



SA TOMORROW SUB-AREA PLANNING:
EASTSIDE COMMUNITY AREA PLAN

PUBLIC REVIEW DRAFT – FEBRUARY 2022

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Acknowledgements

Mayor

Ron Nirenberg

City Council

Mario Bravo, District 1
Jalen McKee-Rodriguez, District 2
Phyllis Viagran, District 3
Dr. Adriana Rocha Garcia, District 4*
Teri Castillo, District 5
Melissa Cabello Havrda, District 6
Ana Sandoval, District 7
Manny Peláez, District 8
John Courage, District 9
Clayton Perry, District 10

* Planning and Community Development
Committee Chair

City Manager's Office

Erik Walsh, City Manager
Roderick Sanchez, Assistant City
Manager

Planning Commission

Christopher Garcia, Chair
Connie Gonzalez, Vice Chair
George Peck, Pro-Tem
Michael Garcia, Jr.
Dr. Samer Dessouky
Julia Carrillo
John Jackson
Matthew Proffitt
Meredith Siegel

Planning Department Consultant Team

Bridgett White, AICP
Bobbie Hamilton
Patricia Renteria
Rudy Niño, Jr., AICP
Chris Ryerson, AICP
Priscilla Rosales-Piña
Iris Gonzalez
**Jacob Floyd, AICP, CNU-A –
Eastside Community Area
Plan Project Manager**
Micah Diaz
*Garrett Phillips, AICP – former
Project Manager*
Clint Eliason, AICP
Brenda V. Martinez
Sidra Schimelpfening
Heather Yost
Carlos Guerra II
Shepard Beamon
Sarah Serpas, AICP
Ana Villarreal

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Economic & Planning
Systems, Inc.
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Services
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1 Introduction

Process and Timeline

The process of developing the Eastside Community Area Plan was approximately 2 ½ years from project chartering to City Council adoption. Planning Department staff worked with a wide range of community members that included neighborhood organizations and representatives, business and property owners, employers, educational and medical institutions, and partner organizations and City departments to create a realistic and implementable plan for this community.

Phase 1: Project Chartering

October – December 2018:

The first phase of the project focused on project chartering. This phase ensures the planning process has a clear timeline and supports the overall goals of SA Tomorrow, while identifying key stakeholders to be involved in the process. Project chartering also included determining the Planning Team membership, finalizing the detailed plan area boundaries, and refining projections for future housing, job, and population growth within all Regional Centers and high capacity transit corridors.

Phase 2: Analysis and Visioning

January – May 2019:

The second phase of the project focused on assessing the existing conditions and growth capacity of the Eastside Community Area Plan, while drafting a vision and set of goals for the future of the area with Planning Team and community direction. The analysis and refinement of existing conditions helped ensure that the vision and goals for the Eastside Community Area Plan are grounded in the proper context.

Phase 3: Plan Framework

May 2019 – January 2021

The third phase of the project focused on working with the community and stakeholders to establish the Plan Framework. The Plan Framework components include Land Use, Housing, Economic Development, Mobility, Amenities, Public Space, and Infrastructure, and Focus Areas/Corridors.

Phase 4: Recommendation and Implementation Strategies

March 2020 – May 2021

The fourth phase developed specific projects, programs, and policies to effect change in the Eastside Community Area Plan. This phase also included the development of specific, action-oriented implementation strategies and recommendations for potential funding sources.

Phase 5: Documentation and Adoption

May 2021 – January 2022

The last phase of the project was devoted to converting this project website into the final ePlan for the Eastside Community Area Plan, creating the Executive Summary, and guiding the plan through the approval and adoption process. The Project Team met with City departments and other partners to develop critical next steps to support implementation of the plan.

Stakeholders

The Eastside Community Area Plan planning process included a range of engagement activities such as interviews, workshops, meetings, town hall events, and community meetings with stakeholders from the following groups:

- Alamo Area Council of Governments (AACOG)
- Alamo Area Metropolitan Planning Organization (AAMPO)
- Alamodome Gardens Neighborhood Association
- City Council District 2
- City of San Antonio Development Services Department
- City of San Antonio Department of Sustainability
- City of San Antonio Economic Development Department
- City of San Antonio Metropolitan Health District
- City of San Antonio Neighborhood and Housing Services Department
- City of San Antonio Public Works Department
- City of San Antonio Transportation Department
- City of San Antonio Office of Innovation
- City of San Antonio Office of Sustainability
- City of San Antonio Parks and Recreation
- Coliseum/Willow Park Neighborhood Association
- Coliseum Oaks Home Owners Association
- Denver Heights Neighborhood Association
- Dignowity Hill Neighborhood Association
- Government Hill Alliance Neighborhood Association
- Government Hill Community Association
- Harvard Place/Eastlawn Neighborhood Association
- Neighborhoods 1st Alliance
- San Antonio Conservation Society
- San Antonio Housing Authority
- San Antonio Public Library
- San Antonio River Authority (SARA)
- San Antonio Water System (SAWS)
- San Antonio for Growth on the Eastside
- St. Phillip's College
- Texas Research and Technology Foundation
- VIA Metropolitan Transit

The Planning Team

- Adrian Jackson
 - St. Phillip's College
- Alan Neff
 - Denver Heights Neighborhood Association
- Anita Longoria
 - Jefferson Heights Neighborhood Association
- Arrie Porter

- San Antonio Housing Authority
- Art Herrera
 - VIA Metropolitan Transit
- Aubrey Lewis
 - Denver Heights Neighborhood Association
- Barbara McDonald
 - Denver Heights/Alamodome Area
- Bertha Sevilla
 - Coliseum Oaks Home Owners Association
- Beth Keel
 - Jefferson Heights Neighborhood Association
- Cassandra Miller
 - Harvard Place/Eastlawn Neighborhood Association
- Chris Mongeon
 - Dignowity Hill Neighborhood Association
- Christine Vina
 - VIA Metropolitan Transit
- Debra Guerrero
 - NRP Group
- Denise Gutierrez-Homer
 - Government Hill
- Ernest Flores
 - Government Hill
- Gregory Street
 - Community Member
- James Dickerson
 - Coliseum/Willow Park Neighborhood Association
- Jenness Gough
 - Texas Research and Technology Foundation
- Juan Garcia
 - Dignowity Hill Neighborhood Association
- Judy Carmona
 - Alamodome Gardens Neighborhood Association
- Lacy Hampton
 - St. Phillip's College
- Lillie Webb
 - Jefferson Heights Neighborhood Association
- Lindsey Logan
 - San Antonio for Growth on the Eastside
- Liz Franklin
 - Dignowity Hill Neighborhood Association
- Lulu Francois
 - Dignowity Hill Neighborhood Association
- Mary Emerson
 - Harvard Place/Eastlawn Neighborhood Association
- Matthew Sirgo
 - Government Hill

- Michelle E. Garza
 - San Antonio River Authority
- Monica Savino
 - Dignowity Hill Neighborhood Association
- Peter French
 - Community Member
- Randy Harig
 - Texas Research and Technology Foundation
- Rose Hill
 - Government Hill Alliance
- Salena Santibanez
 - Harvard Place/Eastlawn Neighborhood Association
- Suzanne Ervin
 - Dignowity Hill Neighborhood Association
- Sylvia Lopez Gaona
 - Texas Research and Technology Foundation
- Tommy Calvert, Sr.
 - Neighborhoods 1st Alliance
- Tuesdae Knight
 - San Antonio for Growth on the Eastside
- Vincent Michael
 - San Antonio Conservation Society
- Will Covington
 - Coliseum/Willow Park Neighborhood Association

The Selection Process

Each of the SA Tomorrow sub-area plans was developed with regular input and participation from local residents, business owners, property owners, institutional representatives, and other key partners and stakeholders. In addition, a formal Planning Team was created for each sub-area that provided more frequent, in-depth, and consistent advice and guidance throughout the planning process. The composition of the Planning Team for each area is drawn from the representatives and stakeholders described above, and varies depending on the existing uses, assets, challenges and opportunities associated with each area. While the Eastside Community Area Plan Planning Team list does not include all who were invited to participate, it does include those who served as alternate and replacement representatives for participating organizations.

2 Existing Conditions

A History of the Eastside Area

The Eastside Community Area plan has multiple overlapping histories representative of its diverse communities.

The first modern settlers built homes in Government Hill, Dignowity Hill, and Denver Heights in the latter half of the 19th century, and initial subdivision platting, development, and associated infrastructure were built between the late 1800s through the 1940s. The first streetcar line serving the area was built around 1903, and by 1922 several streetcar routes served areas between downtown and beyond New Braunfels Avenue, on streets such as Austin, Grayson, Carson, Pine, Commerce, César Chávez Boulevard (Durango Boulevard at the time), and Porter Street. In the 1930s, the street car system was disassembled. The highest concentrations of new development and investment occurring in the area shifted from west to east between 1890 and the 1940s.

This era overlaps the period in which racially restrictive covenants prevented non-white people from owning property in portions of Dignowity Hill and Denver Heights, and the period of redlining from at least as far back as the 1930s to 1948, when the availability of loans was restricted from certain areas based on the area's racial composition. Most of the Eastside Community Area was identified on insurance risk maps, a primary tool for implementing redlining at the time, as a high risk area, meaning that loans for investing in the area were limited, or when available may have employed abusive terms. Since redlining and racially restrictive covenants were made illegal by the United States Supreme Court in 1948, racial and socioeconomic segregation have remained prominent issues in the plan area, due in part to continuing institutional practices at regional and national scales in the realms of development zoning, public education policy, housing policy, tax policy, and infrastructure spending priorities.

Portions of the Eastside Community Area include some of over 35 historic African American community enclaves in different parts of the City that figure prominently throughout and are inextricably linked to San Antonio's history. These places included vibrant business, religious, and civic places. Several important eastside institutions and landmarks such as St. Paul's United Methodist Church, St. Philip's College, the Carver Community Cultural Center Building, and several cemeteries, among many others, were led or initiated by African Americans. Prominent African Americans who resided in or led eastside organizations include Charles Bellinger, Valmo Bellinger, G.J. Sutton, Samuel Sutton, Rev. S.H. James, Artemisia Bowden, and John Grumbles among many others. San Antonio's African American history, including its eastside history is rich and complex. Responding in part to under-representation and misrepresentation of these histories, multiple organizations are working to re-discover and retell them, including but not limited to the San Antonio African American Community Archive and Museum and the Carver Community Cultural Center.

Interstate highways in and around the plan area were constructed between the 1950s and 1970s. During the same period, some streets, including portions of New Braunfels Avenue, were widened to accommodate greater volumes of automobiles. These projects improved mobility for automobile owners, but physically divided, and in some cases replaced, neighborhoods and local commercial and community assets. Regional interstate and road system expansion during the same period also facilitated the migration of investment capital and people away from inner neighborhoods to outlying areas of the city.

[See **Exhibit 1 – Existing Conditions Atlas**]

[See **Figure 1 – Plan Location Map**]

[See **Figure 2 – Study Area Map**]

Assets

Throughout the process of creating the Eastside Area Community Plan, Eastside stakeholders referred to the area’s history and culture as its primary assets. The Eastside Area includes places and physical characteristics that are uniquely connected to the area’s history and culture, that Eastsiders identify with, and that can be considered ingredients for a good quality of life for present and future generations. The gridded street network historically enabled residents to travel short distances to obtain goods and services close to home. Typical neighborhood development patterns and residential architectural styles, established prior to World War II, are not only subjectively appealing to Eastsiders, they have functional characteristics that support walking and engagement between neighbors.

Beyond these fundamentally important assets, the Eastside Area includes countless places, landmarks, and institutions that serve as reminders of history and that can assist in telling important stories about the past; they help maintain culture and identity. Many of these assets are referred to in other sections of the Eastside Area Community Plan, as they form the basis for making recommendations for a future that respects the past and builds on its strengths.

Challenges

Eastside residents on average have lower incomes, less education, and poorer health outcomes than San Antonio residents as a whole have on average. There are fewer employers, goods, and services located close to Eastside Area neighborhoods than in some other parts of the city. For several decades, public and private investment lagged behind other areas of the city, resulting in infrastructure that doesn’t reflect current aspirations, and more deterioration in homes and other buildings.

The supply of housing has not kept up with the number of people who want to live on the Eastside, leading to increasing property values, and challenging some residents’ ability to afford the costs of taxes, home maintenance, and rent. Growing economic opportunity for less educated or lower wage workers has not kept pace with the increasing costs of housing and transportation.

Opportunities

In the Eastside there are opportunities to leverage at least three primary assets toward achieving the plan’s Vision and Goals. In the Eastside Area more so than many other parts of San Antonio, there are opportunities to enhance transportation choices and the quality of local places for small businesses and pedestrians, leveraging the area’s dense interconnected network of streets and sidewalks. The Eastside has momentum toward achieving some long standing economic development and quality of life goals that this plan recommits to, and doing so in a way that draws inspiration from and pays respect to the area’s positive historical characteristics. There is a network of community organizations, from economic development groups, to neighborhoods associations, church congregations, and social service agencies that can affect more positive change in community placemaking, housing affordability, and the built environment. This plan includes recommendations that would empower more local organizations to contribute in these areas.

Sub-Area Plans and Existing Neighborhood and Community Plans

San Antonio is a city of neighborhoods, each with its own unique history, qualities and character. Many neighborhoods throughout the City have developed Neighborhood Plans that reflect local values and priorities. These plans, adopted by the City, have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City. The City is currently in the process of creating Sub-Area Plans to implement the SA Tomorrow Comprehensive Plan. These Sub-Area Plans are intended to provide a more coordinated, efficient and effective structure for neighborhood planning. The Sub-Area Plans are intended to increase equity citywide, by ensuring that all of San Antonio's neighborhoods have a base level of policy guidance, as many neighborhoods within the City lack an existing Neighborhood Plan or a registered neighborhood organization. In this way, each Sub-Area Plan will integrate key elements of existing Neighborhood Plans for those neighborhoods that have a plan, while promoting citywide policy consistency and providing key recommendations and strategies for those neighborhoods currently lacking that direction. The Neighborhood Profile and Priorities section of the Sub-Area Plans provides special attention to prior neighborhood planning efforts and recognizes the community groups and individuals who were instrumental in their creation. They summarize specific opportunities, challenges, recommendations and priorities from each participating neighborhood, in an effort to more efficiently direct public and private investment within the City to help these neighborhoods achieve their short-term goals and long-term visions.

3 Vision and Goals

What is a Vision Statement?

A vision statement describes the desired state of a place in the future. With community support, an effective vision can influence decisions and inspire action to move toward that idealized future. Goals further describe the outcomes that will support the realization of the vision. These, in turn, are supported by more specific strategies and actions that will implement the bigger-picture vision and goals. These strategies will involve specific proposed projects, programs, policies, and other means of achieving the community vision.

The Eastside Area Vision and Goals were developed with input from residents, community stakeholders, and Planning Team members through an iterative process of developing and refining these concepts. During preliminary community engagement efforts and Planning Team meetings, community members and neighborhood representatives articulated important values and identified the Eastside Area's assets, challenges, and opportunities. This community input became the guiding principle for the Eastside Area Vision and Goals, which were refined with feedback from the Planning Team and participants at the second Community Meeting.

Establishing the Vision and Goals

The success of the SA Tomorrow Sub-Area Plans depends on broad participation from area stakeholders. To ensure this success, City Staff worked with a wide range of community members throughout the planning process for the Eastside Area. These included neighborhood associations, business and property owners, residents, employers, educational and cultural institutions, public and nonprofit organizations, and other City departments to create a realistic and implementable plan for the Eastside Area.

The planning process was designed to create a "feedback loop" between the City and the community as the plan was developed. This approach ensures that the Plan reflects community values and priorities. A variety of tools and techniques were used to ensure that those interested were well-informed about the Plan; encouraged to participate in a range of stimulating events and activities; and engaged in providing constructive feedback on a preferred future.

For each public input exercise, this document describes what was asked, how the input was presented back to the stakeholders, and how results were carried forward in further engagement exercises and eventually incorporated into the plan. Results from the exercises and surveys are available in the website Documents Library.

To facilitate public information and community participation, the Eastside Area Plan website was created and made available to the general public. Power Point presentations, meeting summaries and other materials were made available to the public on the website. The website includes a section for leaving comments which are sent directly to the project manager.

Below are descriptions of key exercises that were accomplished in order to draft and refine the Vision statement and set of goals for the future of the Eastside Area. Community feedback was gathered through two community meetings and two online questionnaires. The feedback from this community engagement was presented and discussed at four planning team meetings, where Planning Team members reviewed and refined drafts. Throughout the planning process, the vision and goals were

continually revisited to ensure recommendations, strategies, and other decisions were consistent with the long-term vision for this area.

Exercise 1: Assets, Challenges, Opportunities, and Vision Themes

In the second Planning Team meeting, the Planning Team discussed assets, challenges, and opportunities in the Eastside Area, and identified themes and values that would serve as the foundation for the draft vision and goals. Planning staff facilitated a discussion on the major themes so planning team members could openly discuss and share their ideas. The results of the discussion were recorded on large pieces of paper in front of the Planning Team.

During the first Eastside Area Community Meeting, attendees participated in an open house wall graphic exercise, identifying assets, challenges, opportunities, and potential vision and goal themes. Planning Staff explained the purpose of the exercise, actively invited attendees to write their ideas on the large paper, and also wrote out the ideas that attendees shared in discussion.

To provide an alternative to attending the Community Meeting, an online questionnaire was also available, inviting participants to identify assets, challenges, opportunities, and potential vision and goal themes. The questionnaire asked open-ended questions to residents and stakeholders about what elements of their community they like, dislike, want to change, or want to keep.

The Planning Department summarized the results of these activities, and posted the summaries to the “Documents Library” of the Eastside Area Community Plan website. Then, the Planning Department used this information to write the initial draft Eastside Area Vision and Goals.

Exercise 2: Develop Draft Vision and Goals

During Planning Team Meeting #3, the initial draft vision statement and goals were presented for discussion and refinement while considering comments that were provided by the broader public in the first Community Meeting and Vision and Goals online questionnaire.

The draft vision and goals were presented at the second Community Meeting on large sheets of paper, with instruction on how to use stickers and markers to suggest improvements or confirm agreement. Planning Department staff were positioned at this activity to encourage participation and discuss feedback.

The Planning Department also promoted an online questionnaire that shared the draft vision and goals and that asked residents and stakeholders whether they agreed or disagreed with the draft vision and goals. The questionnaire also encouraged participants to share longer comments.

The Planning Department summarized the results of these activities, and posted the summaries to the “Documents Library” of the Eastside Area Community Plan website. Then, the Planning Department used this information to improve the draft Eastside Area Vision and Goals.

Exercise 3: Review and Confirm Draft Vision and Goals

During Planning Team meetings #4 and #5, the Planning Team reviewed the revised draft vision and goals. The draft vision and goals were then posted to the plan website.

The results of the public visioning process are presented below. The vision and goals were referenced throughout the planning process to ensure key recommendations and strategies aligned with the long-term vision for the area.

Vision

Diverse communities of people will live, participate, and thrive together in Eastside neighborhoods. Places of historical and cultural heritage will be preserved and valued. More employment opportunities will be located in the area and available for local residents. Neighbors will feel comfortable, safe, and secure spending time outside, getting exercise, traveling, walking, and engaging with neighbors.

Goals

Goal 1: Community Stability and Inclusion

- Diverse housing options will be available for current and future generations.
- Residents will feel comfortable and able to afford to remain in their neighborhoods throughout all stages of life.
- Residents and businesses will maintain and enhance neighborhood character in order to provide stability to the area.
- Neighbors will feel safe and secure in their homes and out in the community.

Goal 2: Employment and Opportunity

- There will be more employment and entrepreneurial opportunities easily accessible by local residents in the Eastside Community Area.
- Negative side effects of economic growth, such as rental housing affordability issues will be proactively minimized and mitigated.

Goal 3: History, Culture, and Art

- The cultural landscape, comprised of buildings, business, public spaces, and natural features will be valued and preserved.

Goal 4: Gathering Places

- Public places will support interaction among people from diverse backgrounds.
- A complete and maintained network of sidewalks will provide easy access to public places.
- Diverse retail establishments and services will be available, including familiar and traditional businesses that are relevant to existing residents.

Goal 5: Connected Neighborhoods

- Basic infrastructure for walking, such as sidewalks, lighting, and trees will be complete and maintained.
- Additional infrastructure improvements will be of exemplary quality, supporting multiple community goals, including social interaction and health, complementing cultural assets, and enhancing transportation choices.

- Complete streets will make walking, bicycling, and riding transit safe, convenient, and comfortable.

Goal 6: Healthy Green Neighborhoods

- Residents will be connected to trails, parks, and other green spaces.
- Large canopy trees and green stormwater infrastructure will reduce the urban heat island, improve air and water quality, and enhance the health of the community.

4 Plan Framework

The Plan Framework comprises the six main topics of the plan: Land Use, Focus Areas, Mobility, Amenities and Public Spaces, Housing, and Economic Development. Detailed background information, maps, illustrations, and recommendations for each of those topics can be found in their respective sections following this overview. Throughout those sections, numerous important recommendations and strategies are identified for achieving the vision and goals of the plan based on existing conditions analysis; research and best practices case studies; collaboration with other City departments and partner agencies and organizations; and many conversations with the Planning Team and the wider Eastside Area community.

While all the recommendations and strategies in the plan are important, this overview highlights those that are either most critical to achieving the plan vision and goals, are more likely to be funded and implemented in the short-term, build upon other existing or ongoing initiatives, or are a necessary first step to provide a foundation for other projects and investments. These Implementation Priorities are presented in two ways: the list below represents the full range of priorities, while the accompanying Plan Framework Map [See **Figure 3**] illustrates all those that can be physically depicted in order to show important overlaps, adjacencies, and mutually supportive relationships. Some Land Use, Housing, Economic Development, and other recommendations and strategies are not easily depicted on the map but are included in the Implementation Priorities list. Together, the Implementation Priorities and Plan Framework Map represent the key strategic concepts and physical improvements that will influence future development of the Eastside Community Area.

Implementation Priorities and Plan Framework Map

Land Use

Strategy 1.1 (Regulatory and Policy)

Rezone areas designated as mixed-use [See **Figure 4 – Future Land Use Map**] in order to provide a mix of uses designed to support pedestrians and transit.

Strategy 2.4 (Regulatory and Policy)

Zoning decisions should permit uses that will make building preservation and rehabilitation financially attractive, such as adding additional dwellings while preserving the original building.

Strategy 3.1 (Regulatory and Policy)

Zoning map amendments and Unified Development Code (UDC) Chapter 35 amendments should implement the following principles for new development in mixed-use centers and corridors: street facing walls should include windows; primary building entrances should face a street, a street corner, or a street-oriented courtyard; and, parking should not be located between streets and buildings.

Focus Areas

Strategy 1.1 (Partnerships / Investments)

To support grassroots and local business in creating pedestrian-oriented community hubs, public investments should include combinations of street trees and landscaping, decorative lighting, public art, seating, street parking, façade revitalization, and building restoration that enhance the experience of walking, spending time, and interacting.

Strategy 3.1 (Partnerships / Investments)

Prioritize the completion and enhancement of sidewalk networks near VIA's Advanced Rapid Transit and Primo services.

Strategy 3.2 (Partnerships / Investments)

Prioritize affordable housing subsidies in the vicinity of VIA's Advanced Rapid Transit and Primo services.

Mobility

Strategy 4.1 (Regulatory and Policy / Investments / Partnerships)

Improve the first/last mile experience of transit riders by enhancing sidewalks, curb ramps, crosswalks, and bicycle facilities near VIA Metropolitan Transit transfer areas, Primo station areas, and future Advanced Rapid Transit Corridor station areas. Additional improvements to creating inviting, quality public spaces at transit stations include shade, seating, safety lighting, and public art. The location and prioritization of these investments should consider VIA's planned timeline for improving service. Based on current analysis, priority improvements areas are in the vicinity of:

- East Houston Street and Cherry Street;
- East Houston Street and New Braunfels Avenue;
- East Houston Street and Walters Street; and
- East Houston Street and Union Pacific Railroad near AT&T Center.

Amenities and Public Space

Strategy 3.1 (Partnerships / Investments)

Use green stormwater infrastructure in public street improvement projects.

Strategy 3.2 (Partnerships / Investments)

Use street trees to complement other necessary improvements for pedestrian safety and comfort when completing street projects.

Housing

Strategy 2.1 (Regulatory and Policy/Partnerships)

Identify strategies and financial tools that can help mitigate impacts of escalating property values for lower-income residents.

Economic Development

Strategy 1.1 (Regulatory and Policy / Partnerships)

Support the creation of neighborhood business improvement districts or other public-private partnerships that enable local business owners to act collectively to invest in and improve the physical environment around their establishments.

[See **Figure 3 – Plan Framework Map**]

Plan Framework Map Overview

[See **Figure 3 – Plan Framework Map**]

The Plan Framework map identifies and shows the interrelatedness of key physical concepts and strategies in the plan. These include priority focus areas, mixed-use corridors, recommended streetscape improvements, enhanced trail connections, and priority mobility routes. These recommended physical improvements and investments are complemented by other supportive plan strategies related to housing, economic development, and neighborhoods.

While the Plan Framework Map represents a less detailed overview of the whole Eastside Area Plan, other plan sections, for example Land Use and Mobility, provide more detailed information, recommendations, and implementation strategies.

High Capacity Transit

Transit and pedestrian corridors are envisioned to provide easy and reliable choices for traveling to and from work, school, and key destinations using VIA Metropolitan Transit's (VIA) planned Advanced Rapid Transit and Primo services that will connect existing routes and trail systems to employment centers such as Downtown, neighborhood centers such as the East Houston Street and Gevers Street area, and cultural or natural places such as Hemisfair and Salado Creek. Reliable and frequent transit service amidst a walkable environment improves freedom and choice, offering realistic travel options besides driving, alleviating a primary cause of congestion and placing more jobs and opportunities within reach of more Eastside Area residents. Streets, intersections, and traffic signals greatly influence transit service reliability. Dedicated transit lanes and traffic signal timing can keep transit vehicles moving in times of heavier traffic.

Mobility Hub

Mobility hubs are envisioned as nodes of mobility options, like frequent transit, shared rides, bicycling and micro-mobility. Lighting, shelters, benches, real-time travel information, accessible sidewalks and pedestrian crossings would complement the transportation options to make mobility hubs comfortable and attractive places. A mobility hub is identified at Houston Street and New Braunfels Avenue to complement VIA's planned Advanced Rapid Transit service and Primo service.

Target Employment Areas

San Antonio will continue to implement a variety of tools, including economic incentives, workforce development, and strategic partnerships to support existing and new businesses in the community. The City's Economic Development Department recently modified its [tax abatement program](#) (effective through December 31, 2022) to improve opportunities for community economic development. The

City's Economic Development Department will adapt economic development incentives in a way that supports communities of color and areas with high levels of poverty.

To leverage this designation as a priority incentive area, there need to be desirable locations for new businesses to locate and for existing businesses to expand. In addition to areas identified for supporting neighborhood hubs of retail goods, services and food establishments, there are four areas within the Eastside Community Area that should be targeted for public investments and improvements to increase their appeal for attracting and growing businesses that can offer higher wages and better career pathways. These areas are:

- **South of AT&T Center** – The areas designated for Regional Mixed-Use and Business/Innovation Mixed-Use. [See **Figure 4 – Future Land Use Map**]
- **Near Eastside** – The areas designated for Regional Mixed-Use on the western edge of the plan area along East Houston Street and Commerce Street, including the area around Velocity TX's innovation hub.
- **I-35/Railway Corridor** – The Light Industrial and Business/Innovation Mixed-Use areas just south of I-35 in the northern portion of the plan area.
- **St. Philip's College** – The areas in and around St. Philip's College designated for employment and mixed-uses.

Historic and Present Neighborhood Commercial Nodes

The Eastside Area has an abundance of historic neighborhood commercial centers that were, and in some cases still are, home to groceries, restaurants, pharmacies, and other stores where residents accessed daily needs close to home, while having the chance to interact with neighbors. These locations are too numerous and dispersed to identify on the Focus Areas Framework Map, however they none-the-less should be considered priority locations for supporting small businesses and enjoyable public spaces.

As the Eastside Area's population grows back toward historic levels and local entrepreneurs continue investing more in the community, some of these places may be enhanced for the benefit of local residents. The City should support these places by improving their streetscapes and directing revitalization and development related grants and incentives to pedestrian-oriented development and revitalization projects.

Establishing the Plan Framework and Recommendations

The Plan Framework includes recommendations and strategies around future land use; focus areas and mixed-use corridors for development or improvement; pedestrian, bicycle, and street improvements; amenities and public space; and priority areas to encourage mixed-use development. All sections of the Plan Framework are presented and briefly described below.

4.1. Land Use: Land Use is a foundation of this plan. One of the key goals of implementing the SA Tomorrow Comprehensive Plan is to create a future land use map for the entire city. Through carrying out sub-area plans, such as the Eastside Area Community Plan, the Planning Department will eventually create a detailed future land use map for the entire City of San Antonio.

