	Tax Reimbursement *	12-31-2031
1221 Broadway	$1,937,691.00	Fixed Payment	12-31-2021
1800 Broadway	$2,045,778.00	Tax Reimbursement	12-31-2029
203 E. Jones	$407,736.56	Tax Reimbursement	12-31-2031
Alamo Manhattan	$3,267,065.00	Tax Reimbursement *	9-30-2032
Bakery Offices Ltd.	$1,511,060.00	Tax Reimbursement	12-31-2028
Brackenridge Gar.	$2,697,075.67	Debt Repayment	12-31-2028
Brackenridge Garden (840 Mulberry)	$537,339.00	Tax Reimbursement *	12-31-2031
Brackenridge Hill	$2,211,645.00	Tax Reimbursement	12-31-2029
Broadway Design	TBD	Direct Reimbursement	TBD
Broadway Underpass	$250,000.00	Direct Reimbursement	TBD
Can Plant	$1,996,635.00	Tax Reimbursement	12-31-2028
Casa Blanca Lofts	$234,970.00	Tax Reimbursement *	8-1-2027
The Cellars	$3,285,170.00	Tax Reimbursement *	12-31-2030
DPCD Labor	$40,000.00	Direct Reimbursement	Completed
E. Quincy Twnhmes	$640,390.00	Tax Reimbursement *	6-7-2028
Maverick Dog Park	$50,000.00	Direct Reimbursement	9-30-2031
MidTown Master Plan	$309,104.11	Direct Reimbursement	Completed

Mosaic	$1,357,656.00	Tax Reimbursement	12-31-2028
Museum Townhomes	$139,488.00	Tax Reimbursement *	12-31-2026
Paradigm Hotel	$997,743.00	Tax Reimbursement	5-17-2024
Parklid at Pearl	$114,238.00	Tax Reimbursement *	12-31-2030
Pearl Parkway N&S	$2,918,450.00	Tax Reimbursement	12-31-2028
Phillips Law Offices	$520,548.00	Tax Reimbursement	9-30-2031
River North Multi	$2,429,515.00	Tax Reimbursement	9-30-2031
SOJO	$167,893.00	Tax Reimbursement *	4-10-2028
SOJO Crossing	$812,429.00	Tax Reimbursement *	12-31-2030
Traffic Study	$13,100.00	Direct Reimbursement	Completed
Westfort Urban Villas	$263,178.00	Tax Reimbursement *	12-31-2033

Note: * Denotes a CCHIP Project.

Financial Information

The City and TIRZ Board may enter into development agreements with various entities that will participate in the development of the MidTown TIRZ. Developers will be required to demonstrate experience in the construction of major projects, financial capability, and must provide performance and payment bonds in connection with public infrastructure improvements associated with the development projects.

Order or Priority of Payment

Revenues derived from the TIRZ will be used to pay costs in the following order of priority of payment:

a. To pay interest and principal should the City issue any debt instrument such as bonds, notes, certificates of obligation or other public debt to cover Project Costs directly or indirectly related to any non-City Public Infrastructure improvements within the Zone;

b. To pay all ongoing Administrative Costs to the City for administering the TIF Fund and/or the Zone, per Ordinance 2016-04-07-0245;

c. To reimburse the City for costs of the repair, replacement, or re-construction of Public Infrastructure and associated costs;

d. To reimburse the City under any reclaim of funds pursuant to an applicable development agreement;

e. To reimburse Developers for Public Improvements, as provided in the applicable Agreements and in the Project Plan to the extent that funds in the TIF Fund are available for this purpose.

For specific requirements for any project within the TIRZ refer to the legal documents applicable to the project in concern. No reimbursements will be paid from the TIF Fund to any party of a Development Agreement for its financial or legal services in any dispute arising under that Development Agreement.