4.2. Focus Areas: Focus areas are key areas where future investments or other improvements are desired. Mixed-use corridors are a type of focus area where different uses within the corridor are encouraged to generate activity. These mixed-use corridors are key places where there should be future

improvements that encourage traveling by different modes other than car, such as walking, biking, and public transportation.

Many of the concepts within this plan are long-term and somewhat abstract. The Focus Areas section aims to take particular project ideas and ask: what particular projects could really serve as a good example for the types of developments or improvements this area would like to see in the future? While this section has detailed renderings, the specific style choices are more for illustrative purposes to show potential, rather than prescribe certain aspects of a development.

4.3. Mobility: Getting around in the future is, understandably, a key concern for future growth. This section hopes to suggest strategies and future improvements to help the area thrive in the future, instead of becoming more and more congested.

4.4. Amenities and Public Space: As the city grows, we need to ensure all communities have things that make them not only nice places to live or work, but also places where people enjoy time outdoors, cultural assets, and basic infrastructure. This section describes desired future projects or policies to make that future a reality.

4.6. Housing: In addressing future growth, there has to be a discussion of housing. This section supports the concepts within the future land use section with specific recommendations for housing in the area.

4.7. Economic Development: Future growth will also depend on economic opportunities within an area. This section describes specific recommendations around how to create an area with a thriving economy.

Public Feedback

The Eastside Area Plan Framework was developed through a combination of technical analysis and community input. The Framework illustrates and outlines the overall long-term vision for the Eastside Area, including future land use types, priority areas where new development may be focused, recommendations for key mobility improvements, opportunities for additional trail connections, and other “big moves” or ideas that will shape the future of the area.

At the beginning of the planning process, the project team developed an in-depth study and analysis of the Eastside Area to understand its history, development, and existing conditions. The Planning Team provided their input on the area’s existing assets, challenges and opportunities to develop a better understanding of the area and the community’s priorities and values. City staff also organized and facilitated additional stakeholder input and public outreach to capture a broad range of Eastside Area residents’ considerations. Through a series of facilitated work sessions and interactive exercises, the Planning Team provided input and direction that is reflected in the Plan Framework.

Over several months, project staff and the Planning Team worked collaboratively to build upon the Framework to identify the key priorities, improvements and strategies that will shape the Sub-Area Plan and guide growth, development, and investment in the Eastside Area. A series of draft recommendations on several topics were developed for stakeholder feedback and are reflected in the Plan.

During the second Planning Team meeting, staff presented on existing conditions and the team discussed assets, challenges and opportunities in the Eastside Area. Then the Planning Team discussed concepts for the Eastside Area Plan Vision and Goals.

The Plan Framework was then iteratively developed, based on Planning Team conversations, other public input and analysis on each of the plan sections. Multiple planning team meetings were devoted to each of the topics, allowing for initial feedback and then review of draft recommendations. Specific meetings and other public involvement activities that contributed to the development of each Plan Framework topic are summarized in the documents library of the Eastside Community Area Plan website.

Land Use

The future land use element of the plan was primarily informed by Planning Team input in Planning Team Meetings #4 and #5, and feedback received from the broader public in the 3rd and 4th Community Meetings and associated online questionnaires. Initial public input for the draft vision and goals, and other public input related to housing, economic development, and other sections of the plan also informed the future land use element of the plan.

Focus Areas

The Eastside Area Planning Team identified and discussed potential focus areas in Planning Team Meetings #2 and #3. The Planning Department invited the public to help identify focus areas and recommendations for how to improve focus areas in the 2nd and 3rd community meetings, and in the online questionnaires that served as alternative options to attending the community meetings. Then later in Planning Team Meeting #9, the Planning Team provided additional recommendations to improve focus areas.

Mobility

The Eastside Area Planning Team provided initial direction to inform Mobility recommendations in Planning Team Meeting #8, and reviewed and commented on draft mobility concepts in Planning Team Meeting #10. The broader public provided ideas and answered questions to inform the Mobility recommendation in Community Meeting #3. Public and Planning Team discussions directed at other topics, such as future land use, also informed the Mobility recommendations. During the process, the Planning Department also coordinated with partner agencies such as VIA Metropolitan Transit, the Alamo Area Metropolitan Planning Organization, the City of San Antonio Transportation Department and City of San Antonio Public Works Department.

Amenities and Public Space

Amenities and public space recommendations were created based on public and Planning Team input received throughout the planning process. Additionally, the 2nd community meeting and Planning Team Meeting #9 included opportunities for participants to share ideas specifically for the Amenities and Public Space section of the plan.

Housing and Economic Development

The Housing recommendations and Economic Development recommendations were primarily informed by Planning Team input in Planning Team Meetings #6 and #7, and feedback received from the broader public in the 3rd and 4th Community Meetings, and associated online questionnaires. Initial public input for the draft vision and goals, and public input related to other sections of the plan also informed the housing and economic development recommendations and strategies.

Land Use

[See Figure 4 – Future Land Use Map]

Future Land Use

The Eastside Community Area Land Use Plan supports and is intended to implement the [SA Tomorrow Comprehensive Plan, Multimodal Transportation Plan, and Sustainability Plan](#). It also draws on recommendations from the [SA Corridors Strategic Framework Plan](#) and implements the Vision, Goals, and Plan Framework for the Eastside Community Area. The Future Land Use Plan supports neighborhood stability, while providing ample opportunity for additional economic revitalization and a growing and diversifying residential population. The Future Land Use Plan supports the revitalization and emergence of mixed-use neighborhood centers that would offer some retail, service, or entertainment uses within walking distance of residents and that complement transit service and other neighborhood assets.

The following sections describe the general future land use patterns of the Eastside Community Area. Recommendations for implementing the land use plan follow, and the full catalog of land use categories (including descriptions and allowable zoning districts) adopted in the Unified Development Code (UDC) Chapter 35 are found at the bottom of the page.

Residential Areas

Residential neighborhood areas are places primarily for people to reside and carry out neighborhood life. However in neighborhoods west of New Braunfels Avenue, small businesses and live/work uses in pedestrian-oriented buildings are also supported. This plan supports additional diverse housing options in neighborhoods. Medium Density Residential areas provide for slightly greater numbers of people to live near transit service, daily goods and services, and other assets like parks or culturally important places. Examples include blocks near Commerce Street, Houston Street, New Braunfels Avenue, and Hackberry Street.

Mixed-Use Centers and Corridors

Mixed-use centers and corridors are designated on the Future Land Use Map in places where historically there were small businesses and community uses, or near cultural assets, parks, transit service, or an existing mix of goods, services, and public gathering places available to the community. Regional Mixed-Use areas, which are intended to host the most people living, working, and recreating are located near major employment and activity centers, and where VIA Metropolitan Transit (VIA) is planning to provide high capacity transit service, for example around the intersection of Houston Street and New Braunfels Avenue. Urban Mixed-Use areas enable more people to live or work near other community assets, for example, where there are currently vacant lots across Commerce Street from Lincoln Park and its associated community and human services centers. Neighborhood Mixed-Use areas are intended to include a mix of smaller scale buildings and uses, for example along Commerce Street between the Historic Eastside Cemeteries and Dawson Park.

Employment Areas

The Employment/Flex Mixed-Use and Business/Innovation Mixed-Use areas are located where there is an existing mix of industrial, commercial and residential uses. They support existing industrial uses, while providing opportunities for innovative or creative businesses to locate in the same area. Examples of these areas can be found between St. Phillip's College and New Braunfels Avenue, near I-35, and southeast of the AT&T Center.

Land Use Recommendations

Three land use recommendations are identified to support the land use plan for the Eastside Community Area. In the Implementation section of the plan, specific strategies are provided for each of the following recommendations.

Land Use Recommendation #1: Support mixed-use centers that complement neighborhoods, transit service, employment opportunities, and cultural assets.

Mixed-use centers and corridors are intended to be hubs of community activity. New housing and businesses can be in mixed-use areas that would otherwise have to locate in neighborhoods, blue-collar job areas, and natural areas. Instead, these mixed-use areas will support high quality transit service, great amenities and public spaces, and housing and economic opportunities for existing neighborhood residents and future generations.

The mixed-use areas allow flexibility for a variety of uses and activities to be located close to one another, close to important community assets, and close to residents who will visit them. The five mixed-use categories, each reflecting different mixes of uses and development intensities, were applied to the Future Land Use Map to be sensitive to the surrounding neighborhood context. As reflected by Figure 5 and Figure 6, buildings of varying sizes, complementary in scale to existing patterns, can mostly be added in areas along major corridors and in centers of activity.

Land Use Recommendation #2: Preserve and revitalize older building stock and traditional uses and development patterns.

Portions of the Eastside Area were originally developed in the late 1800s and early 1900s, and over 50% of the area's housing stock was built before 1960. Much of the original building stock remains. Many older commercial buildings can still be seen interspersed throughout Eastside neighborhoods where today there are no businesses. Eastside Area communities intend to preserve and restore these traditional building forms and development patterns because they are important to the area's identity and they are the foundation for the unique places that can attract new businesses and employment opportunities. They also provide important sustainability and quality of life functions, for example, by providing space for large trees to grow in neighborhoods. Furthermore, much of San Antonio's and the Eastside Area's naturally occurring affordable housing is in buildings constructed prior to 1960.

Accommodating traditional uses such as live/work buildings or a combination of buildings with residential and commercial uses on the same property requires an understandable permitting process. Residents and entrepreneurs who want to contribute to economic revitalization and historic preservation in the Eastside Area by rehabilitating existing buildings and using their property will depend on a permitting process that is flexible in accommodating historical use patterns and site designs. The City may also support residents and entrepreneurs seeking to preserve older buildings by providing them with flexibility in how to use the buildings, so that preservation is financially more attractive than demolition.

Land Use Recommendation #3: Site designs and land uses should support walking, transit use, and spending time outside in mixed-use centers and corridors.

The land use and design principles that can improve the experience of walking, using transit, and spending time in public places and centers of community activity are not new. Instead they largely reflect the original development patterns of Eastside Area neighborhoods and main streets. Returning to

these principles can improve quality of life for Eastside Area residents and future generations while honoring the area's history.

Although the Eastside Area was originally developed over several decades, housing in Eastside Area neighborhoods shares a handful of basic characteristics that affect how the neighborhoods look and function as historically pedestrian-oriented places. As new infill development occurs, site design and building form should reflect these characteristics, as illustrated by [Figure 7](#) and [Figure 8](#):

- Doors face the street, or they open to a front porch that is facing the street.
- There are windows in the front wall of the dwelling, facing the street.
- Garages or carports are either not included or are located to the rear of the building's front wall.
- There is room for large canopy trees to grow around the front, sides, or back of dwellings.

Regulations that require new development to include a minimum amount of parking do not contribute to achieving the Eastside Community Area Vision and Goals, and minimum parking requirements were not historically a part of what led to Eastside Area's qualities that are valued most by residents today. Although there are small areas of the Eastside where at limited times there may be too many people wanting to park for the number of street spaces available, this not an issue at most times or in most places. Where and when there are imbalances between parking demand and parking supply, the City's interventions should focus on managing demand for parking instead of on requiring residents and entrepreneurs to pay for additional parking supply.

Future Land Use Categories

As described above, the Eastside Community Area Plan includes a range of land use designations that represent the unique character of the area, while encouraging and supporting development patterns that reflect the goals of the SA Tomorrow Comprehensive Plan and the preferences of the Eastside Community Area. Listed below is the full list of land use categories adopted by City Council into the Unified Development Code (UDC), Chapter 35, on October 11, 2018. Each category listed includes a description, general guidance on where the land use designation is most appropriate, and a list of allowable zoning districts.

Residential Estate

Residential Estate includes large lot single-family detached houses on individual estate-sized lots or in conservation subdivisions. This form of development should be located away from major arterials, and can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access. Permitted zoning districts: FR, R-20, RE, and RP.

Typical densities in this land use category would be up to 2 dwelling units per acre.

Low Density Residential

Low Density Residential includes single-family detached houses on individual lots, including manufactured and modular homes. This form of development should not typically be located adjacent to major arterials. This land use category can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access. Permitted zoning districts: R-4, R-5, R-6, NP-8, NP-10, and NP-15.

Typical densities in this land use category would range from 3 to 12 dwelling units per acre.

IDZ and PUD 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 Low Density Residential

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-3, R-4, R-5, R-6, RM-5, RM-6, MF-18, MH, MHC, MHP, and NC.

Typical densities in this land use category would range from 7 to 18 dwelling units per acre.

IDZ, PUD, MXD, 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

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-3, R-4, RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, MH, MHC, and MHP.

Typical densities in this land use category would range from 13 to 33 dwelling units per acre.

IDZ, PUD, MXD, 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

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, MH, MHC, and MHP.

Typical densities in this land use category would range from 25 to 50 dwelling units per acre.

IDZ, PUD, MXD, 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

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, and C-1.

IDZ, PUD, MXD, 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

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, and C-2.

IDZ, PUD, MXD, 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

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, and BP.

IDZ, PUD, MXD, 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

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 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: RM-4, RM-5, RM-6, MF-18, O-1, NC, C-1, MH, MHC, MHP, FBZD, AE-1, and AE-2.

IDZ, PUD, MXD, 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

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 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 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: 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, and AE-4.

IDZ, PUD, MXD, 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

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 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, and AE-4.

IDZ, PUD, MXD, 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

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 site. Permitted zoning districts: RM-4, MF-18, MF-25, MF-33, O-1, O-1.5, C-1, C-2, L, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, 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

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, and AE-4.

IDZ, PUD, MXD, 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

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, 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.

Heavy Industrial

Heavy Industrial includes heavy manufacturing, processing and fabricating businesses. Heavy industrial uses shall be concentrated at arterials, expressways, and railroad lines. This category is not compatible with neighborhood-scaled categories or those that permit residential zoning. Heavy Industrial should be separated from non-industrial uses by an allowable land use or a significant buffer. Examples of heavy industrial uses include auto manufacturing, battery manufacturing, and petro chemical bulk storage. Permitted zoning districts: I-1, I-2, MI-1, MI-2, QD, and SGD.

Agricultural

Agricultural includes crop agriculture, ranching, and related agribusiness practices. Single-family detached houses and detached accessory dwelling units are permitted on agricultural and ranch lands at very low densities or in conservation subdivisions that will not interfere with agricultural operations. Limited commercial uses directly serving agricultural and ranching uses, such as farmers markets, nurseries, stables, bed and breakfasts are permitted. To maintain scenic qualities, natural vegetative buffers, deeper setbacks, increased signage control, earthen drainage channels, and more restrictive access management standards are desired along major scenic corridors. Floodplain protection and buffer zones along creeks and rivers are instrumental in retaining rural character. Permitted zoning districts: RP and FR.

Parks/Open Space

Parks/Open Space may include, but is not limited to, large, linear, or unimproved land where conservation is promoted, and development is not encouraged due to the presence of topographic constraints or institutional uses on the site. Parks/Open Space may include utility corridors and public or private land uses that encourage outdoor passive or active recreation. Examples include city owned and/or operated pocket, regional, or linear parks, as well as private parks associated with subdivisions and neighborhood associations.

City/State/Federal Government

City/State/Federal Government includes areas owned and operated by a federal, state, or city agency. Examples may include government offices, public service facilities such as libraries and police stations, military bases, state colleges, and federal courts. This category does not apply to properties owned by a public agency but leased to and operated by another party.

Focus Areas

[See **Figure 9 – Focus Area Framework Map**]

Focus areas and corridors within the Eastside Area were identified by the Planning Team and the community as areas that have a combination of unique qualities or community assets and the potential to serve as pedestrian-oriented mixed-use centers. While each area is unique, they all present opportunities to fulfill the SA Tomorrow goal of creating compact, walkable places where San Antonio residents can live, work, and play. Four corridors were identified as priorities for focused investment that improve pedestrian-oriented, mixed-use places: Houston Street, Commerce Street, Hackberry Street, and New Braunfels Avenue.

Each of the corridor Focus Areas are a collection of unique places that vary in character over the long distances they cover within the Eastside Area. For example, each one includes street segments lined with primarily single-family homes arranged as they were decades ago, and each has small areas that, at

least historically, were commercial centers serving surrounding neighborhoods. Each of the four corridor focus areas shares some characteristics of opportunity, including:

- Concentrations of commercial and civic activities;
- Historic and unique buildings and public spaces that contribute to distinct place identity;
- Buildings that are or could be retrofitted to be pedestrian-oriented, with small setbacks, and doors and windows facing the street;
- Affordable transportation options in the form of public transit; and
- Vacant and underutilized land and buildings that can accommodate more people living working, shopping, and gathering.

Because the four corridor Focus Areas cover long distances and a variety of situations, this plan provides more detailed recommendations and illustrations for smaller locations within each one that have unique qualities and more potential to serve as great places for more Eastside Area residents, to fulfill the SA Tomorrow goal of creating compact walkable places where San Antonio residents can live, work, and play.

Focus Area #1: Houston Street

[See **Figure 10 – Focus Areas 1 & 2 Improvements Map**]

Houston Street reflects several of San Antonio’s historical values and time periods. West of Cherry Street are a few remaining buildings reflecting that area’s industrial history and history of Black business ownership. Moving east, the area between Cherry Street and Palmetto Street is part of the Dignowity Hill Historic District. Although this section of Houston Street does not include any historic landmarks, there are several homes dating to the 1900s through the 1930s. Here, there are several old stone retaining walls facing the street. A public art project highlighting the stone walls includes stone pavers, mosaic tiles and found objects embedded within the walkways.

Further east, beyond New Braunfels Avenue, there are primarily older homes on originally platted small lots facing the street, with small businesses located around Gevers Street, Walters Street, and Mel Waiters Way. This area was part of the original Jefferson Heights subdivision and was included in a Cultural Heritage District designation for reflecting the historic value of early Black home ownership. The corridor has small scale industrial character between Mel Waiters Way and Onslow Way, before passing the AT&T Center’s parking areas, modern industrial sites, and Salado Creek.

Vision

A primary opportunity in the Houston Street Focus Area is to leverage VIA’s planned Advanced Rapid Transit Service to accommodate more people living and working near an affordable transportation option that connects with other major destinations throughout the city. The increased number of residents, workers and commuters could in turn support more diverse businesses. Adaptively re-using pre-war buildings, preserving historic landscape elements such as the stone walls, and adding additional public art that reflects local culture will help the corridor maintain a recognizable identity that is rooted in history, as Houston Street changes to serve as the Eastside Area’s primary transit corridor.

Figure 10 illustrates general recommendations for Focus Area #1 along Houston Street as well as Focus Area #2 along Commerce Street.

Vacant and underutilized land and expansive surface parking areas near Houston Street’s intersections with Cherry Street and with North New Braunfels Avenue represent opportunities for more people living and working in the area, without having to accommodate as much new development within the traditional lower density residential portions of Eastside neighborhoods. The [Eastpoint Station Area Concept](#) in the [SA Corridors Framework Plan](#) includes recommendations to improve the area around Houston Street and New Braunfels Avenue to complement planned Advanced Rapid Transit Service with pedestrian-oriented development, affordable housing, and street improvements to make walking or riding transit safer and more comfortable.

In contrast to those opportunities for larger scale infill development opportunities, Houston Street’s intersections with Gevers Street, Walters Street, and Mel Waiters Way include smaller scale revitalization and redevelopment opportunities to support more housing and both existing and additional small businesses providing convenient goods and services to surrounding neighborhoods. **Figure 10** illustrates the specific recommendations focused on the Houston Street segments adjacent to Gevers Street and Mel Waiters Way to support these places as neighborhood hubs. These include streetscape improvements, completing sidewalks on adjacent streets, adaptively re-using buildings that have unique character, and supporting some new development.

Transformative Project #1 – Hackberry Street and Houston Street

[See **Figures 11 and 12 – Existing Conditions View & Aspirational Illustration**]

At the intersection of Houston Street and Hackberry Street, there are opportunities to achieve several aspects of the Eastside Area Vision and Goals. This site is located within a few blocks of Dignowity and Lockwood Parks to the north. A bank, restaurant, brewery and other small businesses are serving local residents at the Hackberry Market, and a new two-story event center is scheduled to open one block north on Hackberry Street. The Velocity Texas project will bring more workers to the area over the next several years, and VIA’s Advanced Rapid Transit Service is planned to run on Houston Street, potentially with a stop nearby, drawing more area residents to Houston Street on a regular basis.

Community input in the Eastside Community Area planning process indicated significant concern in Dignowity Hill around housing affordability, along with enthusiasm for recent success in supporting small business growth, historic preservation, home rehabilitation, and transformative improvements to Dignowity and Lockwood Parks. Improving streets for safe and comfortable walking is an outstanding local priority. The sidewalks along Houston Street and Hackberry Street are adjacent to four vehicle travel lanes, and although protected by curbs, leave pedestrians exposed to summer heat uncomfortably close to travelling vehicles.

This site has the potential to serve more people living and working close to affordable transit service and Downtown employment opportunities. Local small retail and dining businesses could benefit from more people living or working very close by as well, and area residents could experience a more vibrant community destination. The intersection includes a vacant lot on the northwest corner, with an alley that could be used for rear accessed parking. An original two-story neighborhood home on the southwest corner gives the intersection a unique identity tied to the area’s history.

Vision

Based on the site conditions and values expressed by local community members, changes to this site should improve the environment for walking and create new opportunities for housing, working, and shopping. Changes should also complement historic built forms and development patterns and feel connected to Dignowity and Lockwood Parks. This place should be a unique and distinguished hub of

community activity that draws visitors from surrounding neighborhoods and nearby employment areas throughout the day and evening. **Figure 11, Figure 12,** and the paragraphs below describe some physical changes that would reflect the vision above, to provoke thought and inspiration in community members, developers, property owners and public officials as they engage with each other in creating the future of this place.

The northern corner lots would host new buildings serving as dwellings, potentially with office or retail space on the 1st floor. The buildings would be set back from both streets to accommodate improved transit stops, seating, lighting, and landscaping while still leaving room for a wide sidewalk. Multi-story buildings would be divided and differentiated along the street to avoid a monotonous or overbearing street wall.

If the site and surrounding area came to serve enough people, the northwest corner development could include pedestrian paseos with commercial storefronts leading to the site's interior. Alternately, they could serve as service alleys or gated pedestrian walkways connecting first floor dwellings with parking areas and the public sidewalks. Shaded rooftop decks would provide additional usable space with views of surrounding neighborhoods, Downtown, and the green eastside ridgeline receding to the southeast.

An adaptive reuse of the building on the northeast corner would be ideal, retaining the building's unique character for the benefit of the whole area. However, if the site were to redevelop, additional building area and height would accommodate more users lending energy and opportunity to the area.

Hackberry Street north of Houston Street is envisioned as a pedestrian-oriented street with wider sidewalks, intersection bulb-outs, and additional street parking to support local businesses. Trees and functional landscaping that manages stormwater flowing down Hackberry Street would make walking more enjoyable and create an intuitive green connection between this neighborhood destination and Dignowity and Lockwood Parks.

In the surrounding blocks, new two-story residences following local architectural norms and the Historic District regulations are shown on vacant lots. The conceptual new buildings shown on these lots are duplexes with a primary entrance oriented to the street rather than to a private alley. More neighbors in the surrounding neighborhood would contribute to making this site a vibrant community place.

Focus Area #2: Commerce Street

[See **Figure 10 – Focus Areas 1 & 2 Improvements Map**]

Commerce Street presents opportunities to improve connections to historic and cultural resources such as the historic Eastside cemeteries, while increasing the variety of goods, services, and public gathering places within walking distance of neighborhoods.

Commerce Street was one of San Antonio's original street car routes, connecting Downtown with neighborhoods as far east as those around Walters Street. Later, it served as a primary connection between Downtown San Antonio and state highway networks connecting San Antonio with Seguin and other communities further east, all the way to Houston.

The segment of Commerce Street between St. Paul's Square and the Historic Eastside Cemeteries was historically a bustling main street and was at one time considered the center of Black owned businesses on the Eastside. It included a variety of services, stores, and entertainment venues. The City has already

invested in streetscape improvements in this area. Future development should complement the existing mixture of both large and small pedestrian-oriented buildings.

Commerce Street passes next to the historic Alamo Masonic Cemetery, historic City Cemeteries, Anchor Lodge Masonic Cemetery, Knights of Pythias Cemetery, and St. Joseph's Cemetery. This plan's Amenities and Public Spaces section includes recommendations to improve connections to the cemeteries so that more people can enjoy them as open space and connect with them as places of historical value and cultural heritage.

East of New Braunfels Avenue, there is a collection of small businesses, many of which occupy original homes from around the turn of the last century and include businesses that may maintain culture or social relations on the Eastside, including a restaurant and a barbershop. Farther East at the corner with Walters Street, just north of St. Philip's College is Dawson Park. Planned in 1890 as part of the East End Subdivision, the park was renamed in honor of the Black aviator, Army Air Corps member, and Phyllis Wheatley High School graduate, Robert A. Dawson.

Vision

Commerce Street between the Historic Cemeteries and Dawson Park is surrounded by neighborhood residential areas and St. Philip's College. Without major public investments, Eastside Area neighborhoods have supported a collection of small businesses in this area. Continued growth in the student population of St. Philip's College, and additional support from the City, surrounding neighborhoods, and entrepreneurs, could make this place play a stronger role as a center of neighborhood life for many Jefferson Heights and Denver Heights residents. **Figure 10** illustrates some of the public investments such as "improved streetscapes," "priority building frontage," and other improvements that would support this vision. The Transformative Project described below and illustrated in **Figure 13** and **Figure 14** focus in more detail on the area immediately surrounding the intersection of Commerce Street and Gevers Street.

East of the Union Pacific Railroad Tracks, there are distressed properties attracting crime near Commerce Street's intersections with Dafoste Avenue and Spriggsdale Boulevard that Coliseum Willow Park residents identified as priority locations for new development. A variety of new residential and commercial uses being developed West of Spriggsdale Boulevard and North of Commerce Street may catalyze improvements in these priority locations.

Transformative Project #2 – Commerce Street and Gevers Street

[See **Figures 13 and 14 – Existing Conditions View & Aspirational Illustration**]

At the intersection of Commerce Street and Gevers Street, there are opportunities to support the Eastside Community Area Vision and Goals, and aspirations identified by Jefferson Heights area residents, including having a few more local establishments like a café or restaurant, a hub of small businesses and dining options located close to home in a walkable environment, and currently vacant lots in the neighborhood occupied by homes for people to live in.

This area is within a block of St. Philip's College's parking lots, but several blocks from the campus' primary buildings. Over time, additional buildings and campus activity may shift in this direction. Most recently, the College is finishing the new Culinary Arts and Hospitality Building a block from Dawson Park. The site is two blocks from the Historic Eastside Cemeteries and a subtle gateway marked by the two-story brick clad building at Commerce Street and New Braunfels Avenue.

The northeast corner of the intersection includes a gas station convenience store and vacant lots. The two-story building on the northwest corner is home to Sam's Barbershop and other leasable commercial space. The southwest corner of the intersection includes two older buildings with some unique character including what appears to be an old filling station. The southeast corner of the site is the Victory Gospel Chapel's flexible gathering, play, and parking space.

Surrounding residential neighborhood blocks include several vacant lots. Recently Jefferson Heights has begun to experience new residential infill development that previously had been occurring only closer to Downtown.

Vision

Based on the site conditions and values expressed by local community members, changes to this site should improve the environment for walking and bicycling and complement the evolving mix of small businesses located immediately west along Commerce Street. This should be a unique place that draws visitors from St. Philip's College and surrounding neighborhoods throughout the day. **Figure 13, Figure 14**, and the paragraphs below describe some physical changes that would reflect the vision above, to provoke thought and inspiration in community members, developers, property owners and public officials as they engage with each other in creating the future of this place.

The northeast corner property could accommodate a new multi-story development with dwellings above first floor retail or office space. It may take longer for this corner of the site to improve than the others. Nearer term improvements could occur on the northwestern corner, with further rehabilitation of the existing building and using some of the existing surface parking area for landscaping or outdoor seating. Buildings on the southwest corner of the intersection could be adaptively reused to preserve their unique qualities, or redeveloped to accommodate more people in larger, more pedestrian-oriented formats that would improve the street environment for walking. On the southeast corner, an area currently used for parking, church gatherings, and markets could be improved and feature food trucks and market stalls, and function as a plaza space, while still facilitating use for parking.

Additional street parking with curb bulbouts on Commerce Street, following the existing pattern of street parking to the west could support small businesses and make pedestrians feel more protected from passing vehicle traffic. Improving the alleys that run parallel to Commerce Street would support rear access parking and gradually over time, enable the restoration of Commerce Street's sidewalk from one that is extensively interrupted by driveways, to one that is more continuous and better for walking. Improving Gevers Street as a priority bicycle connection and completing sidewalk connections on the streets intersecting Commerce Street would reinforce this place as a destination for area residents.

Focus Area #3: Hackberry Street

[See [Figure 15 – Focus Areas 3 & 4 Improvements Map](#)]

Hackberry Street connects some of the Eastside Area's oldest neighborhoods. Several historic landmarks are located along Hackberry Street, including the Carver Community Cultural Center and Douglas Elementary School.

Hackberry Street includes a variety of small businesses, pedestrian-oriented buildings and redevelopment opportunities between I-10 and Aransas Avenue. From there north to Commerce Street, there is a greater proportion of homes situated among businesses alongside the street. Hackberry Street

passes within two blocks of the Pine Street and Iowa Street intersection, that at various times in history was home to Leonard’s Pharmacy, a Pullman Porters Union Headquarters, the original Keyhole Club, a segregated Black theatre, and the local headquarters for the Student Non-violent Coordinating Committee.

North of Houston Street, Hackberry Street rises through Dignowity Hill residential areas and Dignowity and Lockwood parks, and terminates at the I-35 frontage road after passing through the industrial area and rail switching yards.

Vision

Many buildings along Hackberry Street were built prior to World War II and are naturally pedestrian-oriented, and many of the lots along Hackberry Street retain their original small sizes and configurations, with short ends at the street, creating a natural opportunity for reusing existing buildings and for new infill development that embraces small scale pedestrian-oriented design.

The Eastside Planning Team identified the intersection of Pine Street with Iowa Street as an important historical and potential future neighborhood hub. At this intersection, future investment should memorialize the history of Black music, business ownership, and civil rights organizing that occurred there.

Further south, at Hackberry Street’s intersection with Aransas Avenue, there is an opportunity to repurpose the triangle as enjoyable public space and to improve walkability. **Figure 16** – Aransas Avenue & Hackberry Street Existing Conditions View, and **Figure 17** – Aransas Avenue & Hackberry Aspirational Illustration illustrates a concept for an urban plaza, and street improvements to complement both existing historical buildings and other properties that could redevelop to accommodate more people living and working. **Figure 15** illustrates additional improvements and priorities to reinforce this area as a community hub such as improving alleys to enable rear parking and uninterrupted sidewalks, and “priority building frontage” segments where any new development should have minimal setbacks and include doors and windows facing the street. Because Hackberry does not cross I-35 its future character and role north of Nolan Street may not be as vehicle oriented as it is today and has the potential for improved streetscapes that prioritize the pedestrian experience. **Figure 15** also illustrates the potential for new businesses and housing around the intersection of Nolan Street and Hackberry Street that may be sparked by the Lockwood and Dignowity Parks redevelopment. Lastly, priority connections for pedestrian and bicycles to the Downtown area are illustrated on Carolina, Florida, Montana, and Burleson Streets. These connections would benefit from improved wayfinding and safe bicycle and pedestrian infrastructure.

Focus Area #4: New Braunfels Avenue

[See **Figure 15 – Focus Areas 3 & 4 Improvements Map**]

Sections of New Braunfels Avenue north of Houston Street historically served as a regional connection to the City of New Braunfels and beyond. There are collections of pedestrian-oriented buildings in Government Hill north of Mason Street and in Dignowity Hill between Nolan and Lamar Streets. The City’s 2017 Bond Program projects to improve Martin Luther King Jr. Plaza and to improve sidewalks and other street amenities on New Braunfels Avenue, between Houston Street and Burleson Street, will improve walkability. There are opportunities for infill development projects to contribute to walkability as well with pedestrian-oriented buildings and additional streetscape improvements.

South of Houston Street, New Braunfels Avenue passes the Historic Eastside Cemeteries and another historic landmark, the Greater Corinth Baptist Church. New Braunfels Avenue moving south is lined with primarily single-family homes, to its lowest elevation at Porter Street, where it once again hosts a variety of small businesses in automobile-oriented development formats.

Vision

VIA Metropolitan Transit is planning Primo Service to follow New Braunfels Avenue, which will enhance connections within the Eastside Area, and to destinations and employment areas such as McCreless Shopping Center, Brooks Area Regional Center, and Midtown Area Regional Center. The service will intersect the Advanced Rapid Transit service planned for Houston Street. There are opportunities for new development to provide substantial amounts of housing for people to live adjacent to New Braunfels Avenue where currently there are vacant properties and buildings, or large parking lots serving chain retail stores. This would enable more people to live next to an affordable transportation option that connects with employment opportunities, without having to accommodate so many additional dwellings within traditional neighborhood residential areas.

The SA Corridors Framework Plan [Eastpoint Station Area Concept](#) includes recommendations to improve the area around Houston Street and New Braunfels Avenue to complement planned Advanced Rapid Transit Service, with pedestrian-oriented development, affordable housing, and street improvements to make walking or riding transit safer and more comfortable.

As transit service is improved on New Braunfels Avenue, it will be increasingly important to improve walkability as well. There is an opportunity to extend the kinds of streetscape improvements that occur north of Houston Street, to areas between Houston Street and Commerce Street, and to the commercial area south of Porter Street.

There are also opportunities to improve connections to the Historic Eastside Cemeteries, potentially with signage along New Braunfels Avenue identifying cemetery names.

Figure 15 also illustrates recommendations for the sections of New Braunfels Avenue between Houston Street and Paso Hondo Street. The existing Boulevard format of New Braunfels Avenue represents a green connection to the Historic Cemeteries and identifies the place as unique amongst other sections of the street, however the boulevard green space is not usable by pedestrians. In the long term, this space might be reallocated to widen and improve the pedestrian space on either side of the street with seating, landscaping, trees, and other features that would make the place enjoyable for spending time and walking.

Focus Areas Recommendations

Focus Areas Recommendation #1: Invest in culturally rooted placemaking and pedestrian comfort and safety to support neighborhood hubs.

The Eastside Area has an abundance of historic neighborhood commercial centers that were, and in some cases still are, home to groceries, restaurants, pharmacies, and other stores where residents accessed daily needs close to home, while having the chance to interact with neighbors. These locations are too numerous and dispersed to identify on the Focus Areas Framework Map, however they none-the-less should be considered priority locations for supporting small businesses and enjoyable public spaces.

As the Eastside Area’s population grows back toward historic levels and local entrepreneurs continue investing more in the community, some of these places may be enhanced for the benefit of local residents. The City should support these places by improving their streetscapes and directing revitalization and development related grants and incentives to pedestrian-oriented development and revitalization projects.

Focus Areas Recommendation #2: Improve walkability and streetscapes in the areas identified in the Focus Areas Improvements Maps.

The Focus Areas Improvements Maps show the Eastside Planning Team’s recommendations for key improvements and investments needed for selected locations in the Eastside. They represent a package of recommendations for each place that, together with additional investment from local entrepreneurs, would support small businesses and make residents feel more comfortable using these places to dine out, obtain some basic goods or services, or simply go out for a walk in a more vibrant and social environment. The recommendations represent a starting point for City and partner organizations to coordinate improvements in small areas that will provide benefits that are greater than the sum of their parts.

Focus Areas Recommendation #3: Prioritize and coordinate infrastructure investments, housing programs, and development regulations to leverage VIA’s planned Advanced Rapid Transit service.

VIA Metropolitan Transit plans to provide an enhanced Advanced Rapid Transit service along Houston Street, and Primo Bus service along New Braunfels Avenue, enhancing connections between places within the Eastside, Downtown, Brooks Area Regional Center, and other employment, shopping, and entertainment centers. The environment around Houston Street and around New Braunfels Avenue should evolve to improve walkability and to support more people living and working nearby, so that they can use the improved transit service.

Mobility

[See **Figure 18 – Mobility Framework Map**]

Background and Vision

In 2016, the City of San Antonio adopted the [SA Tomorrow Multimodal Transportation Plan](#), to make our city’s transportation system “sustainable, safe, convenient, efficient, and inclusive of all modes.” The plan adopted by City Council established “a shift in focus from moving vehicles to moving people,” to manage traffic congestion, and improve transportation choices. The plan identified two primary and interdependent methods for managing future traffic congestion:

- Develop a land use pattern and policy to promote local trips
- Provide transportation options — in addition to vehicles — that connect Regional Centers

[The SA Tomorrow Multimodal Transportation Plan](#) acknowledged that we cannot build our way out of congestion by continuously adding additional lanes and that the Comprehensive Plan, and associated land use plans, are a primary opportunity to improve mobility in San Antonio. By welcoming more people to live, work, and play in urban centers, regional centers, and transit corridors, we can shorten trip lengths, offer more transportation choices, and improve quality of life.

The combined costs of housing and transportation (commonly referred to as H+T) are often a large portion of a household's budget, with experts recommending the combined total not be more than 45% of household income. In the Greater San Antonio Region that total on average is 53%. Walkable communities that provide great transit options can reduce the household transportation costs for the average person. If people have an alternative to driving alone, transportation costs can be stable even when gas prices rise. As some people choose to go to their destination on foot, bicycle or transit, the number of cars on the road will be minimized. This will reduce traffic delays for those people that choose to drive.

The Eastside Area's dense and interconnected street network links historic streetcar neighborhoods, employment areas, and amenities, supporting local quality of life. Early development of blocks and roads between the 1890s and 1940s reflected a time when more shopping, recreation, and work occurred closer to home, often without the use of a car. The transportation system emphasized the streetcar network and neighborhood connections to the local streetcar network and downtown, although the area included roads that connected San Antonio with communities to the east.

Later transportation investments emphasized longer distance travel, optimizing the transportation network for driving cars. Some streets such as New Braunfels Avenue were widened, leaving less room for sidewalks, and local streets that connected neighborhoods with destinations were severed by new interstate highways. Even though the Eastside Area's transportation system is designed to optimize automobile travel, the area has the lowest number of vehicles owned per capita in San Antonio, and with some of the lowest per capita household incomes in the city, area residents on average have the least capacity to afford car ownership. The Eastside Area has the foundation for a great transportation system, including a gridded network of streets and sidewalks, over ten bus routes, and the potential for more people to live closer to their daily destinations. However the area's streets lack complete pedestrian facilities, and although there are several bicycle routes marked by signs, there are few bicycle lanes.

The Eastside Area has a vision that neighbors will feel comfortable and safe when spending time outside, exercising, traveling, walking and engaging with neighbors. This vision is supported by community goals that highlight the importance of creating public gathering places, connecting neighborhoods and providing access to trails, parks and other green spaces. Providing seamless and efficient transit, bicycle and pedestrian infrastructure will promote livability within the Eastside Area.

Eastside Community Area's Mobility Needs

Increasingly, San Antonians not only demand better and more diverse transportation choices but also that streets serve other purposes besides transportation, for example as areas for play, leisure, and gathering. Streets are places around which small businesses grow and neighborhood life is carried out. Fortunately many solutions to improve the experience of walking, bycling, and taking the bus can help streets serve as places too. Key mobility needs identified by Eastside Area residents and stakeholders include the following:

- Improved pedestrian infrastructure connecting neighborhoods with local destinations and bus routes;
- A cycling network connected with Downtown and Salado Creek Greenway;
- High capacity transit connecting to regional centers such as Midtown and the Brooks Area; and
- Enhanced connectivity to Downtown.

This plan includes recommendations to guide future transportation priorities (See [Figure 18 – Mobility Framework Map](#)) and street type and use recommendations, shown in the [Street Types Map \(Figure 19\)](#).

These mapped recommendations are explained in the two sections below.

Eastside Community Area Mobility Framework

The Mobility Framework is a vision for satisfying the mobility needs of the Eastside Area. Each of the paragraphs in the section below relates to a part of the Mobility Framework Map (See [Figure 18](#)), and has principles for ensuring people have the freedom to choose how they want to get from one place to another, safely, conveniently, and affordably.

Modal Priority Corridors

Most streets are used by multiple transportation modes, for example by cars, pedestrians, and freight. The Mobility Framework Map ([Figure 18](#)) symbolizes the area's major streets with a modal priority, indicating which mode should be emphasized for improvement on each street when a major street project is designed in the future. A modal emphasis corridor does not exclude other users but helps guide tradeoff decisions during the design of a specific street. In all cases, street design should balance the priorities of multiple modes and be informed by community conversations and local conditions and context.

Automobile

Automobile corridors are envisioned to support more automobiles. These corridors are often interstates, highways, arterial and primary roadways which provide connections to major destinations and other regions. Corridor improvements to support more automobiles can temporarily relieve traffic congestion and enhance roadway design to increase the safety of motor vehicle travel.

Freight

In the Eastside Area, corridors envisioned to serve higher levels of freight traffic include the interstate highways, Walters Street as a freight connection to Fort Sam Houston, and AT&T Center Parkway as a freight connection to local industrial areas.

Bicycles

Bicycle corridors are envisioned to make biking a convenient, safe, and comfortable option for people of all ages and abilities to recreate or to get from one place to another. Community members identified the need to add more bike lanes to connect the existing bike lane network with more neighborhoods and destinations, particularly with Downtown and the Salado Creek Greenway. Their input and ideas also suggested that the Eastside Area's dense network of streets should be used to provide bicycle improvements on streets that typically have less or slower automobile traffic, for example on Gevers Street instead of on a busier street such as Walters Street.

Transit/Pedestrian

Transit and pedestrian corridors are envisioned to provide easy and reliable choices for traveling to and from work, school, and key destinations using VIA Metropolitan Transit's planned Advanced Rapid Transit and Primo services. Reliable and frequent transit service amidst a walkable environment improves freedom and choice, offering realistic travel options besides driving, alleviating a primary cause of congestion and placing more jobs and opportunities within reach of more Eastside Area residents. Streets, intersections, and traffic signals greatly influence transit service reliability. Dedicated transit lanes and traffic signal timing can keep transit vehicles moving in times of heavier traffic. Priority transit/pedestrian corridors in the Eastside Area include Houston Street and New Braunfels Avenue.

Balanced/Multimodal

Balanced/multimodal corridors are envisioned as "complete streets" where despite limited space and resources, the street should safely support all modes of travel for people of all ages and abilities.

Hackberry Street and Commerce Street are examples of streets identified on the Mobility Framework Map as Balanced/Multimodal corridors.

Pedestrian Focus Areas

Pedestrian focus areas are intended to host lots of pedestrian activity, offer better walking experiences, and enhance the economic strength of commercial and mixed-use districts. Large sidewalks with room for people to walk or linger, shaded by street trees or awnings with ample street crossing opportunities are some features that support a better street level experience. The Mobility Framework Map identified pedestrian focus areas in locations where this plan’s future land use recommendations support a future with substantially more people living and working, and where there is also some combination of local pedestrian-oriented buildings or planned transit service improvements.

Intersection / Crossing Enhancements

Intersection and crossing enhancement locations are envisioned as intuitive and predictable crossings for all users where a high level of multimodal activity including pedestrians, bicycles, and cars might otherwise have more potential for conflict or be confusing to users. The Mobility Framework Map typically includes these locations near major bicycle, pedestrian and transit routes, including along Houston, Gevers, and Walters Streets. Intersection enhancements include lowering motor vehicle travel speeds, providing visual cues to ensure drivers see pedestrians and bicyclists, and in some cases using signals to direct traffic.

Mobility Hubs

Mobility hubs are envisioned as nodes of mobility options, like frequent transit, shared rides, bicycling and micro-mobility. Lighting, shelters, benches, real-time travel information, accessible sidewalks and pedestrian crossings would complement the transportation options to make mobility hubs comfortable and attractive places. A mobility hub is identified at Houston Street and New Braunfels Avenue to complement VIA’s planned Advanced Rapid Transit service and Primo service.

Eastside Community Area Street Types

As communities evolve and grow, so do the demands on the mobility system. The location and type of growth in an area or along a corridor help determine the demand on the transportation network and the viability of various transportation options. This interdependence makes it crucial to plan for transportation and land use collectively.

As San Antonio and Eastside Area communities continue growing, the area’s streets will need to serve more people moving through them, while also playing an increasingly important role as the places around which neighborhood life and the local economy are built. This requires balancing the role of streets as a network to move through, with the role of streets as places for people. The Street Types Map [See **Figure 19**] expresses this balance, integrating the Eastside Community Area Plan Future Land Use Map with the City’s Major Thoroughfare Plan. Streets are organized not only by role and function from the perspective of mobility but also by their future character and surrounding context. **Figure 20** is a chart that shows how functional street types intersect with various land use contexts, and the “Street Types” that result. The street types are shown on a spectrum that indicates priorities for future street designs, balancing vehicle mobility with placemaking.

Another way to illustrate the Proposed Street Types Map is illustrated in **Figure 21** - Streets for People and Places. This map shows the Community Area Plan's streets classified into the same gradient of intensity between car-focused and people/places-focused. As shown on the map, all of the roadways in the Community Area Plan should have a more people- and places-focused design intent going forward to support the future land use vision, with no street in the area being solely automobile oriented. Major thoroughfares will still move a high-volume of automobiles, but will do so in concert with rapid transit vehicles, bicycles, and other modes of travel. Smaller local and neighborhood streets will continue to be places with a mix of uses offering more ways for residents, workers, and visitors to get around.

[See **Figure 21 – Street Types: Streets for People and Places**]

Relationship between the Street and Buildings

Safe and vibrant streetscapes depend on how buildings integrate with surrounding sidewalks. Minimizing the distance between buildings and sidewalks typically makes a street more comfortable and attractive for walking. Buildings that meet a wide sidewalk with windows and doors are designed for people to encounter them and walk into them from the sidewalk, supporting a more active sidewalk environment, rather than a more active parking lot environment or drive-through environment, for example. Regulations and incentives for new buildings to relate to the street in this way reflects the Eastside Area's history and community priorities.

Vehicle Speeds

Cars need to be able to go faster on Primary Arterials than on local streets because Primary Arterials are meant to accommodate larger numbers of vehicles travelling farther distances. However the need for speed should be balanced with opportunities to support pedestrian-oriented neighborhood places where local conditions offer the opportunity. Sections of New Braunfels Avenue and Commerce Street for example, have a combination of historic, pedestrian-oriented buildings, small businesses, and other features that can serve as the foundation for local economic development, additional historic preservation, and neighborhood-oriented businesses.

Parking and Curb Access

Additional street parking may be appropriate in street types that emphasize people and places, such as those with mixed-use or multi-family contexts. Street parking can help achieve the Eastside Area Vision and Goals by supplanting the need for front end parking and driveways, providing convenient access to local businesses, and creating a sense of separation and protection between travelling vehicles and pedestrians. Some combination of street parking, wider sidewalks, landscaping and green stormwater infrastructure, seating, bike lanes, or loading and pick-up and drop-off zones can meet the diverse needs of local residents and businesses in places where more people will live, work, and recreate in the future.

Lane Width

Vehicle travel lanes in mixed-use areas and on local streets should be narrow, to promote slower vehicle speeds, minimize pedestrian crossing distances, and leave space for other features that will make the streets more comfortable and attractive for walking.

Mobility Recommendations

Mobility Recommendation #1: Continue Implementing the San Antonio Vision Zero Action

Plan.

The City of San Antonio's [Vision Zero](#) initiative aims to achieve zero fatalities on the community's roadways and improve roadway safety for all users, whether driving, bicycling, or walking. The Vision Zero initiative evaluates and makes recommendations to improve safety in Severe Pedestrian Injury Areas (SPIAs), locations where two or more crashes close together have resulted in severe pedestrian injuries. Potential tools for improving pedestrian safety in Severe Pedestrian Injury Areas include leading pedestrian intervals, medians, and pedestrian crossing islands based upon analysis of the unique factors that contribute to crashes in each location and depending upon the results of engineering assessments. Another approach to improve safety involves dedicating more space in the roadway to bicyclists and pedestrians. From new ways to protect bicycle lanes with separated barriers such as bollards, to landscaping and planters, and raised medians, San Antonio has many available tools to improve pedestrian and bicycle safety, including additional tools listed in the City of San Antonio [Vision Zero Action Plan](#).

The Eastside Area has a wealth of opportunities for improving transportation and safety, such as improving crossings and investing in complete streets. In particular, the [2018 San Antonio Severe Pedestrian Injury Areas Report](#) (pages 27-28) identifies Severe Pedestrian Injury Areas (SPIAs) within the Eastside Area that should be priorities for study and investment, including:

- Commerce Street from Mesquite Street to Olive Street;
- Hackberry Street from Iowa Street to Dakota Street; and
- New Braunfels Avenue from Denver Boulevard to Porter Street.

Mobility Recommendation #2: Complete the multimodal mobility network and establish new trail connections.

Improving Eastside Area streets for multiple modes of transportation will offer residents more choices for getting from one place to another, safely, conveniently, and affordably. Project selection and design processes should refer to the Mobility Framework Map.

Balanced/Multimodal Streets

Balanced and multimodal streets, or complete streets are envisioned for the Eastside Area, providing safe road designs for vehicles, pedestrians and cyclists alike. The following streets are prioritized segments recommended for the Transportation Department to study for future complete streets improvements:

- Commerce Street from Cherry Street to Palmetto Avenue;
- Commerce Street from New Braunfels Avenue to Salado Creek Greenway; and
- Hackberry Street from Sherman Street through I-10.

Priority Multi-Use Trails

Salado Creek Greenway includes several miles of trails, creek access, and natural areas near the Eastside Area. There are opportunities to improve bicycle network connections between Eastside Area neighborhoods and Salado Creek Greenway access points. Sherman Street is identified as an opportunity to add a bicycle connection connecting multiple important places within the Eastside Area, with bicycle lanes or a separated trail (See Amenities & Public Spaces Recommendation #2).

Preferred Bicycle Routes

Additional bike infrastructure, such as designated lanes, is recommended and shown on the Mobility Framework Map. New bicycle lanes and other bicycle facilities would improve the bicycling experience for experienced riders and would welcome newer, less confident bicyclists that are unaccustomed to riding alongside vehicles. The streets identified in the Mobility Framework Map connect important destinations, typically on lower traffic volume streets.

Mobility Recommendation #3: Manage transportation demand with traffic management plans that prioritize shared rides and transit options during special events.

AT&T Center and Freeman Coliseum events draw visitors and cars to Eastside Area streets. Special events traffic plan strategies should focus on improving the experience for those using transit, shared mobility and micro-mobility, for example by accommodating special event priority lanes for buses, so that more people will consider these transportation options the best choice for them.

Mobility Recommendation #4: Support VIA Metropolitan Transit Advanced Rapid Transit Corridor service by prioritizing transit-supportive policies and infrastructure near transit stations.

A future VIA Metropolitan Transit Advanced Rapid Transit Corridor is anticipated to operate along Houston Street, requiring transit-supportive policies and infrastructure, such as reduced parking requirements, complete sidewalks, crosswalks and curb ramps to provide safe connections to the transit lines. This route corresponds to the priority transit route designation on the Mobility Framework Map. VIA Metropolitan Transit's approach to making a place transit-supportive also includes designing other street improvements for pedestrians and supporting compact, mixed-use developments that provide access to a variety of services reachable on foot.

Most people taking the bus walk to and from bus stops, though some bike, scooter, or get rides in a car. Safe, comfortable, and direct access to transit for people walking will improve their experience as transit riders. Improving last-mile connections between transit and key destinations, such as jobs and public spaces, improves mobility while supporting walkability and safety for all transportation users. These improvements also contribute to the overall quality of neighborhoods and communities.

Amenities and Public Space

[See Figure 22 – Amenities and Public Space Framework Map]

Introduction

Implementing the Amenities and Public Space recommendations will improve connections between neighborhoods and cultural and open space assets. The recommendations also support vibrant public places in neighborhood centers, and leave an improved legacy of tree canopy and responsible stormwater management for future generations.

The recommendations recognize the Eastside Area's strengths, such as the many existing City Community Centers and Recreational Centers, and assets such as Menger Creek Linear Park and the

Historic Eastside Cemeteries, that can serve more residents and contribute to larger community goals as connections to them are improved.

Amenities and Public Space Recommendations

Amenities and Public Space Recommendation #1: Explore the creation of a small grants program for local public space improvement projects completed by community organizations.

The City should explore the creation of a small grants program for community organizations to complete projects that improve public spaces. This program would enable community residents to improve their communities in small but powerful ways, leverage local resources, knowledge, and secondary funding sources, build community capacity and resiliency, and experiment with incremental improvements or pilot projects that could be scaled up depending on their potential for wider impact.

Funded projects should implement recommendations from the SA Tomorrow Comprehensive Plan and Eastside Community Area Plan, while achieving the community's evolving local goals. To build local capacity for making additional improvements, projects should include community members in organizing and implementing the projects, and be located in public spaces or publicly visible places where they can serve as an example and as an actual improvement to public space.

The program coordinator should offer assistance to prospective grantees in conceptualizing and organizing projects, connect them with secondary resources and complementary organizations, and proactively build relationships with and assist prospective grantees representing historically underrepresented groups.

Amenities and Public Space Recommendation #2: Improve pedestrian and bicycle connections between Downtown, Eastside Area neighborhoods, and the Salado Creek Greenway to connect the special places in the area.

Downtown San Antonio's abundance of cultural, retail, and park amenities should be more accessible to Eastside residents. Similarly, there are opportunities to improve Eastside Area residents' access to the Salado Creek Greenway. Sherman Street between I-37 and Walters Street, and Menger Creek through the fairgrounds offer unique opportunities to create continuous pedestrian and bicycle trails connecting the Eastside Area with these special places and others such as the Hayes Street Bridge, Lockwood Park, N New Braunfels Avenue businesses, and East Meadows area amenities such as the Bibliotech, Phillis Wheatley Park, and the Greenies Urban Farm. The Amenities and Public Space Framework Map (See [Figure 22](#)) illustrates this conceptual connection and others.

Amenities and Public Space Recommendation #3: Invest in tree canopy and green infrastructure to achieve multiple community goals.

The Eastside Community Area lies across the San Antonio River Watershed and the Salado Creek Watershed boundary, dividing the areas that drain rain water to each stream. Using rain gardens, bioswales, and street trees to slow and clean water before it flows into drainage pipes and streams reduces the cost of managing stormwater, and provides a variety of other community benefits such as:

- Revitalizing and improving the look of streets;
- Reducing extreme summer heat;
- Improving public health;
- Improving fish and wildlife habitat; and
- Extending the useful life of and conserving capacity in existing grey infrastructure.

Amenities and Public Space Recommendation #4: Improve pedestrian and bicycle connections to and through the Historic Eastside Cemeteries, expanding their purpose as public open space amenities and cultural assets.

The Historic Eastside Cemeteries are an important part of San Antonio’s history and cultural legacy. Some historical themes represented here include San Antonio’s ethnic and religious communities, prominent city and Eastside Area leaders, Buffalo Soldiers, and veterans of foreign wars. The cemeteries have the potential to serve more people, as an open space, a concentration of green landscaping amidst the urban environment, and as a place to connect with the city’s history or one’s own cultural heritage.

A 1990s era cemeteries master plan envisioned an expanded role for the cemeteries, as an accessible open space and a cultural heritage destination that would draw visitors to support local businesses. The plan included ambitious recommendations to improve the cemeteries with additional trees and landscaping, decorative lighting, pathways, a visitor center, way finding, and repairs and rehabilitation of grave markers, walls, and gates. Going forward, smaller incremental improvements around the cemeteries’ edges like landscaping, new trees, or walls could help build a sense of community ownership and connection to the cemeteries, increase residents’ access this amenity, and potentially build longer term support for the more ambitious improvements contemplated in the 1990s cemeteries plan. The Amenities and Public Space Framework Map (See [Figure 22](#)) illustrates the concept of improving connections between neighborhoods and the Historic Eastside Cemeteries, and improving connections to other historic places and proposed public space improvements.

Amenities and Public Space Recommendation #5: Create enjoyable outdoor spaces for leisure, gathering, and community projects in small, underutilized public spaces.

Small public spaces that are currently occupied by grass, concrete or asphalt have the potential to serve as urban gardens or plazas, where local residents can enjoy time outside. These places might include features such as trees, public art, seating, historical information, or functional landscaping that serves as green storm water infrastructure. The triangles at Aransas Avenue and Hackberry Street and at Aransas Avenue and Mittman Street are examples of public spaces that could play an enhanced role for the community. In each example there may also be some potential to repurpose some extra street area for on street parking, or for extra pedestrian or gardening spaces.

Improvements at any of these example sites would complement nearby businesses and community uses, support the Eastside Area Plan recommendations to create pedestrian-oriented neighborhood centers, and support small businesses using public space improvements that will draw more potential customers. [Figure 23](#) and [Figure 24](#) show potential improvements to the triangle at Aransas Avenue and Mittman Street. [Figure 16](#) and [Figure 17](#) show potential improvements to the triangle at Aransas Avenue and Hackberry Street. These images are meant to illustrate the potential for implementing similar concepts, tailored to local conditions and neighborhood preferences, in other underutilized public spaces in the Eastside Area. The images also illustrate complementary improvements to surrounding streets and properties, such as completed sidewalks and occupied buildings that relate to the public spaces.

Housing

Housing Snapshot

[See [Figure 25 - Housing Snapshot](#), and [Figure 26 – Cost Burdened Renter Households by Income](#)]

Eastside Area housing is primarily made up of older single-family homes, as over half the housing units in the plan area were built before 1960. There are a large number of rented single-family homes, and naturally occurring affordable housing in single-family and small multi-family formats.

There is increasing housing demand in the Eastside Area, leading to increasing property values and associated opportunities to rehabilitate older housing stock, create new housing, and support economic revitalization. Increasing housing demand and property values are also associated with increasing housing cost burden for existing lower income residents.

In 2018, the population of the Eastside Community Area was approximately 33,400 with 10,800 households. The area experienced a population loss between 2000 and 2010 but from 2010 to 2018 has increased by 2,300 residents, and households have grown by 0.9 percent.

The Eastside Area has the same proportion of family households as the city and is only slightly younger, on average, than the regional population. The average household size (3.04), however is greater than the city average of 2.71. The Eastside Area is more diverse than the region, having historically a higher than average concentration of African American residents and currently having a higher concentration of Hispanic residents.

The Eastside Area population has lower educational attainment than the San Antonio region’s population overall. Of those aged 25 and older, 58% have less than a high school diploma and only 17% have an Associate’s, Bachelor’s, or Graduate/Professional degree. Average household income in the Eastside Area (\$38,600) is lower than the city’s average of \$70,000.

The Eastside Area has a higher proportion of single-family home dwellers and renters than the region. Single-family detached units make up 76% of the area’s housing stock, compared to 64% in the city. Despite the higher concentration of single-family homes, the Eastside Area has a lower proportion of owner-occupied housing units than the region – 46% of units are owner-occupied and 54% are renter-occupied.

Homeowners are older on average – 54% are 55 years old or older, compared to 46% for the city. Although 60% of these homeowners do not have a mortgage, homeowners on a fixed income are vulnerable to displacement related to the costs of maintaining older homes and related to rising property values and the corresponding growth in property taxes.

The Eastside Area also has a higher percent of vacant households (16%) than the city and county averages. There are several hundred (400+) small, undeveloped lots, although some of these are owned and used as side yards by adjacent residents or as parking by adjacent businesses.

Eastside Area housing costs have increased rapidly in the past decade, however they are still on average lower than the rest of the city. The average home price is approximately \$130,000, however home

HOUSING SNAPSHOT

Total Population | 33,423

Total Households | 10,784

Annual Household Growth, 2010-2018 | 0.9% (COSA | 1.2%)

Average Household Size | 3.04 persons (COSA | 2.71)

One-Person Households | 29% (COSA | 29%)

Non-Family Households | 34% (COSA | 35%)

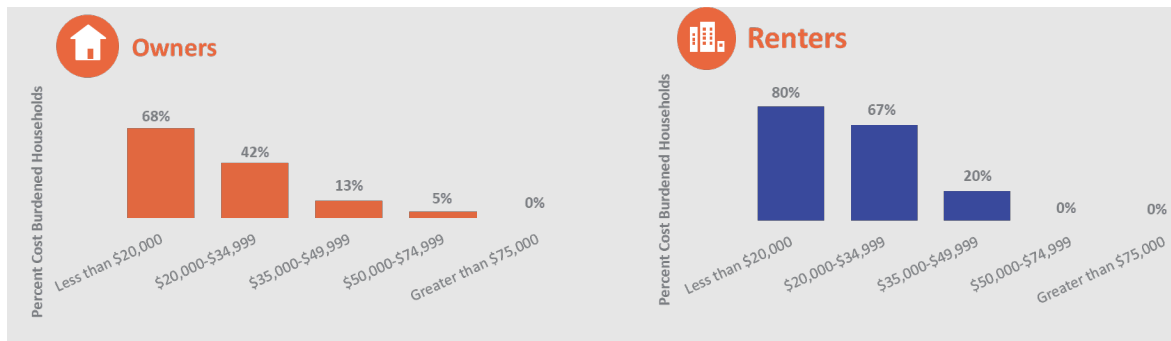
Average Household Income | \$38,600 (COSA | \$70,019)

values vary significantly across the area. Home sale prices between 2016 and 2018 ranged between \$50,000 and \$500,000 or more. The increases in home prices have been most dramatic near Downtown.

The average rental rate for an apartment unit in the Eastside Community Area is \$854 per month or \$0.94 per square foot – less than the county-wide average of \$952 per month or \$1.11 per square foot. There have been seven new apartment projects completed in the area since 2010, two of which were senior housing.

Area housing affordability was assessed based on the percent of households that pay more than 30% of their income on housing, making them cost burdened. Most homeowner households are not cost burdened, as only 24% of homeowners spend more than 30% of their income on housing. Over half (56%) of renter households are cost burdened, representing a 40% increase since 2000. Cost burden is most prevalent in households making less than \$35,000 per year. Recent changes in home prices and household income are not completely reflected in the US Census numbers used here, so the numbers may underestimate the number of cost burdened households.

Eastside Area % of Cost Burdened Households by Income and Tenure, 2017



Housing Challenges in the Eastside Area

The Eastside Area Planning Team identified the area's housing challenges and missing housing types in the two Planning Team meetings devoted to economic development and housing. Eastside Area neighborhoods have attractive features, including historic character, a gridded street pattern, walkable urban environment, and proximity to downtown. These assets have made it an increasingly popular place to live. Three main housing challenges identified in the Eastside Area are:

- **Potential for Involuntary Displacement** – The Eastside Area's concentration of lower income residents, higher proportion of renters, older home owners, and older housing stock, coupled with rising property values creates the potential for existing residents to no longer be able to afford increasing rental rates or afford the costs related to owning a home. The impact on renters is greater considering the large number of single-family homes that are rental households. As the area continues to increase in popularity, these homes may be sold to owners who want to renovate and live in the units, which will decrease the rental unit supply in the area.
- **Compatibility of New Development** – The Eastside Area has experienced an influx of new housing development in recent years. In some cases, the building orientation, elevation, parking configuration, and arrangement of windows and doors in new development differ from historical patterns that encouraged residents to observe the street and sidewalks and interact with neighbors.
- **Vacancy**– The Eastside Area has many vacant homes and undeveloped lots. These undeveloped lots and vacant homes present opportunities to provide new housing, and potentially produce affordable housing options.

Housing Recommendations

Housing recommendations were developed based on the Eastside Area Plan vision and goals to address the challenges identified during the planning process. Specific strategies to implement these recommendations can be found in the Implementation section of the plan.

Housing Recommendation #1: Support diverse infill housing and reinvestment in existing dwellings that reflect historic pedestrian-oriented development patterns.

Eastside Area neighborhoods will continue attracting new residents due to the central location, proximity to Downtown, historical qualities, and increasing local retail, services, and dining options. This renewed interest can create positive benefits for existing residents and businesses, and improve the quality of life for all in the area. However, efforts are needed to ensure this reinvestment in the neighborhoods reflects and celebrates the history and character of the area. Infill development should contribute to the historic and walkable built environment.

Housing Recommendation #2: Empower existing residents to share in the Eastside Area's increasing prosperity.

The Eastside area has been historically less costly to live or operate a business in than many other parts of San Antonio. As property values increase, more residents may require assistance to afford housing, so that they can participate in building wealth as residents, business owners and employees in an area with increasing economic opportunity, and so that they can stay connected to their local institutions, social networks, and cultural landscape. Ultimately, to ensure diverse affordable housing in the Eastside, substantially more housing needs to be built there and throughout San Antonio. Additionally, property

tax relief and expansion of residential repair programs are two opportunities to help ensure existing residents have a fair opportunity to maintain housing stability.

Housing Recommendation #3: Create a community land and housing trust focused on the Eastside.

Community land and housing trusts are organizations that own and manage land and housing, typically with the primary goal of providing affordable housing. They typically involve some local community control, with community members serving on a board of directors, as employees or with ownership stakes. Beyond these basic characteristics, community land and housing trusts take a variety of forms and achieve a broad range of community goals. To have the kind of meaningful impact that other successful community land and housing trusts have had, the trust should be subsidized with capital to start up and acquire property.

Economic Development

Introduction

The Eastside Community Area is bordered by major employment and activity areas including Downtown to the west, Fort Sam Houston to the north, and the AT&T Center and Bexar County Community Arenas, which are home to the San Antonio Spurs and San Antonio Stock Show and Rodeo. The Eastside Area is also home to 6,300 jobs (2018). Educational Services is the largest employment sector, accounting for 16.5% of jobs, and anchored by St. Philip's College. The next largest employment sectors are Other Services at 15% and Health Care & Social Assistance at 14.5%. Other major employers include Bimbo Bakeries, Unifirst Uniform Services, and Coca-Cola Bottling and Vending.

Most people employed in the Eastside Area do not live there – 96% of workers commute in from other places. Similarly, most people living in the Eastside Area do not work there – only 2.5% of residents are employed in the area.

The most prevalent employment use in the Eastside Area is retail and general commercial space. The Eastside Area has 1.35 million square feet of retail space. The inventory of space has not changed substantially in recent years. Despite low vacancy rates, the average rental rates for commercial space are lower than the county-wide averages. There is also a small presence of office space, with 336,000 square feet in total. The Eastside Area's 3.1 million square feet of industrial space is concentrated near railroad rights of way, and has a low industrial vacancy rate of 0.6%, compared to the 4.8% County average. The majority of tourism-oriented uses serving downtown are outside of the Eastside Area but there are 11 hotel/motel properties. All but three are less than 20,000 square feet in size.

The Eastside Community Area is within the Eastside Promise Zone that was designated in 2014. The Promise Zone program is a 10-year Federal program designed to test, fund, and implement place-based initiatives to provide "ladders of opportunity" for residents of Promise Zones. This program helped create momentum for efforts to support Eastside Area residents. Subsequently, Federal efforts have shifted towards attracting investment in underserved areas. Portions of the Eastside Area are within the recently designated Eastside Opportunity Zone. Opportunity Zones are a Federal program to incentivize investment into development and business creation/growth within distressed areas. Investors in projects and/or businesses within Opportunity Zones become eligible for capital gains tax deferral and/or reduction.

San Antonio for Growth on the Eastside

San Antonio for Growth on the Eastside (SAGE) was formed in 2008 as an economic development organization focused on creating opportunities for businesses and residents on the Eastside of San Antonio. SAGE is a 501(c)3 non-profit agency and has four guiding principles:

- Advocate for efficient, sustainable growth for San Antonio’s Eastside
- Advance small business development
- Maintain and promote the area’s history and culture
- Provide innovative, progressive solutions to Eastside challenges

SAGE developed a Promise Zone comprehensive economic development strategy in 2016 to guide the agency’s efforts and to help attract investment in the community. The strategy had five priority goals:

- Attract private investment in commercial real estate and community
- Create jobs for residents
- Increase economic activity
- Increase economic diversity
- Improve standard of living

SAGE’s Promise Zone economic development strategy was partly driven by opportunities related to investment from the downtown area revival that had been occurring just west of the Eastside Promise Zone neighborhoods. Since 2016, the growth and renewed investment in Downtown has started to reach and impact the Eastside Area. Development of new housing and reinvestment in existing homes in the area has brought about some of the strategy’s desired outcomes and has led to significant increases in property values. There has been less investment in—and impact on—commercial properties. However, there is an opportunity to leverage the renewed interest in living in the Eastside Area neighborhoods to support businesses and employment. This economic development strategy reflects the desires and overall guidance of the SAGE strategy but provides supplements and modifications where needed to address changing conditions.

Economic Challenges to Address

The Eastside Area Planning Team developed a Strengths, Weaknesses, Opportunities, and Challenges (SWOT) analysis during the two Planning Team meetings devoted to economic development and housing.

Eastside Area Planning Team SWOT Analysis



Three main economic challenges were identified for the Eastside Area.

- **Private Investment** – New development, building renovation, and investment in commercial properties and businesses is lagging behind residential investment. This need was a major component of the SAGE strategy and continues to be a priority.
- **Everyday Retail Goods and Services** – The historic disinvestment in the Eastside Area has resulted in a lack of everyday retail goods and services. There is one large grocery, but inadequate access to fresh and healthy foods. Everyday services such as medical services, dining, and entertainment options are also lacking.
- **Connecting Residents to Jobs** – Despite the proximity of major employment centers, connecting Eastside Area residents to quality jobs has been an on-going issue. Efforts are needed to identify opportunities that align with residents’ skills and to provide education and training opportunities to residents to better prepare them for existing opportunities.

Economic Opportunities

The Eastside Community Area has economic assets and strengths including its proximity to major employment centers, access to major transportation routes, and existing institutions (St. Philip’s College), federal designations (Promise Zone and Opportunity Zone), and organizations (SAGE). The economic opportunities for the Eastside Area are:

- **Proximity to Employment Areas** – The plan area is in close proximity to several major employment centers, including Downtown, Fort Sam Houston and the AT&T Center. The area is also somewhat close to and connected with the Brooks Area Regional Center, the Greater Airport Area Regional Center, and the businesses and employers along northeast I-35. Analysis

of the location of jobs of Eastside Area residents indicated many residents worked in these major employment areas. Transportation connectivity to these jobs and job centers needs to be enhanced to leverage this proximity.

- **St. Philip's College** – The education opportunities at St. Philip's are a major component of helping to provide employment opportunities and education for residents.
- **Neighborhood Quality** – The Eastside Area's existing character, aesthetic, and urban form (e.g. small block pattern and pedestrian-oriented buildings) makes the area attractive for residents, and employees, and offers the potential to enhance and create attractive places where people will want to spend time.

Target Employment Areas

San Antonio will continue to implement a variety of tools, including economic incentives, workforce development, and strategic partnership to support existing and new businesses in the community. The City's Economic Development Department recently modified its [tax abatement program](#) to improve opportunities for community economic development. The City's Economic Development Department will adapt economic development incentives in a way that supports communities of color and areas with high levels of poverty.

To leverage this designation as a priority incentive area, there need to be desirable locations for new businesses to locate and for existing businesses to expand. In addition to areas identified for supporting neighborhood hubs of retail goods, services and food establishments, there are four areas within the Eastside Community Area that should be targeted for public investments and improvements to increase their appeal for attracting and growing businesses that can offer higher wages and better career pathways. These areas are:

- **South of AT&T Center** – The areas designated for Regional Mixed-Use and Business/Innovation Mixed-Use. [See **Figure 4 – Future Land Use Map**]
- **Near Eastside** – The areas designated for Regional Mixed-Use on the western edge of the plan area along East Houston Street and Commerce Street, including the area around Velocity TX's innovation hub.
- **I-35/Railway Corridor** – The Light Industrial and Business/Innovation Mixed-Use areas just south of I-35 in the northern portion of the plan area.
- **St. Philip's College** – The areas in and around St. Philip's College designated for employment and mixed-uses.

Economic Development Recommendations

Economic Development Recommendation #1: Create and grow neighborhood commercial districts.

The Eastside Area has lacked investment in existing commercial areas and has struggled to attract retailers and service providers. Specifically needed are new retailers that provide everyday retail goods and services including groceries, healthy foods, and health care services, as well as improved accessibility to existing and future opportunities. Support to maintain the health of neighborhood commercial districts is needed to attract goods and services to the Eastside Area.

Economic Development Recommendation #2: Support the creation and expansion of businesses (start-up, manufacturing, resident services, restaurants/entertainment).

Creating employment opportunities in the Eastside Area will require more than attraction of new businesses but specifically, support of local resident business owners and assistance for the creation of new businesses by Eastside Area residents.

Economic Development Recommendation #3: Connect residents and businesses to employment centers.

The Eastside Area is very close to several major employment centers. Enhanced transportation options and additional job/skill training and employment support services would help residents access jobs in the surrounding employment centers.

5 Neighborhood Profiles and Priorities

What is the neighborhood profile and priorities?

San Antonio is a city of neighborhoods, each with its own unique history, qualities, and character. Some neighborhoods throughout the city have developed Neighborhood Plans that reflect local values and priorities. These plans, adopted by the City, have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City.

The City is currently in the process of creating Sub-Area Plans to implement the SA Tomorrow Comprehensive Plan. These Sub-Area Plans are intended to provide a more coordinated, efficient and effective structure for neighborhood planning. The Sub-Area Plans are intended to increase equity citywide, by ensuring that all of San Antonio's neighborhoods have a base level of policy guidance, as many neighborhoods within the city lack an existing Neighborhood Plan or a registered neighborhood organization. In this way, each Sub-Area Plan will integrate key elements of existing Neighborhood Plans for those neighborhoods that have a plan, while promoting citywide policy consistency and providing key recommendations and strategies for those neighborhoods currently lacking that direction.

The Neighborhood Profile and Priorities section of the Sub-Area Plans provides special attention to prior neighborhood planning efforts and recognizes the community groups and individuals who were instrumental in their creation. They summarize specific opportunities, challenges, recommendations, and priorities from each participating neighborhood, to more efficiently direct public and private investment within the city to help these neighborhoods achieve their short-term goals and long-term visions.

Neighborhood Profile and Priorities: Denver Heights, Exhibit 2

Acknowledgements

Special Thanks to every Denver Heights Area resident and stakeholder who spent time and energy speaking with Planning Department staff throughout the Eastside Community Area planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.

Neighborhood location map

NEIGHBORHOOD Profile and Priorities

Neighborhood Snapshot

NEIGHBORHOOD STRENGTHS AND CHARACTER

Denver Heights encompasses most of the southern half of the Eastside Community Area. Portions of the neighborhood located west of Cherry Street were included in the Downtown Area Regional Center Plan, and that plan includes a “Neighborhood Profile and Priorities” for that area. Some of the original subdivisions in present day Denver Heights included South Heights, Aberdeen Place, Booker Place, Knob Hill, Dilworth Green, Rosedale, Grandview East, and Spring View. The neighborhood includes St. Philip’s College, several of the Historic Eastside Cemeteries, and Pittman-Sullivan Park.

The neighborhood includes the Knob Hill Historic District and about fifty historic landmarks. Denver Heights was developed and has been redeveloped over a long period of time, beginning with industrial railroad-oriented development in the late 1800s, and some of the initial residential plats dating from the 1890s to the 1910s. Some areas such as Knob Hill that were originally platted over 100 years ago developed and filled in over the course of over 30 years. Accordingly, a variety of architectural styles and cultural or historical themes are represented across Denver Heights, such as civil rights organizing, African American homeownership, and streetcar suburban development.

Most of Denver Heights is arranged in walkable grid patterns of blocks. Blocks and lot sizes vary significantly. Most homes are one and a half stories and have doors and windows oriented to the street. There are a significant number of vacant lots, however many of these are owned by adjacent residents and used as side yards. Although off-street parking is mostly accessed from streets rather than the neighborhood’s many unimproved alleys, garages and carports are typically located behind homes. Most of the neighborhood is occupied by single-family homes, however there are also some duplexes, triplexes, and four-plexes.

Strengths

- There is a walkable grid pattern of blocks with buildings oriented to the street.
- Historic and cultural sites and buildings are located throughout the area, representing diverse cultures and different eras of San Antonio’s history. Many older buildings are being rehabilitated.
- There is diverse and relatively affordable housing.

- The neighborhood includes a variety of amenities and opportunities, such as connections to Downtown, St. Philip's College, the Historic Eastside Cemeteries, and several parks and community centers.
- Denver Heights has a relatively high population density compared to other parts of the Eastside Community Area, increasing opportunities for local businesses, social interaction, and economic opportunity.

NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

Denver Heights, particularly in areas west of New Braunfels Avenue, is experiencing a significant amount of new infill residential development and home rehabilitation, responding to increasing numbers of people who want to live in the area. This trend is diversifying the neighborhood with additional residents, and extending the life of many structures that have historic qualities. Increasing demand to live in the area has also resulted in properties selling for higher prices, associated increases in property tax assessments, and concerns about the future of housing affordability.

Denver Heights has a variety of assets that could make a significant difference in the lives of present and future generations with continued maintenance and modest improvement. These include, for example, completing sidewalk networks in key locations, protecting historical structures, and adjusting the zoning map or Unified Development Code Chapter 35 to support development and home rehabilitation that more closely reflects desirable aspects of historic development patterns.

Opportunities

- There is space to build homes and businesses on vacant lots, and the predominant zoning (RM-4) allows a significant amount of new housing to be constructed to meet increasing demand.
- There are underutilized open space, cultural, and historical assets such as the Historic Eastside Cemeteries.
- There are many historical buildings that contribute to the neighborhood's unique character. These include older commercial buildings located in clusters at historical commercial nodes.
- Home prices are increasing in Denver Heights, creating opportunities for older homes to be rehabilitated.

Challenges

- There are many streets without sidewalks or lacking features that make a place walkable, such as lighting, trees, and sidewalk curb ramps.
- Property tax assessments have increased relatively rapidly compared to many residents' ability to pay.
- Adopted zoning (RM-4) permits development that does not reflect functional elements of historical development patterns such as front doors and windows oriented to the street. This zoning also permits residential densities that are substantially greater than existing densities, potentially incentivizing demolition of otherwise useable structures.
- The neighborhood association comprises an area that is relatively large and thus is difficult to represent.

Previous Neighborhood Plans

A neighborhood plan was not previously completed with Denver Heights. The Arena District / Eastside Community Plan (2003), did not include a section or chapter uniquely dedicated to the neighborhood. The plan called for conservation of existing housing stock and gradual infill development with small scale

multi-family dwellings, and five commercial nodes. The plan called for planting street trees along Hackberry Street, New Braunfels Avenue, Walters Street, Mel Waiters Way, and Martin Luther King Drive, to create a network of landscaped streets.

The Old San Antonio City Cemeteries Historic District Master Plan (1990) recommended revitalization and improvements to the cemeteries and surrounding areas. The plan considered the cemeteries a cultural asset for local communities, and a historical resource destination for the broader public as well as an open space amenity, and catalyst for neighborhood revitalization. A summary of the plan is available in the Eastside Community Area Plan [Existing Conditions Atlas](#).




KEY RECOMMENDATIONS FROM PREVIOUS PLANNING EFFORTS



- Improve selected streets with landscaping and other features to make them comfortable for walking and bicycling.
- Support small scale infill housing.
- Improve the Historic Eastside Cemeteries, in part by improving pedestrian infrastructure that connects surrounding neighborhoods with the cemeteries.




MAJOR ACCOMPLISHMENTS FROM THE NEIGHBORHOOD PLAN

- Many homes and apartments have been rehabilitated, particularly in areas west of New Braunfels Avenue.
- The neighborhood has retained basic aspects of its character since the Arena District / Eastside Community Plan was adopted.

Neighborhood Priorities

-  Priority from Previous Neighborhood Plan
-  Aligns with Sub-Area Plan Recommendation
-  Aligns with other Neighborhood Action Plan Recommendation

<p>Increase the quality and quantity of pedestrian and bicycle infrastructure, for example completing sidewalk networks and adding more street lighting.</p>	
<p>Improve neighborhood connections through the Historic Eastside Cemeteries, improving connections from Pittman-Sullivan Park, or improving east-west connections across the cemeteries between Palmetto Avenue and New Braunfels Avenue. For example, improve a pedestrian path connecting the Pittman-Sullivan Park perimeter path, north to Nevada Street, and extending a sidewalk and path with lighting along St. Anthony’s Street north from Nevada Street through Dakota Street to Wyoming Street. Also, for example, construct sidewalks along Nevada Street or other streets crossing the cemeteries from west to east.</p>	
<p>Consider rezoning some areas from RM-4 to a zone that permits slightly less density, but still allows diverse infill housing and adaptive reuse of existing buildings to include more dwellings, such as RM-5.</p>	

<p>If the City reconsiders a view shed protection ordinance in the future, consider protecting views from the neighborhood’s high ground west to the Downtown Area Regional Center.</p>	
<p>Support rehabilitation and adaptive reuse of older homes and apartments throughout the neighborhood, and ensure that new development complements historical building forms and layouts.</p>	
<p>Support adaptive reuse of older buildings and more vibrant commercial hubs and main streets at the many locations throughout the neighborhood where businesses were historically located.</p>	
<p>Refer to the Downtown Area Regional Center Plan for additional information and policy recommendations related to the Denver Heights neighborhood areas west of Cherry Street.</p>	

Neighborhood Profile and Priorities: Dignowity Hill, Exhibit 3

Acknowledgements

Special Thanks to every Dignowity Hill Area resident and stakeholder who spent time and energy speaking with Planning Department staff throughout the Eastside Community Area planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.

Neighborhood location map

NEIGHBORHOOD Profile and Priorities

Neighborhood Snapshot

NEIGHBORHOOD STRENGTHS AND CHARACTER

Dignowity Hill occupies a ridgeline east of Downtown. Before the railroads west and north of the neighborhood were built in the late 1900s, Dignowity Hill included large merchant class estates. Following railroad construction, utility extensions and the construction of a streetcar line to the area around the turn of the last century, the area filled in and diversified. The street network and pattern of residential development seen in the neighborhood today is rooted in the development patterns of early 1900s. Among countless sites and structures that represent different eras and themes from San Antonio's history, much of the neighborhood is designated as a Historic District and there are around 40 historic landmarks.

The neighborhood is arranged in a walkable grid pattern of blocks which are primarily occupied by one and a half to two and a half story dwellings. Duplexes are found throughout the neighborhood as well. Front doors and windows typically face the street. Off street parking is typically accessed from the streets, although there are more examples of parking accessed from improved alleys in Dignowity Hill than other Eastside Community Area neighborhoods.

Strengths

- Dignowity Hill's history and cultures are reflected in buildings and the landscape.
- There is a walkable grid pattern of blocks with buildings oriented to the street.
- There is a diverse, civically engaged population.
- Dignowity Hill is on a trajectory of revitalization.
- The neighborhood is situated close to Downtown and other destinations.

NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

In Dignowity Hill, there are opportunities to leverage assets such as historic buildings, a gridded street network, and an increasing population to achieve some long standing goals established by the 2010 neighborhood plan, while maintaining a diverse population and enabling existing residents to share in the benefits of neighborhood improvement.

Opportunities

- There are additional opportunities to protect, feature, and connect historical and cultural assets so that more residents can discover and find meaning and a sense of place with them.
- Dignowity Hill’s street network provides abundant opportunities to accommodate the neighborhood plan’s ambitious goals for improving alternative transportation modes and connections to Downtown.
- There are civically engaged and organized networks of people that have demonstrated an ability to complete community projects and initiate larger public projects.
- The diversifying and growing population may be able to support additional local businesses providing convenient goods and services.

Challenges

- Residential property tax assessments have risen quickly in recent years, compared with many residents’ ability to pay for them. Many residents feel that new market rate housing makes housing less affordable in surrounding areas.
- Transportation corridors that the neighborhood plan intended to evolve into pedestrian-oriented places with convenient goods and services still primarily serve as throughways to facilitate cars passing through the area.
- Many residents feel like the pace of infrastructure maintenance and improvements are not keeping up with the neighborhood’s growing population and its preferences. For example, sidewalks are deteriorated and missing in many locations.

Previous Neighborhood Plans

Dignowity Hill is one of only three Eastside Community Area neighborhoods that was included in a previously adopted neighborhood plan. The plan’s future land use section called for infill housing that matches the neighborhood’s character, rehabilitation of existing dwellings, and neighborhood-serving commercial uses at otherwise residential street corner intersections, aiming to support walkability and convenience. The plan emphasized that new development and evolving uses along Houston Street and New Braunfels Avenue should contribute to making the area more walkable. The plan also identified potential Transit-Oriented Development areas, where development should contribute to supporting enhanced transit service. The Dignowity Hill Neighborhood Plan also included recommendations on parks and recreation, public spaces, historic preservation, housing, economic development, and transportation.

Overall, the Dignowity Hill Neighborhood Plan emphasized a need to create a new identity, revitalize and reinvest in the neighborhood by organizing grassroots action, enforcing laws, and attracting public and private investment. Reflecting current priorities of many neighborhood residents, there was a clear commitment to historic preservation, improving alternative transportation options and improving the quality of and connections to public spaces such as New Braunfels Avenue, Houston Street, and local parks.

KEY RECOMMENDATIONS FROM PREVIOUS PLANNING EFFORTS

- Create bicycle lanes on North New Braunfels Avenue, Houston Street, Commerce Street, Hackberry Street, and Hayes Street, and provide a continuous bicycle lane connection from Downtown, through the neighborhood, to the Salado Creek Greenway.
- Direct most new growth, including higher density mixed-use development to areas next to the primary transportation corridors.
- Support incentives and subsidies for infill housing, housing rehabilitation, and historic preservation of residential and commercial buildings.

- Improve parks and public spaces including commercial and mixed-use main streets, as places for residents to spend time, interact, and find convenient goods and services.

MAJOR ACCOMPLISHMENTS FROM THE NEIGHBORHOOD PLAN

- Home rehabilitation and infill housing development is occurring.
- The neighborhood has evolved into a mixed-income community.
- The neighborhood has retained basic aspects of its historic character since the neighborhood plan was adopted.
- Many of the parks and community center improvements recommended in the plan have been completed.
- Modest commercial revitalization has included the rehabilitation of older buildings and the addition of new local businesses and basic services, such as a bank.
- Many of the neighborhood plan recommendations that were implemented, resulted from groups of neighbors organizing resources and taking action.

Neighborhood Priorities

- Priority from Previous Neighborhood Plan
- Aligns with Sub-Area Plan Recommendation
- Aligns with other Neighborhood Action Plan Recommendation

Support zoning decisions that enable property owners to add additional dwellings or a small businesses to their property, while maintaining original primary buildings.	
Improve the bicycle network, connecting the neighborhood with its mixed-use corridors, Downtown, the Salado Creek Greenway, the Historic Eastside Cemeteries, and Hays Street Bridge.	
Direct most new growth, including higher density mixed-use development to areas next to the primary transportation corridors.	
Support new small scale infill housing and very small businesses throughout the neighborhood.	
Improve commercial and mixed-use main streets as places for residents to spend time, interact, and find convenient goods and services.	
Improve basic infrastructure such as street lighting and the sidewalk network.	
Improve options for acquiring healthy food close to the neighborhood.	

Provide property tax relief to residents that are most vulnerable to increasing property taxes.



Neighborhood Profile and Priorities: Government Hill, Exhibit 4

Acknowledgements

Special Thanks to every Government Hill Area resident and stakeholder who spent time and energy speaking with Planning Department staff throughout the Eastside Community Area planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.

Neighborhood location map

NEIGHBORHOOD Profile and Priorities

Neighborhood Snapshot

NEIGHBORHOOD STRENGTHS AND CHARACTER

Government Hill is a diverse and historic community that was originally developed between the 1890s and 1930s, along with the establishment and growth of Fort Sam Houston. Government Hill includes an official historic district and over thirty historic landmarks.

The neighborhood is close to amenities and employment areas, such as Downtown, Pearl, the River Walk, and Fort Sam Houston. Government Hill has a grid pattern of blocks, with buildings oriented to the streets, making it relatively walkable. It does however have some barriers between it and local destinations, including the Union Pacific switching yards, Fort Sam Houston, US 281, and I-35. Government Hill has experienced a relatively large amount of new construction and home rehabilitation in the last decade.

A small northwestern portion of the neighborhood between Broadway Avenue and Austin Street north of I-35, is within the Midtown Area Regional Center Plan boundary. This area is comprised mainly of large institutional, storage, retail, and multi-family uses.

Strengths

- Walkable grid pattern of blocks with buildings oriented to the street.
- Historic and cultural values are preserved in the built environment.
- Proximity to Downtown, Fort Sam Houston, Pearl, and the River Walk.
- Pedestrian-oriented buildings and small businesses on New Braunfels Avenue.
- Active neighborhood associations and a large number of residents actively engaged with the associations and the City of San Antonio.

NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

Government Hill's population declined substantially between 1960 and 2010. Most of the homes in Government Hill were built before 1960, and there are a large number of homes dating to the 1930s and earlier. Government Hill has a diverse housing stock, including single-family homes, small multi-family plexes, and townhomes. In the late 2000s much of the neighborhood residential areas were downzoned to only allow single-family uses. Buyers are increasingly willing to pay more to live or own property in

Government Hill. Accordingly, property values and property taxes are increasing relatively rapidly. Up to a few hundred new dwellings are scheduled for construction as part of a large development near New Braunfels Avenue that will offer additional housing options, and there is a substantial amount of vacant and underutilized land next to primary transportation corridors that can absorb additional housing demand.

Opportunities

- There is space to build small scale dwellings on vacant lots in the neighborhood and underutilized properties next to New Braunfels Avenue and Walters Street.
- There are pedestrian-oriented buildings that reflect historic values in mixed-use nodes such as along New Braunfels Avenue and Seguin Avenue.
- There are historic and heritage values in structures that are not officially protected throughout the neighborhood.
- Employment growth is expected to continue in nearby areas, increasing economic opportunity.
- Public and private investment in the surrounding area will continue improving local amenities and public spaces.

Challenges

- There is not a public or open space in the neighborhood area west of New Braunfels Avenue.
- There are renters who may be vulnerable to displacement.
- Some residents are uncomfortable with the recent pace of new development, and identify it as the cause of increasing taxes and rents.
- There is fear of additional nightlife businesses impacting the neighborhood residential areas.
- There is concern about increasing traffic using neighborhood streets to travel between I-35 at New Braunfels Avenue, and major destinations and transportation routes located just west of the neighborhood. There is also concern about parking congestion from visitors to local destinations.
- There are missing sidewalks between the core residential areas and local destinations on New Braunfels Avenue and Broadway Street.

Previous Neighborhood Plans

Government Hill is one of only three Eastside Community Area neighborhoods that previously participated in creating a neighborhood plan. The Government Hill Neighborhood Plan was completed in 2001 and updated in 2010 along with a large area rezoning process. The 2010 update and rezoning brought about two overarching changes. The first was to rezone existing residential areas to limit new construction primarily to detached single-family dwellings, which was partly intended to discourage demolition of existing single-family dwellings. The second was to support a mix of commercial and residential uses along what had previously been corridors where only commercial uses were supported.




KEY RECOMMENDATIONS FROM PREVIOUS PLANNING EFFORTS










- Prevent the demolition of buildings that contribute to the area's historic values.
- Support mixed-use development near Broadway Street, Grayson Street, New Braunfels Avenue, and Walters Street.
- Create a public open space, park or plaza in the neighborhood between Broadway Street and New Braunfels Avenue.

MAJOR ACCOMPLISHMENTS FROM THE NEIGHBORHOOD PLAN

- Many older homes with historical values that were deteriorating have been rehabilitated, and the neighborhood has retained its historical and cultural values.
- Older pedestrian-oriented buildings adjacent to New Braunfels Avenue are occupied by businesses, and additional mixed-use development is scheduled for construction near New Braunfels Avenue.
- Several transportation and drainage projects have been completed, such as Grayson Street reconstruction, sidewalks around St. Patrick’s Church, and sidewalks in the historic district portion of the neighborhood.

Neighborhood Priorities

-  Priority from Previous Neighborhood Plan
-  Aligns with Sub-Area Plan Recommendation
-  Aligns with other Neighborhood Action Plan Recommendation

Prevent demolition of buildings that contribute to the area’s historical and heritage values.	  
Advocate for new construction that complements the area’s historical and heritage values.	 
Large scale development near Broadway Street, New Braunfels Avenue, and Walters Street should transition to and complement adjacent neighborhood areas.	 
Fill gaps in the sidewalk network along streets that provide access from the neighborhood to local destination on New Braunfels Avenue and Broadway Street.	
Where excessive demand for street parking emerges, such as near the Broadway Street Corridor consider using a parking benefit district to meter visitor street parking, reserve free supply for local residents, and generate revenue for local projects that address neighborhood priorities.	
Discourage automobile traffic moving between Broadway Street and I-35 from cutting through neighborhood residential areas.	

Neighborhood Profile and Priorities: Harvard Place - Eastlawn, Exhibit 5

Acknowledgements

Special Thanks to every Harvard Place - Eastlawn Area resident and stakeholder who spent time and energy speaking with Planning Department staff throughout the Eastside Community Area planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.

Neighborhood location map

NEIGHBORHOOD Profile and Priorities

Neighborhood Snapshot

NEIGHBORHOOD STRENGTHS AND CHARACTER

Harvard Place - Eastlawn is home to about 4,500 people. Over a third of the neighborhood's households include children. As of 2010, nearly 30% of the neighborhood's population was under the age of 15, and over 10% of households included multiple generations. Several schools are located in Harvard Place - Eastlawn, including Young Men's Leadership Academy, Tynaan Early Childhood Education Center, Washington School, and Antioch Christian Academy. The East Meadows mixed-income income community is also located in the neighborhood. Harvard Place - Eastlawn was part of the Eastside Choice Neighborhood Initiative and the Eastside Choice Neighborhood Transformation Plan (2013).

The southernmost blocks of the neighborhood adjacent to New Braunfels Avenue were platted by 1920, and many of the homes west of Walters Street and otherwise close to Houston Street date to the 1920s and 1930s. The neighborhood includes several historic landmarks, including the Wheatley Middle School Historic Site, Mt. Calvary Baptist Church, Antioch Missionary Baptist Church, New Mount Pleasant Baptist Church, Israelite Baptist Church, Pleasant Grove Missionary Baptist Church, and the commercial site at 734 N New Braunfels Avenue. The neighborhood was also home to the Ella Austin Orphanage at 1920 Burnet Street.

The neighborhood's blocks are rectangular, amongst a grid pattern of streets. Homes feature front doors and windows oriented to the street, with parking structures typically not present or otherwise behind the main structure. Many of the blocks include unpaved alleys.

Strengths

- Walkable grid pattern of blocks with buildings oriented to the street.
- Diverse, mixed-income housing options.
- Bibliotech library and other new public amenities at East Meadows.
- Menger Creek Park and Linear Trail.

NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

Some neighborhood opportunities relate to the recently revitalized East Meadows, upcoming improvements to New Braunfels Avenue, and proximity to AT&T Center. Challenges relate to aging homes and their maintenance costs, housing affordability for existing residents, and crime or perceptions of crime.

Opportunities

- There are recommendations from the Choice Neighborhood Transformation Plan discussed in the “Previous Neighborhood Plans” section below have already achieved some community buy in, and should be considered priorities for implementation.
- There are increasing opportunities for existing residents to build wealth and take advantage of more opportunities in the area.
- Bexar County is considering repurposing its vacant land north of East Meadows into a urban farm and education center.

Challenges

- Residents reported excessive crime, and too many homes and yards that are not maintained.
- There is an aging population struggling to maintain homes and landscaping.
- Properties on the east side of New Braunfels Avenue, adjacent to the neighborhood, are zoned for industrial uses, limiting opportunities for additional retail and services for the neighborhood.

Previous Neighborhood Plans

A neighborhood plan was not previously completed with Harvard Place - Eastlawn. The Arena District / Eastside Community Plan (2003), did not include a section or chapter uniquely dedicated to the neighborhood. The plan called for conservation of existing housing stock and gradual infill development with small scale multi-family dwellings, a commercial nodes at the intersections of Houston Street and Walters Street, and high density mixed-use development next to New Braunfels Avenue. The plan called for planting street trees along Houston Street, Gevers Street, Walters Street, and Mel Waiters Way in order to create a network of landscaped streets.

The Eastside Choice Neighborhood Transformation Plan (2013 is a “roadmap to reinvigoration and activities that will result in a neighborhood that is dynamic, vibrant, and respectful of the area’s assets.” The plan pertains to the Eastside Choice Neighborhood, between I-35, Martin Luther King Drive, New Braunfels Avenue, and the railroad tracks. This area overlaps portions of Denver Heights and Jefferson Heights, but focuses mostly on Harvard Place - Eastlawn. In addition to focusing on programming to improve educational, economic and other social outcomes, the plan identifies development goals and priority infrastructure improvements.

Regarding public space and infrastructure, the plan prioritized and mapped future complete streets, sidewalk improvements, bicycle routes, tree canopy, public art, and small neighborhood parks. The plan emphasized that commercial development should be pedestrian-oriented, and called for design guidelines to be created for retail areas. In neighborhoods, the plan emphasized owner-occupied assistance programs to ensure that existing residents continue participating in and benefiting from area improvements. Some of the recommendations from the Eastside Choice Neighborhood Transformation Plan, such as complete streets, and attracting more pedestrian-oriented commercial development have not been achieved, and should be considered outstanding neighborhood priorities.

KEY RECOMMENDATIONS FROM PREVIOUS PLANNING EFFORTS

- Improve selected streets with landscaping and other features to make them comfortable for walking and bicycling.
- Support small scale infill housing.
- Rezone commercial properties and create design guidelines for commercial corridors and nodes to ensure that future development is pedestrian-oriented.
- Deploy incentives for rehabilitating existing commercial structures, and attracting new businesses.

MAJOR ACCOMPLISHMENTS FROM THE NEIGHBORHOOD PLAN

- Some home rehabilitation has occurred, and some new infill houses have been built.
- Major transformations of streetscapes and other public spaces near Wheatley Courts were completed.

Neighborhood Priorities

- Priority from Previous Neighborhood Plan
- Aligns with Sub-Area Plan Recommendation
- Aligns with other Neighborhood Action Plan Recommendation

Support additional small scale infill housing, and retail and restaurant options nearby.	
Mitigate the effects of property tax increases on vulnerable residents.	
Improve selected streets with landscaping and other features to make them comfortable and safe for walking and bicycling.	
Future development adjacent to New Braunfels Avenue, Gevers Street, Walters Street, and Houston Street should be pedestrian-oriented.	

Neighborhood Profile and Priorities: Jefferson Heights, Exhibit 6

Acknowledgements

Special Thanks to every Jefferson Heights Area resident and stakeholder who spent time and energy speaking with Planning Department staff throughout the Eastside Community Area planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.

Neighborhood location map

NEIGHBORHOOD Profile and Priorities

Neighborhood Snapshot

NEIGHBORHOOD STRENGTHS AND CHARACTER

Jefferson Heights is a historic residential neighborhood in the heart of the Eastside Community Area. Portions of the neighborhood were initially built in the first decades of the 1900s.

The neighborhood is arranged in a walkable grid pattern of blocks that are about 250 feet by 700 feet. Lots typically include 45 to 55 feet of street frontage, and are primarily occupied by one story detached single-family homes. Duplexes are found throughout the neighborhood as well. Front doors and windows typically face the street. Off street parking is accessed from the streets, and there are few garages. The small portion of the neighborhood located west of New Braunfels Avenue was built with smaller blocks, narrower lots, and includes more variation in housing types, including duplexes, triplexes, and very narrow shotgun homes.

Jefferson Heights is primarily located between Houston Street and Commerce Street. The registered neighborhood association extends two blocks west of New Braunfels Avenue on the west, and to I-10 on the east. The neighborhood includes a portion of the commercial center at Houston Street and New Braunfels Avenue, a small portion of the Historic Eastside Cemeteries, Dawson Park, Lincoln Park and its community centers, and the evolving mix of industrial, commercial and residential land south of the AT&T Center. St. Philip's College is located to the south across Montana Street.

Strengths

- Walkable grid pattern of blocks with buildings oriented to the street.
- Proximity to St. Philip's College, parks and community centers, and Downtown.
- Diversity of ages and cultures.
- Access to VIA transit service.
- Dedicated group of local residents that has started meeting to form a neighborhood association, and organize small community projects.

NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

Jefferson Heights' population declined between 1960 and the present. Most of the homes in Jefferson Heights were built before 1960, and there are a large number of homes dating to the 1930s and earlier.

There are over 100 vacant lots in the neighborhood, and residents have reported this as a challenge. Recently, investors and homeowners have begun rehabilitating more homes, and constructing some new homes. According to local residents, a large number of their neighbors are renters, there is a large youth population, and a high rate of turnover among residents. There is a lack of local services and retail options. The neighborhood is part of San Antonio's early history and has been designated as a heritage district, in part for representing an area of early African American homeownership. In 2017, the City designated the Tried Stone Baptist Church as a historic landmark.

Opportunities

- There is space to build homes and businesses on vacant lots.
- Older buildings are deteriorating but usable.
- Residents want to support new local businesses and services.
- A group of residents is reviving the neighborhood association and taking on small projects.
- The adolescent population needs to be engaged when not in school.
- There are only one or two historic landmarks, and not enough other official representations of the area's local history and heritage.

Challenges

- Large number of renters vulnerable to displacement.
- Aging population struggling to maintain homes and landscaping.
- High rate of turnover among residents.
- Many deteriorated properties are owned by landlords that are not present in the neighborhood, and that are unresponsive to the local community.

Previous Neighborhood Plans

A neighborhood plan was not previously completed with Jefferson Heights. The Arena District / Eastside Community Plan (2003) did not include a section or chapter uniquely dedicated to Jefferson Heights. The plan called for conservation of existing housing stock and gradual infill development with small scale multi-family dwellings, three commercial nodes on Houston Street and Commerce Street, and high density mixed-use development next to New Braunfels Avenue. The plan called for planting street trees along Houston Street, Commerce Street, Gevers Street, Walters Street, and Mel Waiters Way, in order to create a network of landscaped streets.

The Choice Neighborhood Transformation Plan included most of Jefferson Heights, but naturally focused more attention to the north in areas closer to the East Meadows and Sutton Oaks communities. The plan called for Gevers Street to be improved as a landscaped street where walking and biking would be comfortable, connecting Wheatley Courts and Harvard Place - Eastlawn Neighborhood with Jefferson Heights and Denver Heights. Similarly, the plan proposed planting trees next to Houston Street.




KEY RECOMMENDATIONS FROM PREVIOUS PLANNING EFFORTS





- Improve selected streets with landscaping and other features to make them comfortable for walking and bicycling.
- Support small scale infill housing.
- Rezone commercial properties and create design guidelines for commercial corridors and nodes, to ensure that future development is pedestrian-oriented.
- Deploy incentives for rehabilitating existing commercial structures, and attracting new businesses.

MAJOR ACCOMPLISHMENTS FROM THE NEIGHBORHOOD PLAN

- Some home rehabilitation has occurred, and some new infill houses have been built.
- The neighborhood has retained basic aspects of its character since the Arena District / Eastside Community Plan was adopted.

Neighborhood Priorities

-  Priority from Previous Neighborhood Plan
-  Aligns with Sub-Area Plan Recommendation
-  Aligns with other Neighborhood Action Plan Recommendation

Continue recent efforts to reactivate or create a new Jefferson Heights Neighborhood Association.	
Complete a small community project identified by local residents to facilitate creation/reactivation of a neighborhood association. For example some neighborhood residents have suggested connecting adolescent youth with seniors who would compensate them to complete light landscaping work.	
Advocate for and support street improvement projects that improve walking and bicycling connections.	
Support pedestrian-oriented revitalization of mixed-use nodes at the intersections of Houston Street and Commerce Street with New Braunfels Avenue, Gevers Street, Walters Street, Mel Waiters Way, and Onslow Street.	
Support small scale infill housing and housing rehabilitation proposals, including rezoning requests and affordable housing.	
Advocate for pedestrian-oriented design when developers propose new residential and commercial construction.	

Neighborhood Profile and Priorities: Coliseum/Willow Park Neighborhood Association, Exhibit 7

Acknowledgements

Special Thanks to every Coliseum/Willow Park Area resident and stakeholder who spent time and energy speaking with Planning Department staff throughout the Eastside Community Area planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.

Neighborhood location map

NEIGHBORHOOD Profile and Priorities

Neighborhood Snapshot

NEIGHBORHOOD STRENGTHS AND CHARACTER

Coliseum/Willow Park developed later than other Eastside Community Area neighborhoods, and unlike the others was not part of the original 36 square mile City of San Antonio boundary. The neighborhood is home to Dafoste Park, a new trailhead to Salado Greek Greenway, Carver Library, and Second Baptist Church.

The neighborhood is arranged in what would be a walkable grid pattern of blocks, however there are few sidewalks north of Aransas Avenue. In this area, development patterns are relatively uniform. There are one-story single-family homes, with consistent front setbacks, and few vacant lots. There are unimproved alleys in most blocks. South of Aransas Avenue, there is more variation, with single-family, small multi-family, and vacant properties. Many of the vacant properties appear to be owned and used by the adjacent owners as side yards. This area was developed over a longer period of time, with both newer and older homes dating to the 1920s.

Strengths

- The neighborhood includes multiple amenities close by, including Dafoste Park, the Salado Creek Greenway, and Carver Library.
- The neighborhood is relatively affordable compared to others in the Eastside Community Area.
- The neighborhood association has multi-generational participation, and experiments with alternative ways to get neighbors involved, such as by organizing neighborhood walks.
- The neighborhood is relatively stable, with many people who have lived there for a long time and who have relationships with one another.

NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

Residents report that the neighborhood is aging, and that they would like to attract more families to live there. Areas south of Aransas Avenue include a large number of vacant lots where more homes could be built for people to live in. The Echo East project, located just northwest of the neighborhood, proposes adding additional multi-family housing, and in later phases retail or service options to area residents.

Opportunities

- Echo East and other anticipated arena area development may include goods, services, or entertainment.
- The area has great amenities for families, including a library, two parks, greenway trail access, and two bus lines that connect to Downtown.

Challenges

- The building at the eastern corner of Dafoste Avenue and East Commerce Street is getting vandalized and occupied for illegal activities. Similarly, properties on the west side of Spriggsdale Boulevard are attracting illegal activities and dumping.
- Residents report that housing is becoming less affordable, and some residents are worried about the future of housing affordability.

Previous Neighborhood Plans

A neighborhood plan was not previously completed for the Coliseum/Willow Park Neighborhood. The Arena District / Eastside Community Plan (2003) did not include a section or chapter uniquely dedicated to the neighborhood. The plan called for conservation of existing housing stock and gradual infill development with small scale multi-family dwellings, and a mixed-use town center south of the AT&T Center, between Houston Street and Commerce Street, west of Coca Cola Place. Specific to the Coliseum/Willow Park Neighborhood, the plan recommended planting large canopy trees adjacent to Commerce Street, Spriggsdale Boulevard, and Martin Luther King Drive.

KEY RECOMMENDATIONS FROM PREVIOUS PLANNING EFFORTS

- Plant street trees on prominent streets.
- Support small scale infill housing south of Aransas Avenue.





MAJOR ACCOMPLISHMENTS FROM THE NEIGHBORHOOD PLAN

- Some home rehabilitation has occurred, and some new infill houses have been built.
- The neighborhood has retained basic aspects of its character since the Arena District / Eastside Community Plan was adopted.

Neighborhood Priorities

- Priority from Previous Neighborhood Plan
- Aligns with Sub-Area Plan Recommendation
- Aligns with other Neighborhood Action Plan Recommendation

Support adaptive reuse or redevelopment of the property at the eastern corner of Dafoste Avenue and Commerce Street.	
Advocate for street trees along selected streets. As an interim step, organize neighbors and property owners along Spriggsdale Avenue to plant trees next to the sidewalk.	

Construct sidewalks on streets north of Aransas Avenue.	
Improve street lighting.	
Calm traffic on Aransas Avenue.	
Mitigate the effects of property tax increases on vulnerable residents.	

6 Implementation

Plan Purpose

This Plan proposes a medium-term vision, recommendations, and strategies for improving and developing the Eastside Area Community Plan over the next ten years. The Plan is an implementation component of the City of San Antonio's [SA Tomorrow Comprehensive Plan](#). Adopted in 2016, the Comprehensive Plan is the City's long-range land use and policy plan that is intended to be a blueprint for future growth and development through the year 2040. In addition to implementing the Comprehensive Plan, the Eastside Area Community Plan aims to improve quality of life for San Antonio residents and guide growth and development to accommodate projected housing and employment increases. The Eastside Area Community Plan provides an equitable path for all neighborhoods to participate in planning, to create priorities, and to advocate for implementing their priorities in the future.

Intent of the Plan

The Eastside Area Community Plan will be the essential tool to guide future development and City investment in the plan area. The community based planning process resulted in achievable recommendations and strategies that will be used by City Departments, partner agencies, private entities, and community partners to support livable, complete neighborhoods.

How to Use This Plan

The vision for the Eastside Area Community Plan can be realized through implementation of the Plan Framework and Implementation Priorities, with recommendations and strategies related to the following topics: Land Use, Focus Areas, Mobility, Amenities and Public Space, Housing, and Economic Development. These recommendations and strategies include policy and regulatory matters, partnerships, and investments. Plan recommendations are written to provide actionable specificity while still allowing the flexibility needed to adapt to unforeseen challenges or opportunities.

Coordination with Adopted Plans

The City of San Antonio adopted several plans in recent decades for individual neighborhoods or parts of the Eastside Area Community Plan. Each of these plans is described in the Eastside Area Community Plan. Some specific recommendations from these plans are directly referenced as complementary to achieving the Eastside Area Community Plan Vision and Goals. Each of the plans was used as a foundational element for creating the Eastside Area Community Plan. The previously adopted plans include important historical information, policies reflecting the values of participants at the time of their adoption, detailed information and recommendations for specific places and issues such as for a single neighborhood, and topics not addressed by the Eastside Area Community Plan in the realms of social services, law enforcement, and organizational strategies for neighborhood associations and other organizations that created the plans. These plans include but are not limited to:

- *Alamodome Neighborhood Plan*
- *Dignowity Hill Neighborhood Plan*
- *Downtown Neighborhood Plan*
- *Government Hill Neighborhood Plan*
- *Arena District / Eastside Community Plan*
- *Eastside Promise Zone Economic Development Strategy*
- *Eastside Choice Neighborhood Transformation Plan*
- *St. Phillip's College Master Plan*
- *The Old San Antonio City Cemeteries Historic District Master Plan*

The Eastside Area Community Plan was also developed to complement and contribute to the implementation of the following regional and citywide plans:

- *SA Tomorrow Multimodal Transportation Plan*
- *SA Tomorrow Sustainability Plan*
- *VIA's Vision 2040 Plan*
- *SA Corridors Strategic Framework Plan*
- *San Antonio's Housing Policy Framework*

In implementing the Eastside Area Community Plan, further consideration should be given to the recommendations of emerging and ongoing planning processes, including but not limited to:

- *VIA's Rapid Transit Corridors planning*
- *SA Climate Ready*
- *San Antonio's Housing Policy Framework implementation programs*
- *San Antonio Parks System Strategic Plan*
- *San Antonio Sidewalk Master Plan*
- *Vision Zero San Antonio initiative*
- *ConnectSA*

Statutory Requirements

Once adopted by City Council, the Eastside Area Community Plan becomes a component of the City's SA Tomorrow Comprehensive Plan. Where a previously adopted neighborhood or community land use plan is contained within or partially overlaps the Eastside Area Community Plan, the Eastside Area Community Plan will be the plan of reference for land use designations. Similarly, where a previous plan and the Eastside Area Community Plan have conflicting policies or priorities within the adopted boundary of the Eastside Area Community Plan, the Eastside Area Community Plan will be City policy.

By virtue of the plan adoption process, all proposed projects must be found to be consistent with the SA Tomorrow Comprehensive Plan, and as such, the Eastside Area Community Plan must be consulted when proposing a public investment or a land use project that requires deviation from current entitlements.

Implementation – Land Use

Land Use Recommendation #1: Support mixed-use centers that complement neighborhoods, transit service, employment opportunities, and cultural assets.

Strategy 1.1 (Regulatory and Policy)

Rezone areas designated as mixed-use [See **Figure 4 – Future Land Use Map**] in order to provide a mix of uses designed to support pedestrians and transit.

Strategy 1.2 (Regulatory and Policy)

Where the Future Land Use Map designates mixed-uses adjacent to existing residential properties, encourage and, where feasible, incentivize upper floors to be stepped back or limit building heights to be within 1 story of the allowed height of adjacent residential properties.

Strategy 1.3 (Regulatory and Policy)

Discourage “D” zoning districts within the Eastside Community Area.

Land Use Recommendation #2: Preserve and revitalize older building stock and traditional uses and development patterns.

Strategy 2.1 (Regulatory and Policy)

In existing neighborhoods, require future development to complement existing residential development patterns in terms of massing, orientation, setbacks, and building heights.

Strategy 2.2 (Regulatory and Policy)

Encourage and accommodate live/work uses in neighborhoods. Review existing standards and permitting processes and improve them, if needed, to ensure that there is a clear and feasible pathway for applicants to establish live/work uses in Eastside Area development contexts. The review should at least address setback and density limitations associated with live/work uses.

Strategy 2.3 (Regulatory and Policy)

In neighborhoods west of New Braunfels Avenue, where the form of proposed development complements surrounding development patterns, support zoning allowances such as conditional rezoning with uses permitted in the Neighborhood Commercial Zoning district and residential zoning districts, to allow:

- Live/work buildings with more than one dwelling
- A combination of residential and commercial uses in detached structures
- Commercial uses

Strategy 2.4 (Regulatory and Policy)

Zoning decisions should permit uses that will make building preservation and rehabilitation financially attractive, such as adding additional dwellings while preserving the original building.

Land Use Recommendation #3: Site designs and land uses should support walking, transit use, and spending time outside in mixed-use centers and corridors.

Strategy 3.1 (Regulatory and Policy)

Zoning map amendments and Unified Development Code (UDC) Chapter 35 amendments should implement the following principles for new development in mixed-use centers and corridors: street

facing walls should include windows; primary building entrances should face a street, a street corner, or a street-oriented courtyard; and, parking should not be located between streets and buildings.

Strategy 3.2 (Regulatory and Policy)

Allow temporary and auxiliary uses in public spaces and underused properties that serve pedestrians and transit riders, such as street vendors, pop-up displays, temporary signs, seating and food trucks.

Strategy 3.3 (Regulatory and Policy / Investments / Partnerships)

Reduce or eliminate regulations that require minimum amounts of parking, and where needed, instead of mandating minimum parking supply, manage parking demand.

Implementation – Focus Areas

Focus Areas Recommendation #1: Invest in culturally rooted placemaking and pedestrian comfort and safety to support neighborhood hubs.

Strategy 1.1 (Partnerships / Investments)

To support grassroots and local business in creating pedestrian-oriented community hubs, public investments should include combinations of street trees and landscaping, decorative lighting, public art, seating, street parking, façade revitalization, and building restoration that enhance the experience of walking, spending time, and interacting.

Strategy 1.2 (Partnerships / Investments)

Focus streetscape improvements and development grants and incentives in locations that already possess other ingredients to serve as pedestrian-oriented community hubs, such as where there are existing small scale pedestrian-oriented commercial buildings.

Strategy 1.3 (Regulatory and Policy)

City initiated rezoning should include neighborhood hubs as priority locations to align the zoning map with the goal of supporting pedestrian-oriented mixed-use places. Zoning decisions in surrounding areas should allow for a resident population large enough to support local businesses in neighborhood hubs.

Focus Areas Recommendation #2: Improve walkability and streetscapes in the areas identified in the Focus Areas Improvements Maps.

Strategy 2.1 (Partnerships / Investments)

The Focus Areas Improvements Maps “Improved Streetscape” areas should be priority locations for using Bond Program funding to improve local mixed-use main streets and neighborhood hubs.

Strategy 2.2 (Regulatory and Policy)

The Focus Areas Improvements Maps “Priority Building Frontage” areas should be priority locations for city initiated rezoning to ensure that future development is pedestrian-oriented, with buildings oriented to and located close to the sidewalk.

Strategy 2.3 (Partnerships / Investments)

In the Focus Areas Improvements Maps “Improved Streetscape” areas and “Priority Building Frontage” areas, the city should facilitate parking solutions that will reduce curb cuts and eliminate the need for parking between buildings and the primary street. This may include declining to vacate unimproved alleys and instead investing in alley improvements to support rear accessed parking. It also may include allocating right of way for metered on-street parking.

Focus Areas Recommendation #3: Prioritize and coordinate infrastructure investments, housing programs, and development regulations to leverage VIA’s planned Advanced Rapid Transit service.

Strategy 3.1 (Partnerships / Investments)

Prioritize the completion and enhancement of sidewalk networks near VIA’s Advanced Rapid Transit and Primo services.

Strategy 3.2 (Partnerships / Investments)

Prioritize affordable housing subsidies in the vicinity of VIA’s Advanced Rapid Transit and Primo services.

Strategy 3.3 (Regulatory and Policy)

City-initiated rezoning should include the areas around VIA’s Advanced Rapid Transit and Primo service as priority locations to align the zoning map with the goal of supporting transit-oriented communities. Zoning decisions in surrounding areas should support a larger resident population that would benefit from the transit service.

Implementation – Mobility

Mobility Recommendation #1: Continue implementing the San Antonio Vision Zero Action Plan.

Strategy 1.1 (Regulatory and Policy / Investments)

Continue evaluating and implementing proven strategies and best practices improvements, potentially including traffic calming and complete streets principles, which improve pedestrian, bicycle, and traffic safety to achieve San Antonio’s Vision Zero goals. The highest priority areas are the Severe Pedestrian Injury Areas (SPIAs) identified in the most recent SPIA Report:

- Commerce Street from Mesquite Street to Olive Street;
- Hackberry Street from Iowa Street to Dakota Street; and
- New Braunfels Avenue from Denver Boulevard to Porter Street.

Additional analysis of pedestrian, bicycle, and vehicle crash data, and community input, also identified areas around the following intersections to consider evaluating for pedestrian safety improvements:

- Hays Street and New Braunfels Avenue;
- Gevers Street and Houston Street;
- New Braunfels Avenue and Aransas Avenue; and
- Walters Street and Virginia Boulevard.

Strategy 1.2 (Regulatory and Policy / Investments)

In anticipation of more people living, working, and using particular areas, invest in improved crossings that incorporate best practices for safety and placemaking at the intersections of:

- New Braunfels Avenue and Carson Street;
- Hays Street and Walters Avenue;
- Houston Street and Hackberry Street;
- Houston Street and New Braunfels Avenue;
- Houston Street and Mel Walters Way;
- Commerce Street and Gevers Street;
- Commerce Street and Hackberry Street;
- Hackberry Street and Iowa Street;
- Hackberry and Aransas Avenue; and
- New Braunfels Avenue and Porter Street.

Strategy 1.3 (Investments / Partnerships)

Partner with residents, business owners, and CPS Energy to identify opportunities to install additional pedestrian-scaled lighting to improve the visibility of pedestrians, bicyclists, and vehicles.

Mobility Recommendation #2: Complete the multimodal mobility network and establish new trail connections.

Strategy 2.1 (Regulatory and Policy)

Update street design standards to be consistent with SA Tomorrow goals for safety, economic growth, development, and city form, and to reflect the relationship between buildings and the streetscape. Street design standards should consider pedestrians, bicyclists, and motorists.

Strategy 2.2 (Regulatory and Policy / Investments / Partnerships)

Conduct a complete streets study to find opportunities to reduce pedestrian crossing time, increase pedestrian crossing opportunities, and reduce vehicle speeds. The following street segments are ideal for study and implementation:

- Commerce Street from Cherry Street to Palmetto Avenue;
- Commerce Street from New Braunfels Avenue to Salado Creek Greenway; and
- Hackberry Street from Sherman Street through I-10.

Strategy 2.3 (Investments)

Implement on-road infrastructure and wayfinding projects to improve connectivity to Salado Creek Greenway access points on Houston Street, Commerce Street, and Aransas Avenue. The Mobility Framework Map (See Figure 18) identifies existing access points, priority bicycle routes, and priority balanced/multimodal streets where on-road infrastructure improvements should be considered.

Strategy 2.4 (Regulatory and Policy / Investments / Partnerships)

Continue to complete the bicycle and sidewalk network by implementing priority projects and adding facilities as streets are repaved or reconstructed. The Mobility Framework Map shows priority locations to implement this strategy.

Gevers Street from East Meadows to Aransas Avenue is a priority route for improving bicycle infrastructure. It was identified in the Eastside Choice Neighborhood Plan, and it connects multiple existing and planned community destinations on a lower traffic street. Homes adjacent to Gevers Street typically are on corner lots, so street parking is available on the intersecting streets, allowing more space on Gevers Street to be used for bicycling. Several sections of Gevers Street are scheduled for street maintenance and improvement projects in the coming years, presenting an opportunity to implement improvements for bicycles simultaneously. These street sections include the following:

- Gevers Street from Gabriel to Nolan Street;
- Gevers Street from Maryland Street to Nevada; and
- Gevers Street from Martin Luther King Drive to Iowa Street.

Mobility Recommendation #3: Manage transportation demand with traffic management plans that prioritize shared rides and transit options during special events.

Strategy 3.1 (Regulatory and Policy / Investments / Partnerships)

Partner with the special event venues to create additional off-site parking and shuttle services as well as coordinate with and leverage existing VIA service.

Strategy 3.2 (Regulatory and Policy / Investments / Partnerships)

Continue to increase and improve designated ride share pick-up zones and transit service, and partner with the venues, Transportation Network Companies (e.g. Uber or Lyft), and transportation mapping applications to provide transportation information to visitors through event ticketing or mobile applications to help manage special event automobile traffic congestion.

Mobility Recommendation #4: Support VIA Metropolitan Transit Advanced Rapid Transit Corridor service by prioritizing transit-supportive policies and infrastructure near transit stations.

Strategy 4.1 (Regulatory and Policy / Investments / Partnerships)

Improve the first/last mile experience of transit riders by enhancing sidewalks, curb ramps, crosswalks, and bicycle facilities near VIA Metropolitan Transit transfer areas, Primo station areas, and future Advanced Rapid Transit Corridor station areas. Additional improvements to create inviting, quality public spaces at transit stations include shade, seating, safety lighting, and public art. The location and prioritization of these investments should consider VIA's planned timeline for improving service. Based on current analysis, priority improvements areas are in the vicinity of:

- East Houston Street and Cherry Street;
- East Houston Street and New Braunfels Avenue;
- East Houston Street and Walters Street; and
- East Houston Street and Union Pacific Railroad near AT&T Center.

Strategy 4.2 (Regulatory and Policy / Investments / Partnerships)

When VIA designates Advanced Rapid Transit Corridor Stations, the Planning Department should implement zoning to support Transit Oriented Development using VIA's guidelines for development near transit stations and the following principles:

- Density – Increased neighborhood amenities and destinations near stations and stops influence the type of transit services offered in an area. Transit frequency is directly dependent on density – the more people and jobs within an area, the more transit frequency is justified.
- Design – Buildings designed for the pedestrian; placed and oriented along the front of the street with parking on-street, placed behind or structured, and with direct access to first-floor building activities are vital components of transit-supportive design.
- Mix of Uses – Providing a mix of residential, employment, and retail uses within walking distance of a transit stop or transit station is beneficial to the community and makes walking and riding transit more efficient choices for meeting daily needs.
- Walkability – In addition to infrastructure that makes walking safe, walkable places typically include a collection of actively used, pedestrian-oriented buildings fronting the street, and some combination of streetscape amenities such as seating, lighting, landscaping, and shade.

Implementation – Amenities and Public Space

Amenities and Public Space Recommendation #1: Explore the creation of a small grants program for local public space improvement projects completed by community organizations.

Strategy 1.1 (Partnerships)

Organize an advisory committee of community representatives and create a formal proposal to guide grant program establishment and implementation.

Strategy 1.2 (Partnerships / Investments)

Explore establishment of the grant program within a City department in collaboration with the Planning Department. Establish program guidelines/ applications/ procedures, and fund the grant program.

Amenities and Public Space Recommendation #2: Improve pedestrian and bicycle connections between Downtown, Eastside Area neighborhoods, and the Salado Creek Greenway to connect the special places in the area.

Strategy 2.1 (Partnerships / Investments)

Create a safe and comfortable pedestrian and bicycle connection between Downtown and Menger Creek Linear Park, potentially using a separated pathway on the north side of Sherman Street.

Strategy 2.2 (Partnerships / Investments)

Restore ecological functions and create a bicycle and pedestrian path along Menger Creek between the Eastern end of the Menger Creek Linear Park and Salado Creek Greenway.

Strategy 2.3 (Investments)

Enhance bicycle and pedestrian connections between adjacent neighborhoods and retail areas such as Wheatley Courts and North New Braunfels Avenue, and the Downtown to Salado Creek improvements, with enhanced bicycle facilities and complete sidewalk networks.

Amenities and Public Space Recommendation #3: Invest in tree canopy and green stormwater infrastructure to achieve multiple community goals.

Strategy 3.1 (Partnerships / Investments)

Use green infrastructure in public street improvement projects.

Strategy 3.2 (Partnerships / Investments)

Use street trees to complement other necessary improvements for pedestrian safety and comfort when completing street projects.

Strategy 3.3 (Regulatory and Policy)

Increase incentives for using green infrastructure in private construction projects.

Amenities and Public Space Recommendation #4: Improve pedestrian and bicycle connections to and through the Historic Eastside Cemeteries, expanding their purpose as public open space amenities and cultural assets.

Strategy 4.1 (Partnerships)

Support grassroots and cemetery owners' projects to enhance landscaping, plant trees, or restore street facing structures such as fences, gates, and walls.

Strategy 4.2 (Investments)

Improve pedestrian and bicycle connections between the cemeteries and surrounding neighborhoods, community assets, and the bicycle network.

Strategy 4.3 (Partnerships / Investments)

Incorporate the cemeteries into larger bicycle and pedestrian routes featuring Eastside Area historic resources.

Amenities and Public Space Recommendation #5: Create enjoyable outdoor spaces for leisure, gathering, and community projects in small, underutilized public spaces.

Strategy 5.1 (Partnerships)

Work with neighborhood residents and community organizations to identify a priority location where this recommendation would be implemented first, and to collaboratively design the project.

Strategy 5.2 (Investments)

Provide opportunities for local residents to tangibly contribute to the project, for example with volunteer work parties to apply mulch and install plants to part of the landscape. If possible, allow local community organizations to take an even stronger role in building and maintaining portions of the landscape.

Strategy 5.3 (Partnerships / Investments)

Support grantees of the proposed grant program identified in Amenities and Public Space Recommendation #1 in piloting improvement projects that will complement or demonstrate the value of larger public projects that may be completed later. Examples of temporary or complementary improvements that could be used to build community ownership and participation in a future project include but are not limited to:

- tree planting and gardening;
- small stormwater management projects;
- painting blank walls, asphalt or other hardscapes; and
- pop up installation events with seating, food, and community activities.

Implementation – Housing

Housing Recommendation #1: Support diverse infill housing and reinvestment in existing dwellings that reflect historic pedestrian-oriented development patterns.

Strategy 1.1 (Regulatory and Policy)

Utilize Unified Development Code (UDC) Chapter 35 updates or inner city neighborhood design guidelines to encourage diverse housing options that are pedestrian-oriented. The UDC amendments or guidelines do not need to replace or preclude the opportunity for neighborhoods to establish historic districts and neighborhood conservation districts, but would free neighborhoods from having to use those resource intensive tools to support pedestrian-oriented residential development.

Strategy 1.2 (Regulatory and Policy)

Support new and expanded historic districts in eligible areas, so that historic buildings receive additional regulatory protection, and owners receive incentives to rehabilitate historic buildings.

Strategy 1.3 (Regulatory and Policy)

Allow additional dwellings or secondary uses on lots with existing buildings, to support the preservation of the existing buildings.

Housing Recommendation #2: Empower existing residents to share in the Eastside Area’s increasing prosperity.

Strategy 2.1 (Regulatory and Policy)

Identify strategies and financial tools that can help mitigate impacts of escalating property values for lower-income residents.

Strategy 2.2 (Regulatory and Policy / Investments)

Explore expansion of homeowner assistance programs, such as home repair and remediation programs, homeowner education and resource sharing, home buyer down payment assistance, and additional programs to subsidize HVAC and sustainable energy efficiency retrofits in existing dwellings.

Strategy 2.3 (Partnership)

Work with housing development partners to identify potential locations for senior-oriented housing projects, including projects with affordable units for older adults.

Strategy 2.4 (Regulatory and Policy)

Identify strategies to assist rightful property owners to establish clean titles to their property.

Strategy 2.5 (Regulatory and Policy / Investments)

Encourage adding accessory dwelling units to existing residences as a means to build wealth for households with low incomes and support aging in place for older residents.

Housing Recommendation #3: Create a community land and housing trust focused on the Eastside.

Strategy 3.1 (Investments / Partnerships)

Investigate alternative land and housing trust models, and work with community stakeholders to identify a preferred approach to creating and funding a community land and housing trust.

Strategy 3.2 (Investments / Partnerships)

Identify seed funding to support an initial trust startup, so that it can have a meaningful impact and sustain itself in the long term. Work with City and area partners to identify an organization (city or non-profit) with the resources and capacity to manage the trust over the long term.

Implementation – Economic Development

Economic Development Recommendation #1: Create and grow neighborhood commercial districts.

Strategy 1.1 (Regulatory and Policy / Partnerships)

Support the creation of neighborhood business improvement districts or other public-private partnerships that enable local business owners to act collectively to invest in and improve the physical environment around their establishments.

Strategy 1.2 (Partnerships / Investments)

Continue to support San Antonio for Growth on the Eastside's (SAGE's) Store Front Grant program to aid property and business owners in investing in existing commercial buildings.

Strategy 1.3 (Regulatory and Policy / Investments)

Invest in and support streetscape improvements to create attractive places where people will want to spend time working, recreating, and shopping.

Strategy 1.4 (Partnerships)

Support businesses that improve residents' access to daily retail goods and services. Identify opportunities for flexible and/or temporary locations and spaces that offer lower risk or other costs for businesses to experiment. (e.g. public open spaces, vacant commercial and industrial buildings, parking lots).

Economic Development Recommendation #2: Support the creation and expansion of businesses (start-up, manufacturing, resident services, restaurants/entertainment).

Strategy 2.1 (Regulatory and Policy / Investments / Partnerships)

Support efforts and provide resources to address cleanliness and safety perceptions for commercial and employment areas.

Strategy 2.2 (Investments / Partnerships)

Actively promote and market employment-oriented development sites in the Eastside Area to prospective businesses, site selectors, and economic development entities to attract additional employers to the areas with the Business/Innovation Mixed-Use, Regional Mixed-Use, Light Industrial, and Employment/Flex Mixed-Use future land use designations [See **Figure 4 – Future Land Use Map**]. These areas can support more employment with higher wages and better career pathways than that provided in typical retail and food establishment businesses.

Strategy 2.3 (Investments / Partnerships)

Continue to support SAGE’s Equity Fund and Grow Eastside Fund programs to aid in providing access to equity for businesses and incentives for small businesses to locate and grow in the Eastside Area.

Strategy 2.4 (Partnership)

Partner with economic development and educational organizations such as SAGE, LiftFund, and the UTSA Small Business Development Center to promote free or low-cost services to aspiring entrepreneurs and small businesses to guide and strengthen their business development plans and strategies.

Economic Development Recommendation #3: Connect residents and businesses to employment centers.

Strategy 3.1 (Partnerships)

Work with partners, including SAGE, St. Philip’s College, and schools in the Eastside Area, to create opportunities and programs for job skill education and training and workforce education.

Strategy 3.2 (Regulatory and Policy / Investments / Partnerships)

Invest in enhanced transportation and transit connections — including VIA Metropolitan Transit’s Advanced Rapid Transit system — to the Eastside Area to improve access to employment centers for area residents.

Appendix: Maps, Figures, and Exhibits

Maps, Figures, and Exhibits referenced throughout this document are collected in the Appendix which begins on the next page.

List of Maps, Figures, and Exhibits

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Figure 2: Study Area Map

Figure 3: Plan Framework Map

Figure 4: Future Land Use Map

Figure 5: West Area – Existing Conditions View

Figure 6: West Area – Aspirational Illustration

Figure 7: Virginia Boulevard Existing Condition View

Figure 8: Virginia Boulevard Aspirational Illustration

Figure 9: Focus Areas Framework Map

Figure 10: Focus Areas 1 & 2 Improvements Map

Figure 11: Transformative Project #1 – Houston St. & Hackberry Existing Conditions View

Figure 12: Transformative Project #1 – Houston St. & Hackberry Aspirational Illustration

Figure 13: Transformative Project #2 – Commerce Street & Gevers Street Existing Conditions View

Figure 14: Transformative Project #2 – Commerce Street & Gevers Street Aspirational Illustration

Figure 15: Focus Areas 3 & 4 Improvements Map

Figure 16: Aransas Avenue & Hackberry Street Existing Condition View

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Figure 18: Mobility Framework Map

Figure 19: Mobility Proposed Street Type

Figure 20: Mobility Street Typology Graphic

Figure 21: Mobility Streets for People & Places Map

Figure 22: Amenities and Public Space Framework Map

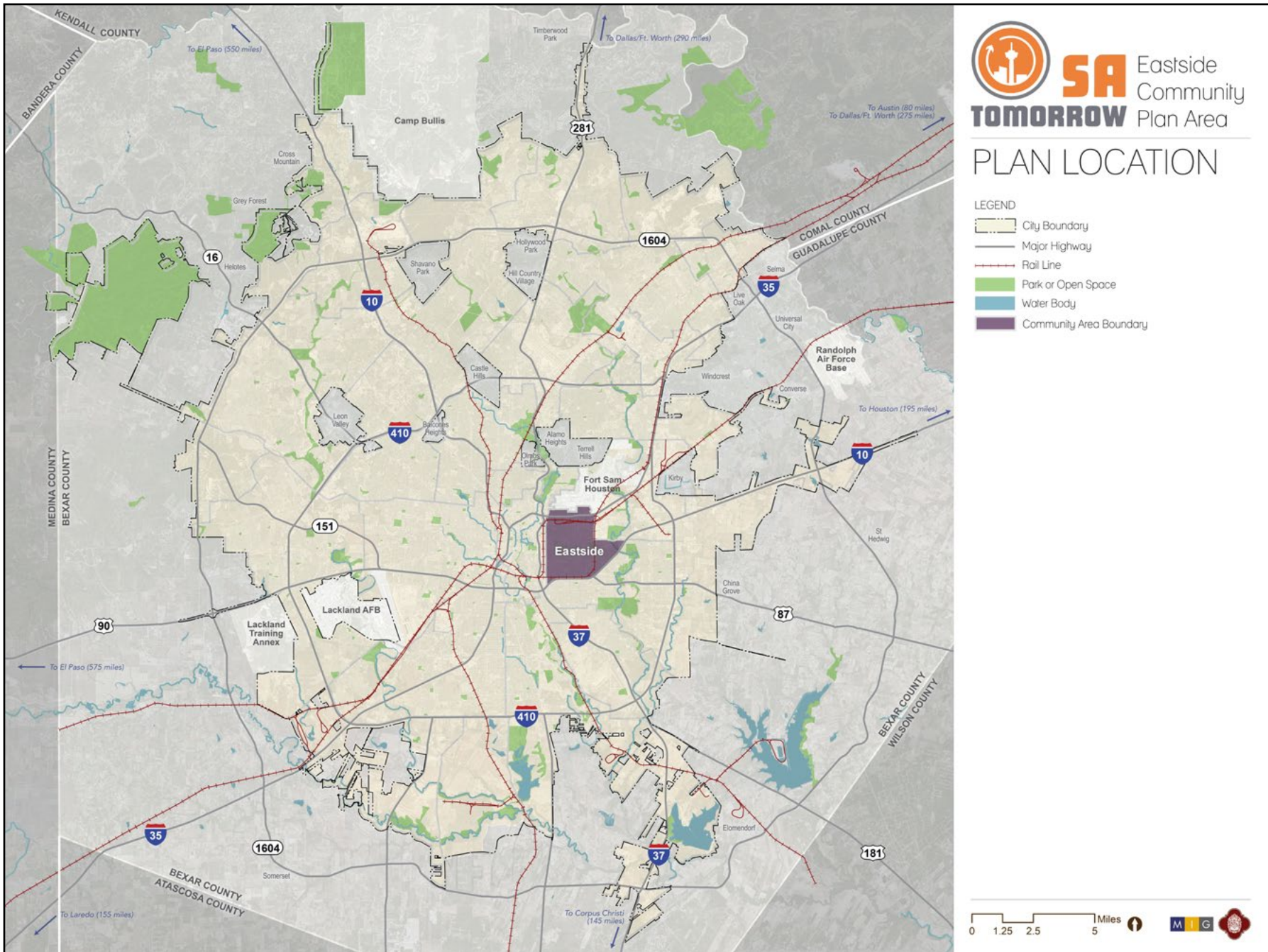
Figure 23: Aransas Avenue & Mittman Street Existing Condition

Figure 24: Aransas Avenue & Mittman Street Aspirational Illustration

Figure 25: Housing Snapshot

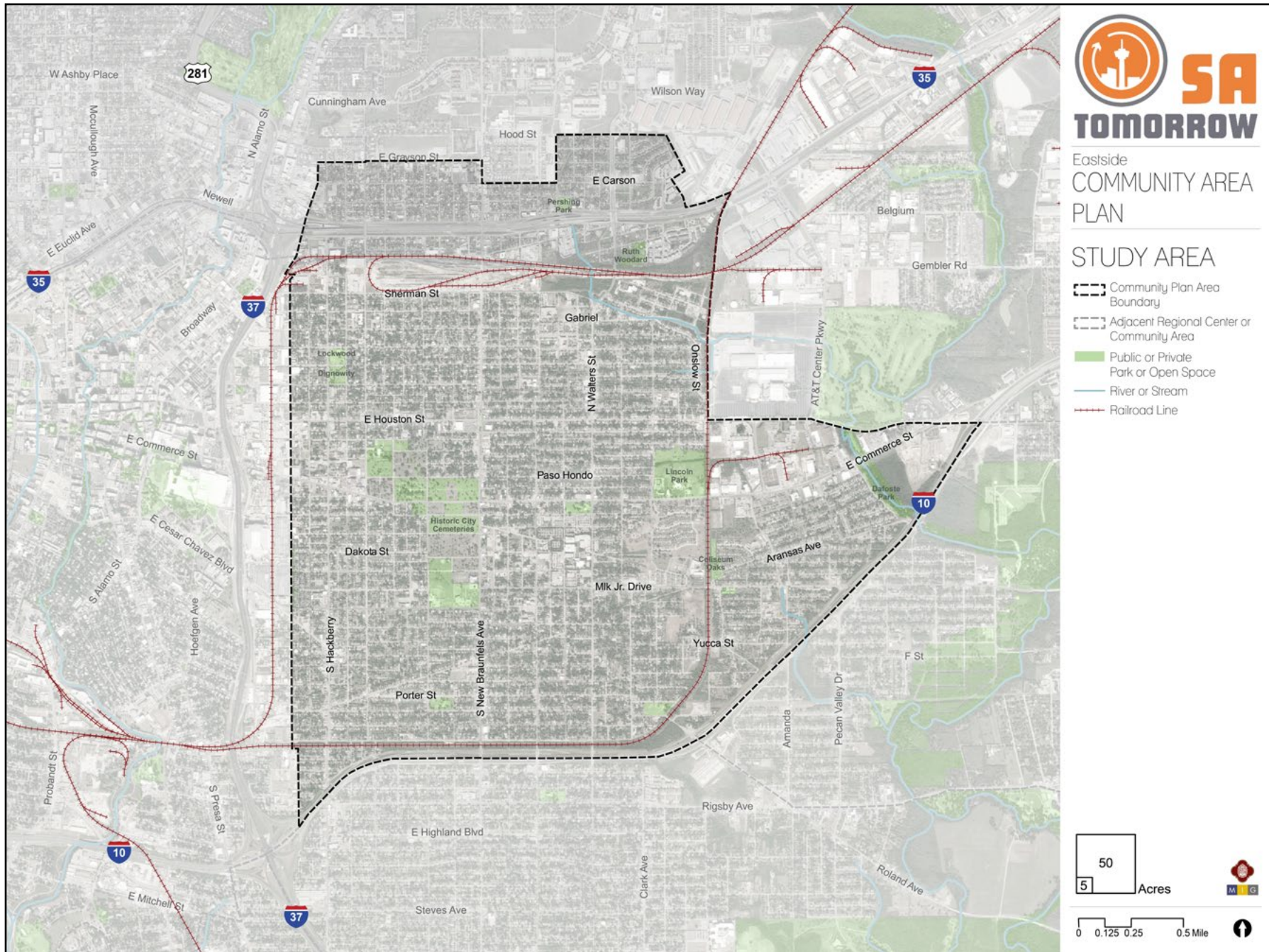
Figure 26: Cost Burdened Renter Households by Income

Exhibit 1: Eastside Community Area Plan Existing Conditions Atlas



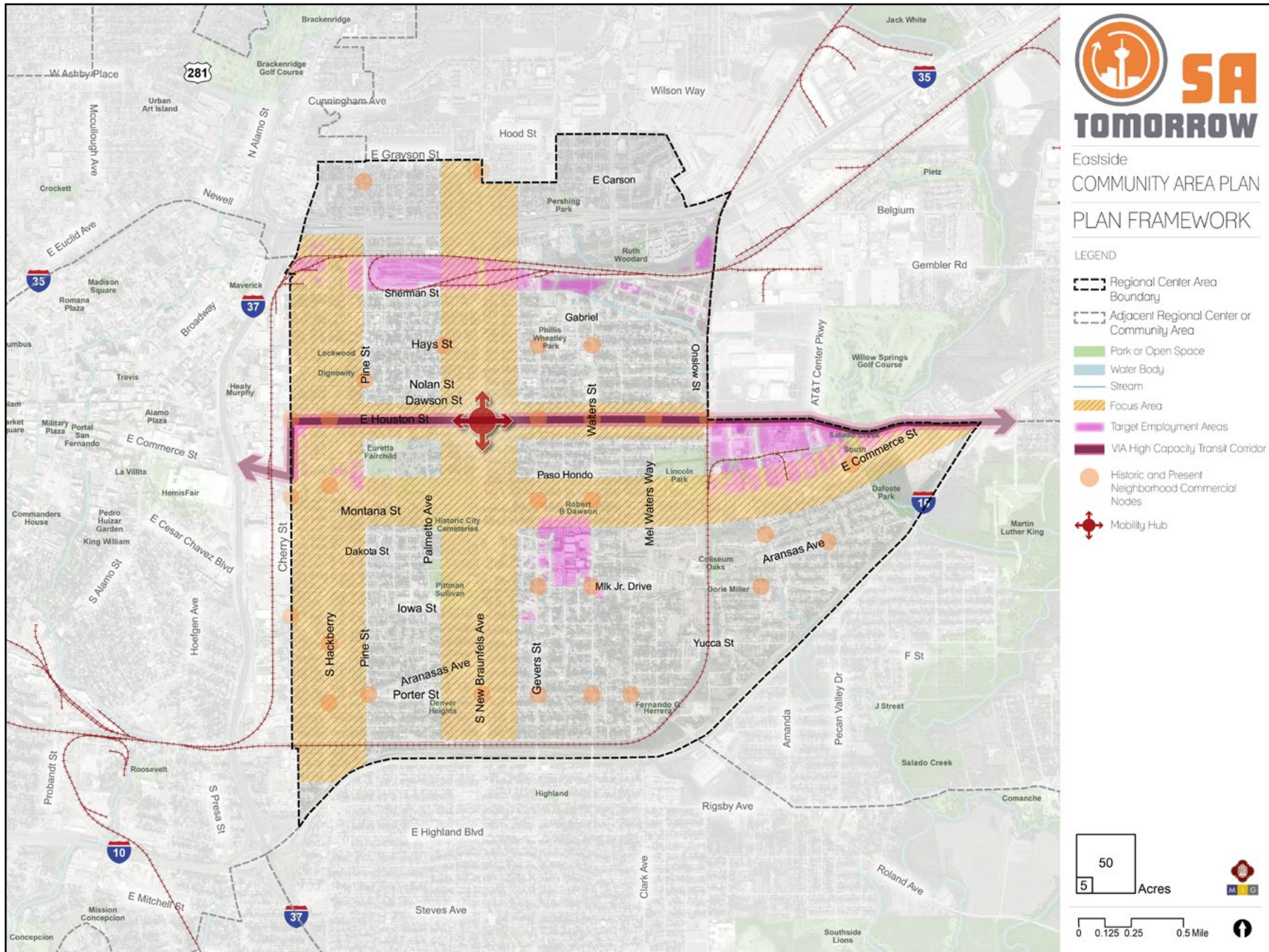
[Figure 1: Plan Location Map]

SA Tomorrow Sub-Area Planning: Eastside Community Area

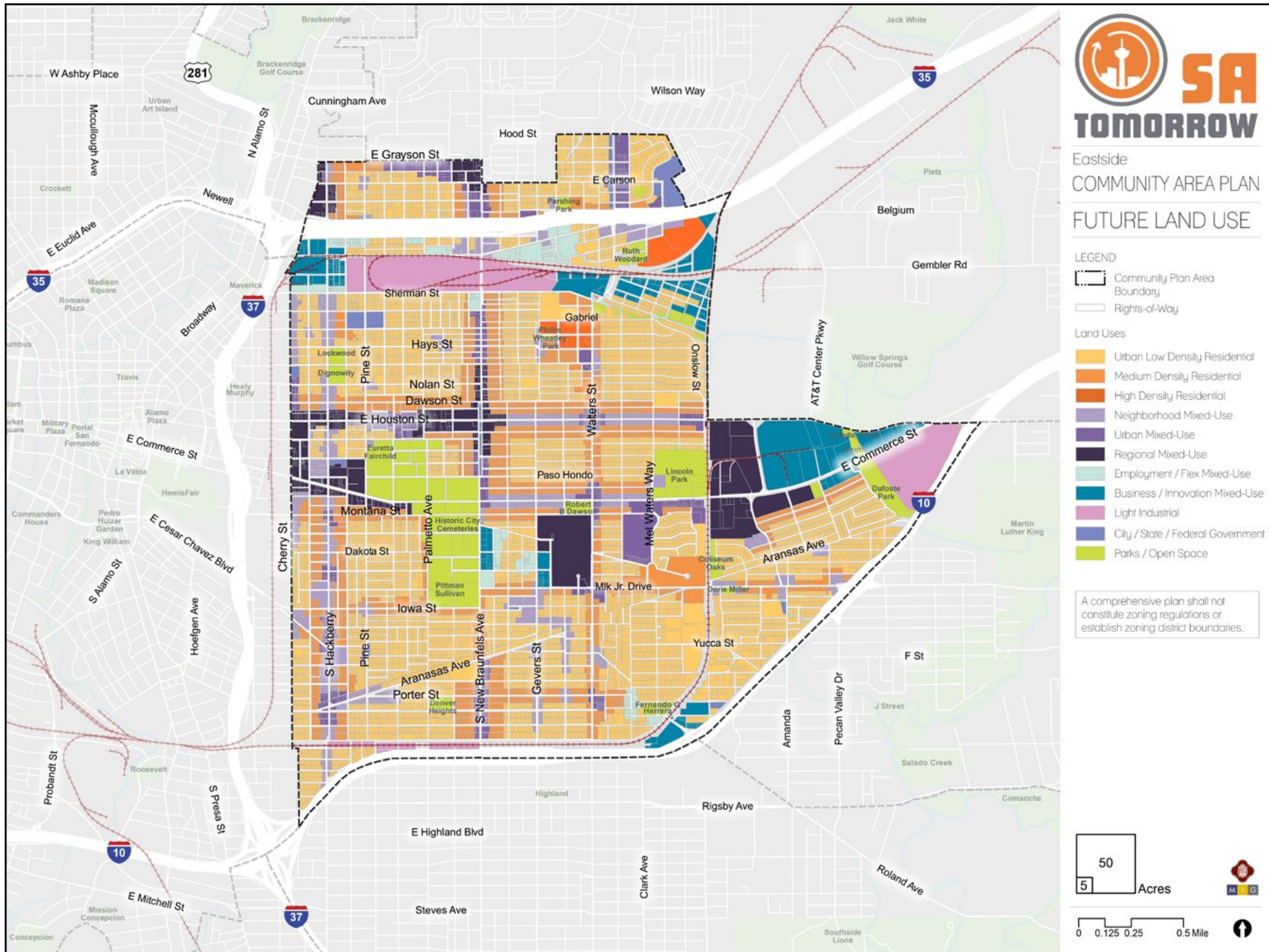


[Figure 2: Study Area Map]

SA Tomorrow Sub-Area Planning: Eastside Community Area



[Figure 3: Plan Framework Map]



[Figure 4: Future Land Use Map]

Existing Condition View - West Area



[Figure 5: West Area - Existing Conditions View]

SA Tomorrow Sub-Area Planning: Eastside Community Area

Aspirational Illustration - West Area



[Figure 6: West Area - Aspirational Illustration]

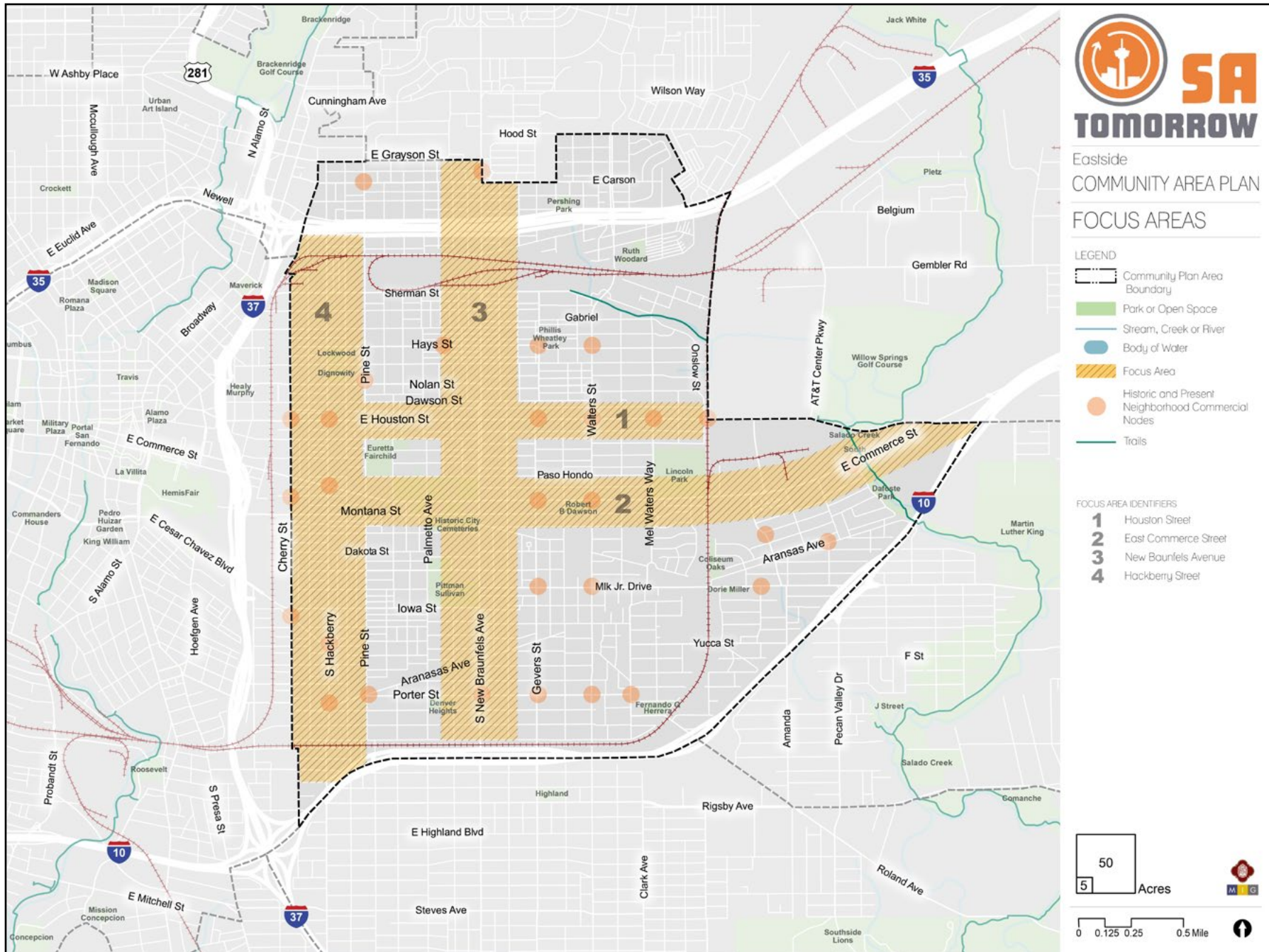
SA Tomorrow Sub-Area Planning: Eastside Community Area



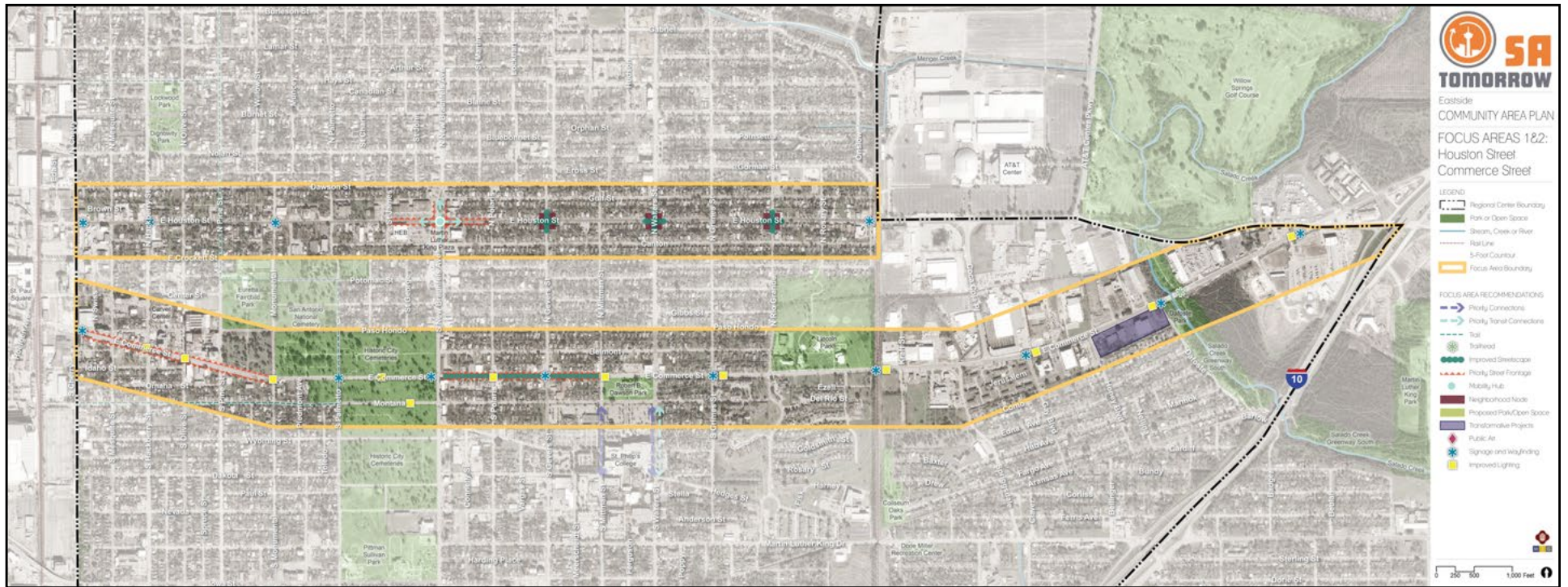
[Figure 7: Virginia Boulevard - Existing Conditions View]
SA Tomorrow Sub-Area Planning: Eastside Community Area



[Figure 8: Virginia Boulevard - Aspirational Illustration]
SA Tomorrow Sub-Area Planning: Eastside Community Area

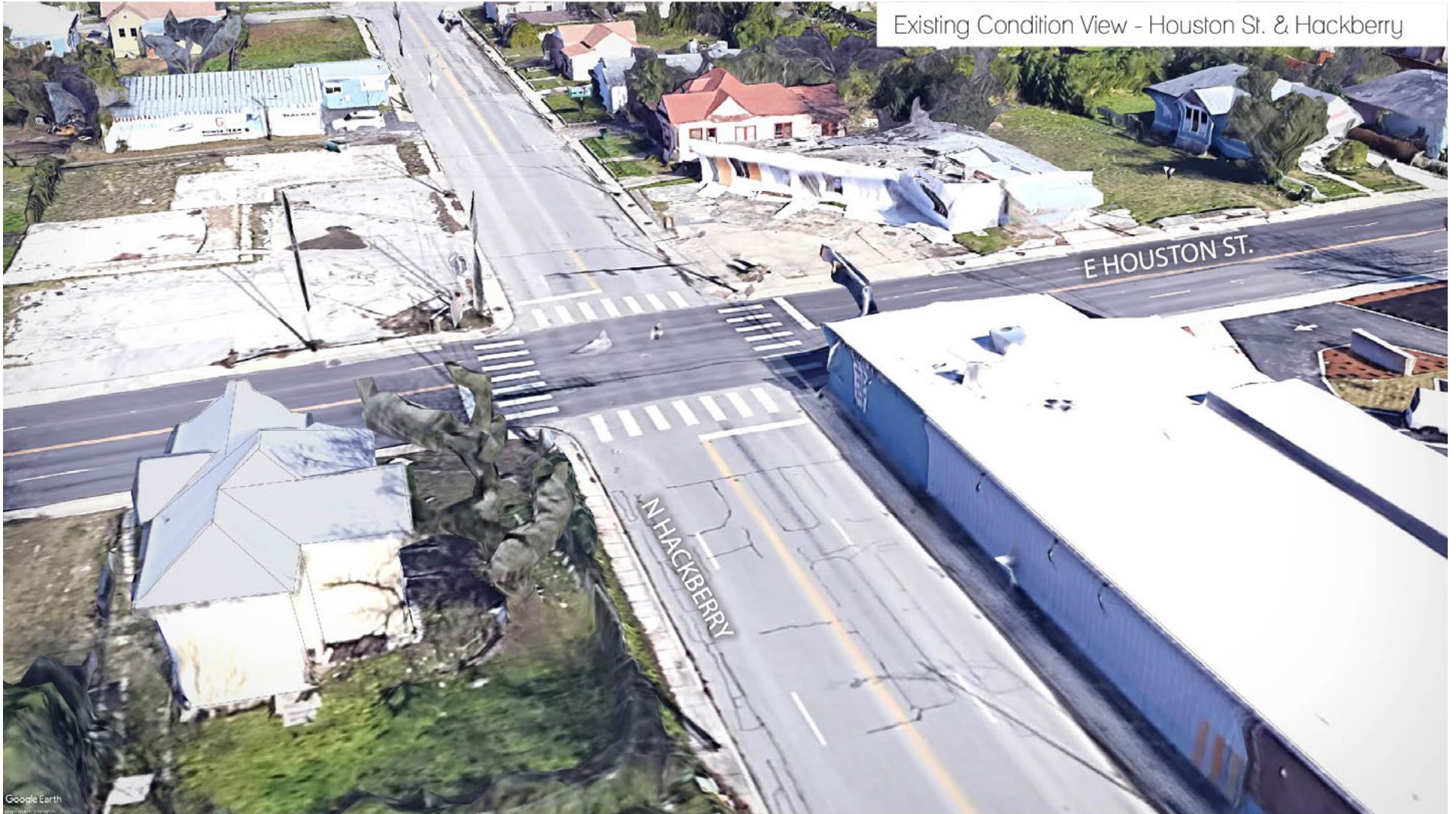


[Figure 9: Focus Areas Framework Map]



[Figure 10: Focus Areas 1 & 2 Improvements Map

SA Tomorrow Sub-Area Planning: Eastside Community Area



[Figure 11: Transformative Project #1 - Houston St. & Hackberry - Existing Conditions View]

SA Tomorrow Sub-Area Planning: Eastside Community Area



Aspirational Illustration - Houston St. & Hackberry

[Figure 12: Transformative Project #1 - Houston St. & Hackberry - Aspirational Illustration]

SA Tomorrow Sub-Area Planning: Eastside Community Area



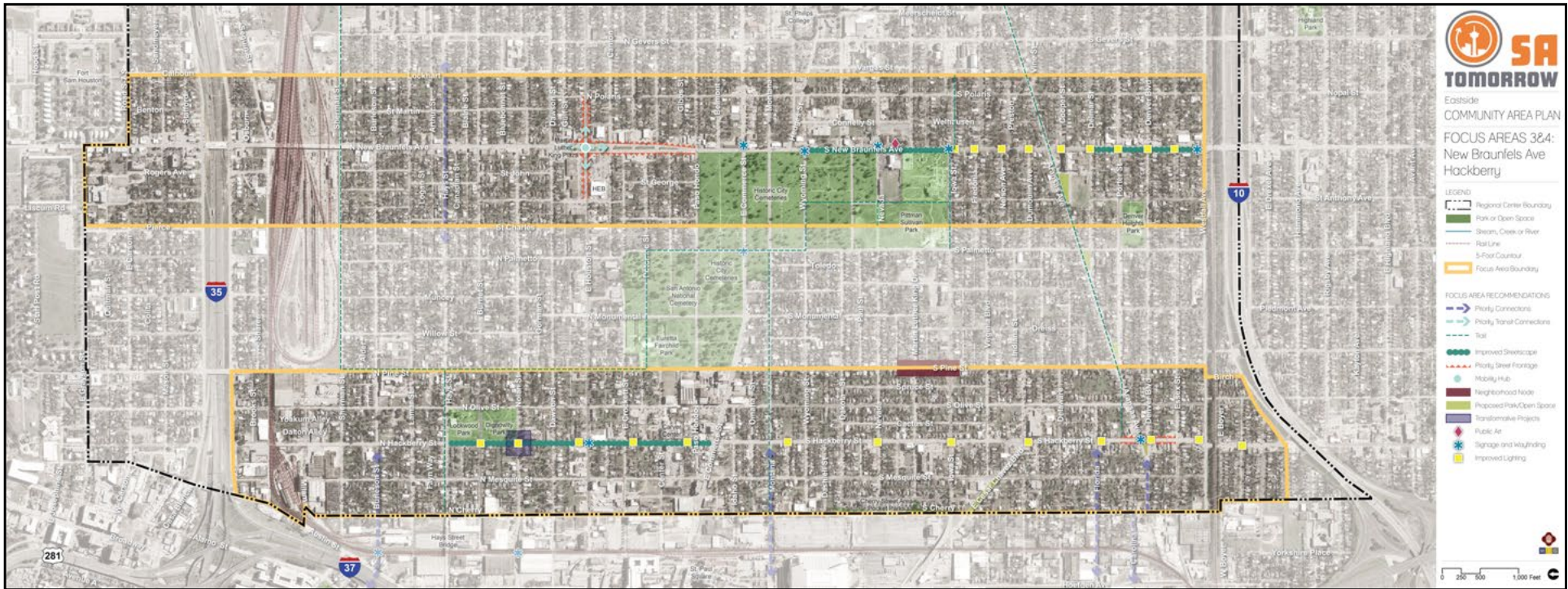
[Figure 13: Transformative Project #2 - Commerce Street & Gevers Street - Existing Conditions View]

SA Tomorrow Sub-Area Planning: Eastside Community Area



[Figure 14: Transformative Project #2 - Commerce Street & Gevers Street - Aspirational Illustration]

SA Tomorrow Sub-Area Planning: Eastside Community Area



[Figure 15: Focus Areas 3 & 4 Improvements Map

SA Tomorrow Sub-Area Planning: Eastside Community Area



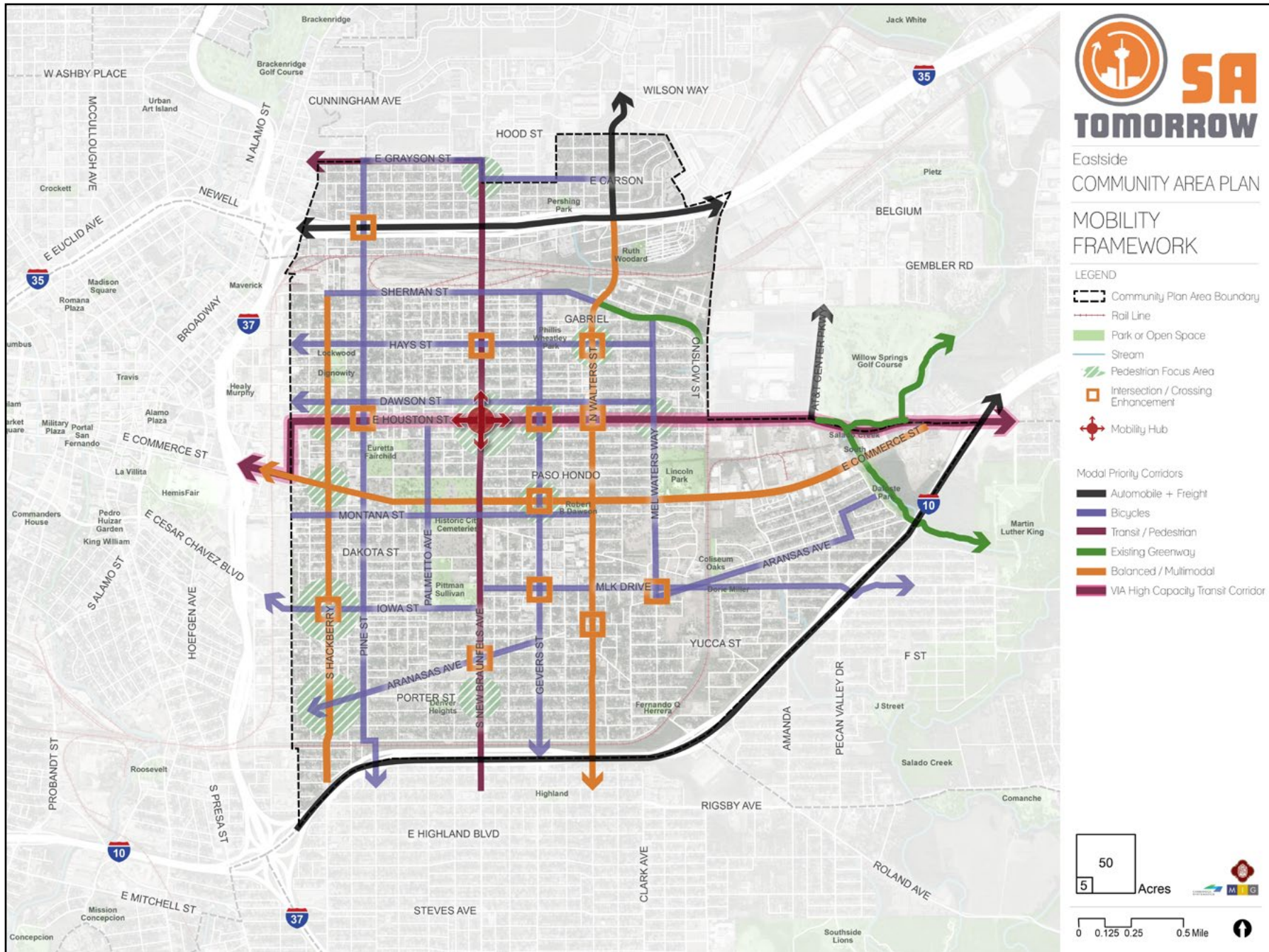
[Figure 16: Aransas Avenue & Hackberry Street - Existing Conditions View]

SA Tomorrow Sub-Area Planning: Eastside Community Area

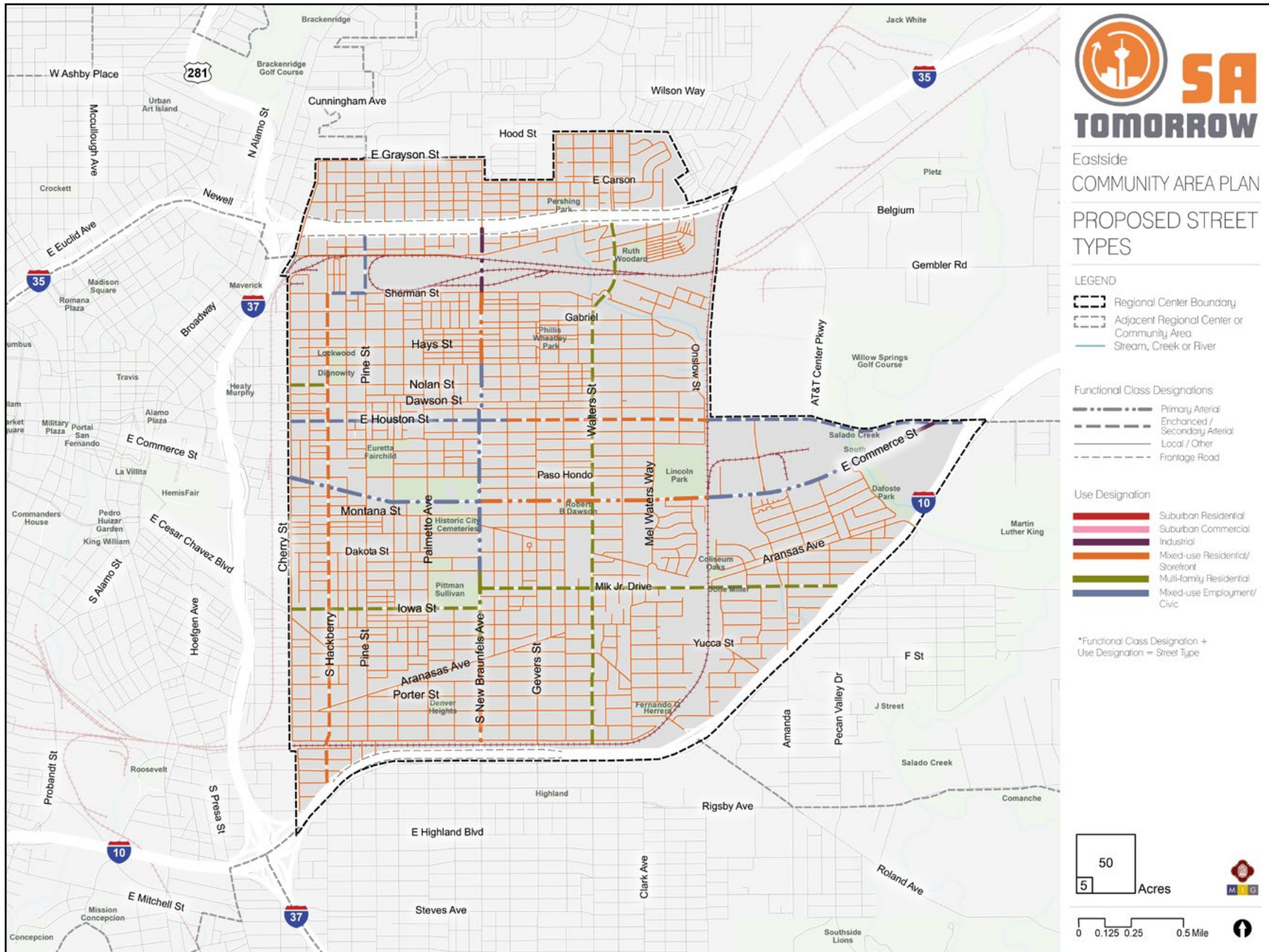


[Figure 17: Aransas Avenue & Hackberry Street - Aspirational Illustration]













SA Tomorrow Sub-Area Planning: Eastside Community Area

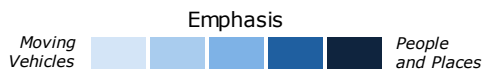


[Figure 18: Mobility Framework Map]

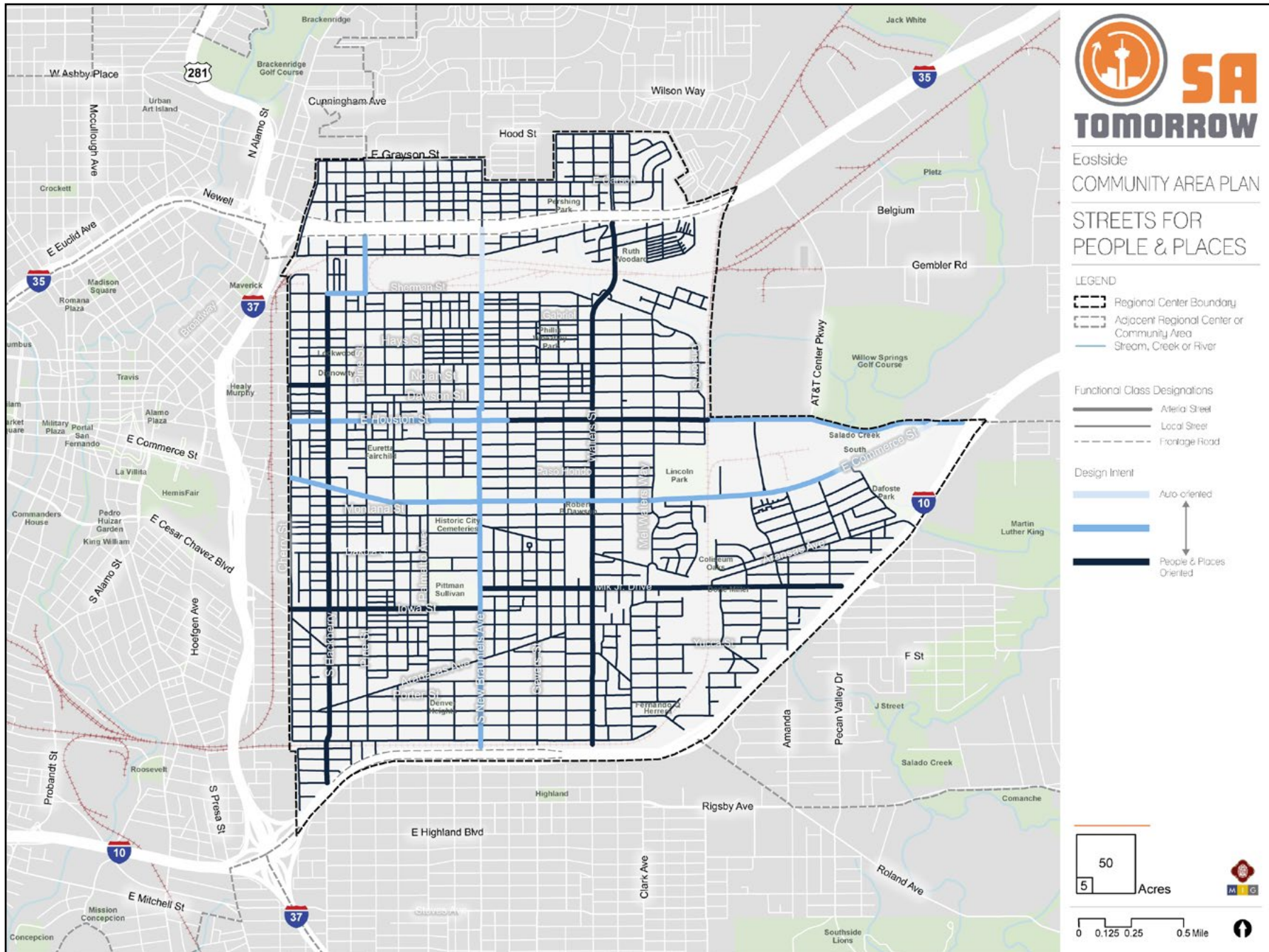


[Figure 19: Mobility Proposed Street Types Map]

CONTEXT		 SUBURBAN RESIDENTIAL	 SUBURBAN COMMERCIAL	 INDUSTRIAL	 MULTI-FAMILY RESIDENTIAL	 MIXED USE RESIDENTIAL/STOREFRONT	 MIXED USE EMPLOYMENT/CIVIC	 VARIABLE
FUNCTIONAL CLASSIFICATION	 SUPER ARTERIAL	NA	Suburban Commercial Super Arterial	Industrial Super Arterial	NA	NA	Mixed Use Employment/Civic Super Arterial	Depends on Specific Context
	 PRIMARY ARTERIAL	Suburban Residential Primary Arterial	Suburban Commercial Primary Arterial	Industrial Primary Arterial	Urban/Suburban Multi-family Primary Arterial	Mixed Use Residential/Storefront Primary Arterial	Mixed Use Employment/Civic Primary Arterial	
	 ENHANCED/SECONDARY ARTERIAL	Suburban Residential Secondary Arterial	Suburban Commercial Secondary Arterial	Industrial Secondary Arterial	Urban/Suburban Multi-family Secondary Arterial	Mixed Use Residential/Storefront Secondary Arterial	Mixed Use Employment/Civic Secondary Arterial	
	 RURAL	Rural Residential	Rural Commercial	Industrial Rural	NA	NA	NA	
	 LOCAL/OTHER	Suburban Local		Industrial Local	Urban/Suburban Local	Mixed Use Local		

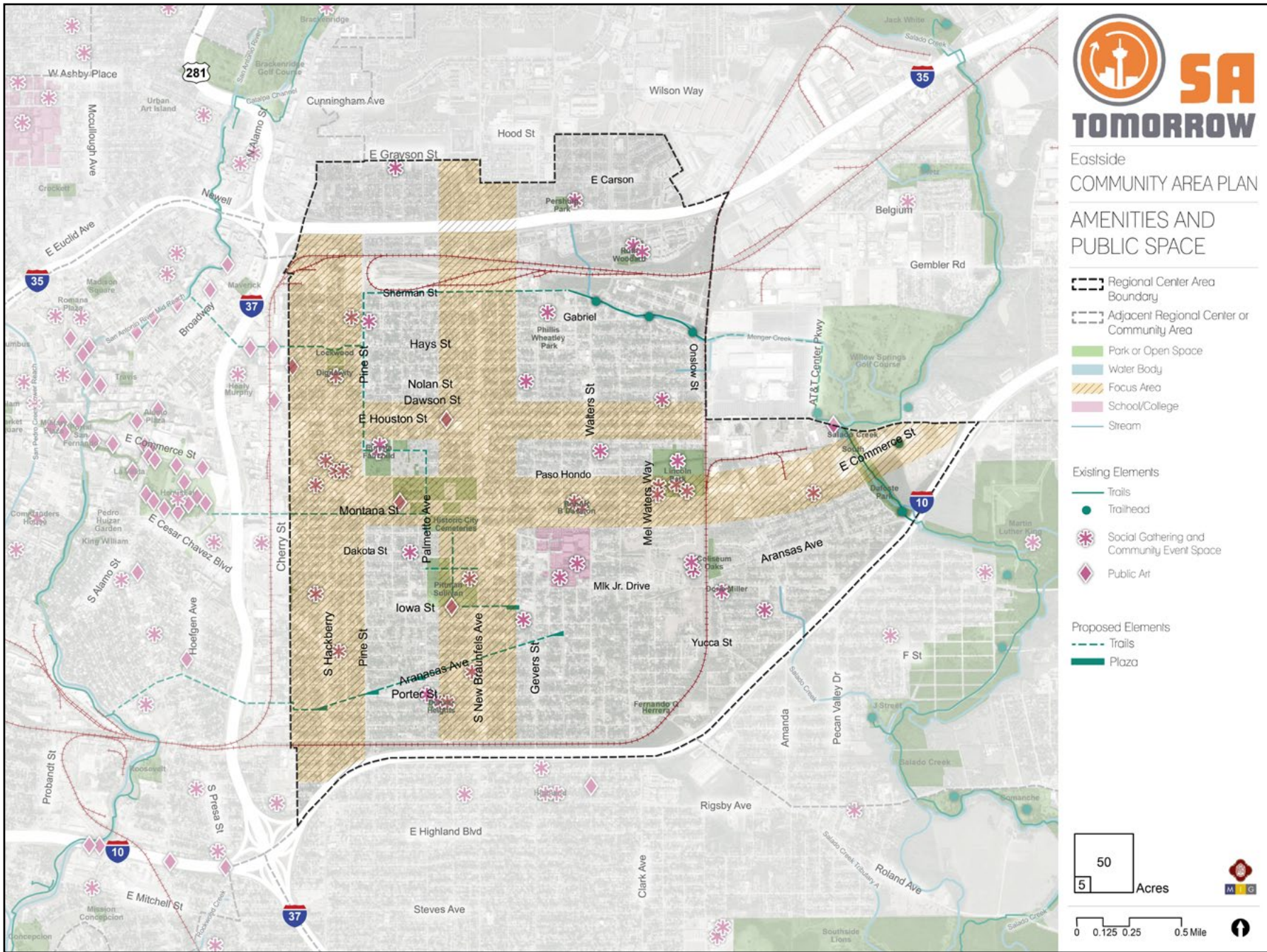


[Figure 20: Mobility Street Typology Graphic]



[Figure 21: Mobility Streets for People & Places Map]

SA Tomorrow Sub-Area Planning: Eastside Community Area



[Figure 22: Amenities and Public Space Framework Map]
 SA Tomorrow Sub-Area Planning: Eastside Community Area

Existing Condition - Aransas Ave. & Mittman St.



[Figure 23: Aransas Avenue & Mittman Street - Existing Conditions View]

SA Tomorrow Sub-Area Planning: Eastside Community Area

Aspirational Illustration - Aransas Ave. & Mittman St.



[Figure 24: Aransas Avenue & Mittman Street - Aspirational Illustration]

SA Tomorrow Sub-Area Planning: Eastside Community Area



HOUSING SNAPSHOT

Total Population |
33,423

Total Households |
10,784

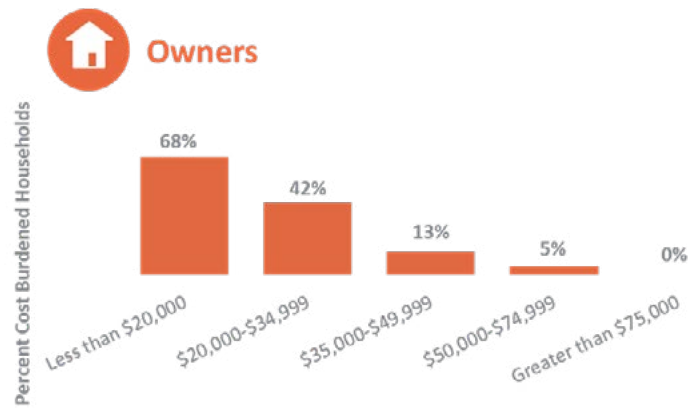
Annual Household
Growth, 2010-2018 |
0.9% **(COSA | 1.2%)**

Average Household
Size | 3.04 persons
(COSA | 2.71)

One-Person
Households | 29%
(COSA | 29%)

Non-Family
Households | 34%
(COSA | 35%)

Average Household
Income | \$38,600
(COSA | \$70,019)



[Figure 25: Housing Snapshot]

[Figure 26: Cost Burdened Renter Households by Income]

SA Tomorrow Sub-Area Planning: Eastside Community Area



attas
Existing Conditions

EASTSIDE COMMUNITY AREA PLAN

EXHIBIT 1



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SA Tomorrow Project Overview

By 2040, Bexar County's population is expected to increase by approximately 1 million people, 500,000 new jobs, and 500,000 new housing units. The uncertainty and complexity associated with planning for the next 25 years is daunting. However, San Antonio is planning boldly. We're tackling the tough issues and making the hard choices because "business as usual" isn't good enough. We're planning now to ensure that our great city captures the type of growth and economic development that is compatible with our community's vision of the future, and provides benefits to all our current and future residents. SA Tomorrow was established to implement the SA2020 vision, and includes three complementary plans: the updated Comprehensive Plan, the Sustainability Plan, and the Multimodal Transportation Plan. These plans all work in concert to guide the city toward smart, sustainable growth.

The SA Tomorrow plans prepare our community for the anticipated population and employment growth and to help us understand what that growth will look like and how it will affect our daily lives. With a relatively fixed area available for future development, the anticipated population and employment growth will certainly have an impact on our community's overall quality of life and livability. We also have to ask ourselves if it's now time to expand our boundaries or focus on development within the city's existing footprint. To be successful and truly address the long-term issues facing San Antonio, we as a community, need to tackle the difficult questions that arise from an honest assessment of our community's challenges and clearly state the hard choices we must make to achieve the community's vision for the future. Many of these hard choices are rooted in the fact that current trends have resulted in systems and development patterns that are unsustainable or that produce results counter to our community's stated vision and goals.

Reversing decades-old habits and changing entrenched systems is difficult. The three citywide SA Tomorrow Plans started the process for San Antonio. Now, we are working in more focused geographies across the city to implement the policy recommendations and growth patterns called for by SA Tomorrow. These Sub-Area plans — including Regional Centers, Community Areas, and Corridors — will address a range of issues such as land use; transportation and mobility; parks, trails, and open space; housing and economic development strategies; infrastructure; and urban design. This Atlas helps catalogue the most important existing conditions relevant to the Eastside Community Area Plan. Along with extensive community input, best practices research, and expert technical analysis and advice, these findings will serve as an important input to plan recommendations and implementation and investment priorities.



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Citywide Vision and Plans

SA2020

The SA2020 vision originated with a series of public forums in 2010 to develop goals for improving San Antonio by the year 2020. The process was a community-wide visioning effort guided by a steering committee of community leaders and representatives. In addition, thousands of San Antonians participated in the visioning process, which culminated in a detailed report, released in 2011, that outlined a bold strategic vision for San Antonio's future. The SA2020 vision provided a significant foundation for the three SA Tomorrow plans, reflecting the community's desire to support economic development and new jobs while fostering community arts, education, health and culture.



VIA's Vision 2040

Vision 2040 was a community-driven process to update VIA Metropolitan Transit's Long Range Comprehensive Transportation Plan through the year 2040 and develop our region's vision for the future of public transportation. The Vision 2040 planning process occurred alongside SA Tomorrow and identifies a range of transit solutions to serve our region's busiest and most vibrant areas of activity, employment and housing. The plan presents various modes of transportation, and develops system alternatives to understand how transit could affect our region. By engaging the community, Vision 2040 will work to evaluate all alternatives and identify a preferred system plan that meets the transit needs of today and tomorrow.



SA Tomorrow Comprehensive Plan

The SA Tomorrow Comprehensive Plan addresses wide-ranging and interconnected citywide issues. As a long-range vision for San Antonio, the Plan provides strategic direction for decision making and community investment. Perhaps the most important task tackled by our community when crafting this Comprehensive Plan was determining where growth should be directed and encouraged, and doing so in a way that protects vital historic, cultural, social and natural resources.

If guided properly, the expected influx of new residents and jobs will enhance our city and all our residents. Planning now allows us to direct growth in a manner consistent with the community's vision and our goals for the future. The Comprehensive Plan provides an overarching framework for the physical form of San Antonio. It outlines how regional centers, corridors and neighborhoods work in concert to create the San Antonio we envision over the coming decades. In addition, 12 prototype place types offer examples of development models that can build upon and protect existing and future community assets while also creating places that are livable, inclusive and sustainable.

Policy guidance in the Comprehensive Plan is based on nine topical Plan Elements that address topics including: city growth patterns, transportation, housing, economic competitiveness, natural resources and the environment, the military, and historic preservation and cultural heritage, among others. Each Plan Element chapter includes an overview of key issues and challenges specific to the element and provides a set of goals and policies that set the direction for how our community will respond to or address the challenges before us.



SA Tomorrow Sustainability Plan

The Sustainability Plan focuses on the three pillars of sustainability (economic, environmental, and social) and is the roadmap for both the community and the municipal government to achieve the overall vision of a sustainable San Antonio as an inclusive and fair community with a thriving economy and a healthy environment. The Sustainability Plan highlights seven focus areas and five cross-cutting themes. Each focus area has its own vision, outcomes, strategies and measures of success. The cross-cutting themes identify and highlight key priorities. Additionally, these cross-cutting themes were considered and integrated into each of the major components and elements of the SA Tomorrow Comprehensive Plan and the Multimodal Transportation Plan.



SA Tomorrow Multi-Modal Transportation Plan

The Multimodal Transportation plan is a dynamic, balanced, and forward-thinking plan for all modes of transportation, including cars, transit, bicycles, and pedestrians. It communicates the City's transportation strategy and serves as a tool to analyze transportation priorities to best meet community goals. The City worked with stakeholders, partner agencies and the larger community to develop a plan that builds upon and operationalizes SA Tomorrow Comprehensive Plan goals and policies, incorporates all modes of transportation and recommends a sustainable, safe and efficient transportation system that can support the new residents, housing and jobs anticipated for our community over the coming decades.

SA Tomorrow Sub-Area Planning

Comprehensive Planning Program

The Comprehensive Planning Program (CPP) is the city's coordinated approach and process for city planning. It provides the rationale and goals for the city's long-range development efforts and contains three main service components: Building Capacity, Comprehensive Planning, and Implementation. The SA Tomorrow process identified several changes to be incorporated in the CPP, including new planning approaches and geographies. The intent of the revised hierarchy is to ensure that planning at all levels in San Antonio is completed in an efficient and effective manner with meaningful participation and buy-in from neighborhoods, property owners, business owners, partner agencies, major institutions and other key stakeholders.

While the Comprehensive Plan is the overarching planning and policy document for the City, there are four other planning levels including: Regional Plans (developed in collaboration with partner agencies to guide regional and multi-jurisdictional services and/or infrastructure investments); Citywide Functional Plans (directing specialized components of city planning such as transportation, economic development, housing, natural resources and sustainability); Sub-Area Plans (providing detailed strategies for specific geographies, such as regional centers, corridors, and neighborhood groupings, aligning them with higher level plan); and Specific Plans (addressing smaller scale geographies and focused on implementation).

The Eastside Community Area Plan that this Atlas addresses is part of the Sub-Area planning program described in more detail below.

San Antonio Sub-Area Planning

Following adoption of the Comprehensive Plan in August 2016, the Planning Department is working with communities to create Sub-Area plans for the 13 Regional Centers and 17 Community Areas that collectively cover the entire City of San Antonio.

Regional Centers are one of the major building blocks of San Antonio's city form and a focus of the overall SA Tomorrow effort. While most cities have one or two larger employment centers, we have 13. This provides challenges and opportunities. A major organizing principle of the City's Comprehensive Plan is to focus growth in these Regional Centers, building on the existing pattern of development. They are envisioned as new "places" where we live, work, and play. Each center is different and its development will be influenced by its existing uses. However, many of the centers are also well-positioned to develop as vibrant mixed-use places. They offer a variety of housing options and price ranges, allow higher-density and incorporate carefully designed and located amenities that will benefit both residents and employees of the center. San Antonio must focus its investment and infrastructure strategies on supporting and leveraging the unique identity and assets of each center.

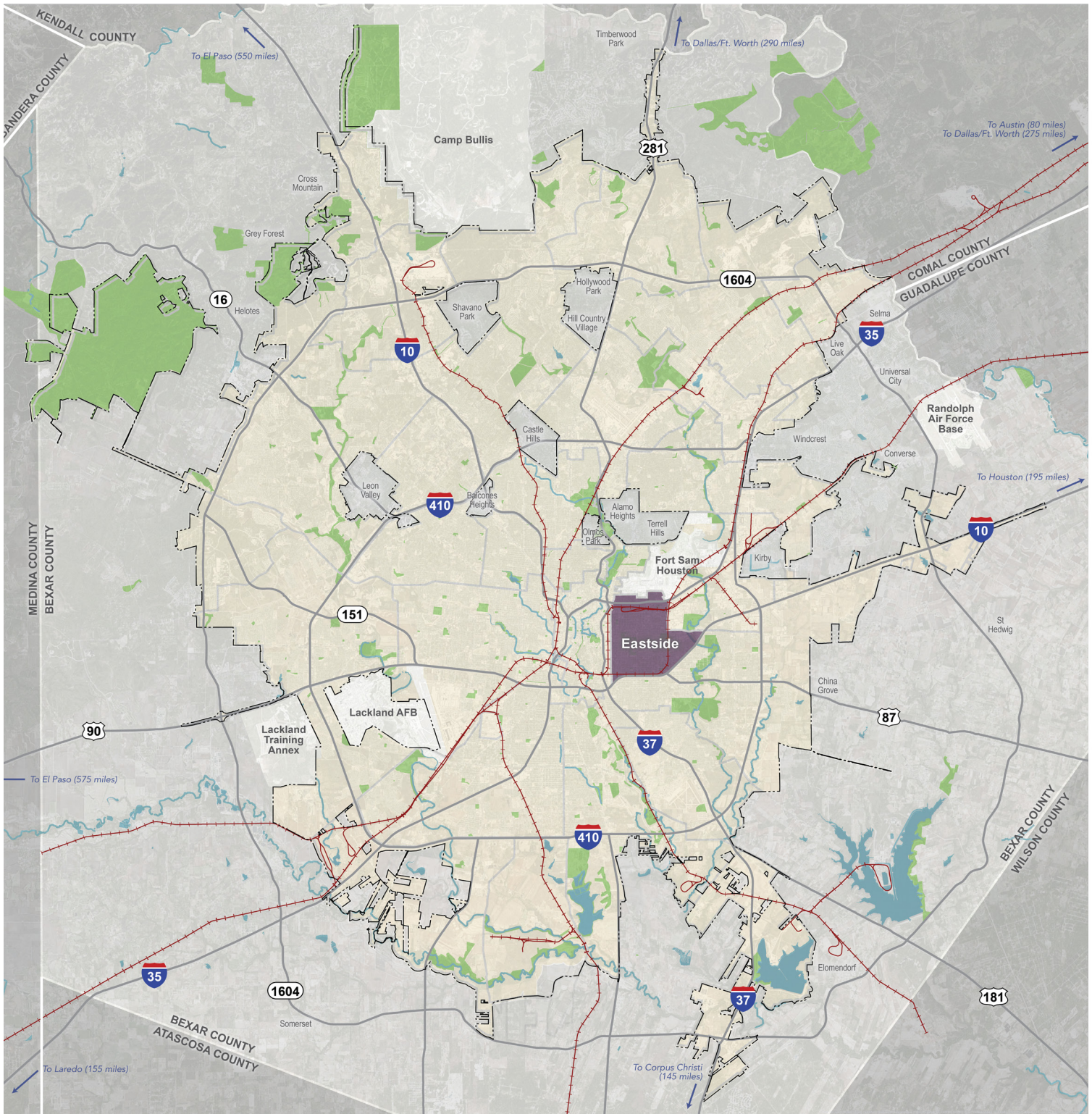
Community Areas form the rest of San Antonio outside of the Regional Centers. These areas comprise many of our existing neighborhoods, grouped by geography and common history, challenges, and opportunities. By proactively directing a higher proportion of growth to our Regional Centers, we aim to limit the impacts of that growth on existing, stable neighborhoods. However, cities and neighborhoods are always evolving, and we must plan to adapt to and leverage change for all our existing and future

residents by creating complete neighborhoods and communities that provide a full range of amenities and services, a variety of housing and transportation choices, and opportunities for employment, shopping, education, and recreation.

The Regional Center and Community Area Plans will address the following topics based, in part, on the existing conditions identified in this Atlas: Land Use; Parks and Open Space; Economic Development; Housing; Mobility and Infrastructure; Placemaking and Urban Design; and Policy and Investment Priorities.

SA Tomorrow SA Corridors

SA Corridors is a collaborative effort to help lay out the future of our city in the most equitable, sustainable, and efficient way possible. It is one of the first steps in implementing SA Tomorrow as well as VIA's Vision 2040 plan, which both identified corridors as areas where future growth should be concentrated where appropriate. SA Corridors objectives overlap with and support the ongoing Sub-Area planning efforts. The plan develops a recommended future land use map and plan for 12 corridor areas, respecting existing small area and neighborhood plans while helping to implement SA Tomorrow. In addition, SA Corridors recommends proper regulations and incentives are in place to realize SA Tomorrow's vision for growth and economic development around VIA's transit investments, and to help bring about new and more transit-supportive types of development that meet a range of desires and incomes.



SA Eastside
Community
TOMORROW Plan Area

PLAN LOCATION

- LEGEND**
- City Boundary
 - Major Highway
 - Rail Line
 - Park or Open Space
 - Water Body
 - Community Area Boundary



History of the Eastside Community Area

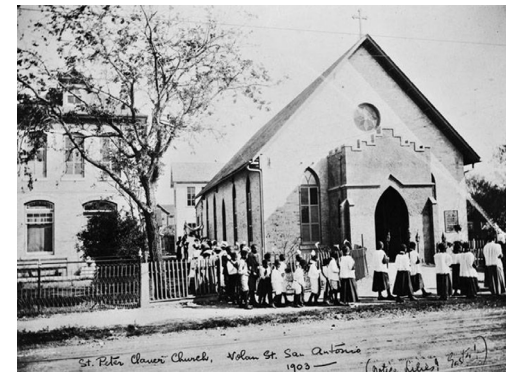
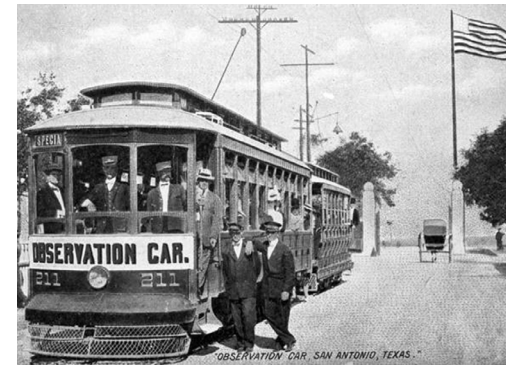
The Eastside Community Area has multiple overlapping histories representative of its diverse communities.

The first modern settlers built homes in Government Hill, Dignowity Hill, and Denver Heights in the latter half of the 19th century, and initial subdivision platting, development, and associated infrastructure were built between the late 1800s through the 1940s. The first streetcar line serving the area was built around 1903, and by 1922 several streetcar routes served areas between downtown and beyond New Braunfels Avenue, on streets such as Austin, Grayson, Carson, Pine, Commerce, César Chávez Boulevard (Durango Boulevard at the time), and Porter Street. In the 1930s, the street car system was disassembled. The highest concentrations of new development and investment occurring in the area shifted from west to east between 1890 and the 1940s.

This era overlaps the period in which racially restrictive covenants prevented non-white people from owning property in portions of Dignowity Hill and Denver Heights, and the period of redlining from at least as far back as the 1930s to 1948, when the availability of loans was restricted from certain areas based on the area's racial composition. Most of the Eastside Community Area was identified on insurance risk maps, a primary tool for implementing redlining at the time, as a high risk area, meaning that loans for investing in the area were limited, or when available may have employed abusive terms. Since redlining and racially restrictive covenants were made illegal by the United States Supreme Court in 1948, racial and socioeconomic segregation have remained prominent issues in the plan area, due in part to continuing institutional practices at regional and national scales in the realms of development zoning, public education policy, housing policy, tax policy, and infrastructure spending priorities.

Portions of the Eastside Community Area include some of over 35 historic African American community enclaves in different parts of the City that figure prominently throughout and are inextricably linked to San Antonio's history. These places included vibrant business, religious, and civic places. Several important eastside institutions and landmarks such as St. Paul's United Methodist Church, St. Philip's College, the Carver Community Cultural Center Building, and several cemeteries, among many others, were led or initiated by African Americans. Prominent African Americans who resided in or led eastside organizations, include Charles Bellinger, Valmo Bellinger, G.J. Sutton, Samuel Sutton, Rev. S.H. James, Artemisia Bowden, and John Grumbles among many others. San Antonio's African American history, including its eastside history is rich and complex. Responding in part to underrepresentation and misrepresentation of these histories, multiple organizations are working to re-discover and retell them, including but not limited to the San Antonio African American Community Archive and Museum and the Carver Community Cultural Center.

Interstate highways in and around the plan area were constructed between the 1950s and 1970s. During the same period, some streets, including portions of New Braunfels Avenue, were widened to accommodate greater volumes of automobiles. These projects improved mobility for automobile owners, but physically divided, and some cases replaced, neighborhoods and local commercial and community assets. Regional interstate and road system expansion during the same period also facilitated the migration of investment capital and people away from inner neighborhoods to outlying areas of the city.



Eastside Community Area Infrastructure and Institutions

Major Landmarks and Infrastructure

People orient themselves in the landscape using countless distinct and recognizable buildings, parks, streets, schools, and other features and gathering places. Some physically prominent features in the Eastside Community Area are described below.

Major edges that define the boundaries of neighborhoods and identifiable places include Interstate highways, railroads and rail switching yards, Ft. Sam Houston, cemeteries, Salado Creek, industrial-neighborhood interfaces such as Cherry Street, expansive surface parking areas for the Alamodome and AT&T Center, and a system of prominent roads arranged mostly in a grid pattern.

Landmarks visible from many locations at a relative distance include the Downtown Skyline, Alamodome, AT&T Center, Pearl Brewery, Our lady of Sorrows Convent building, St. Philip's College, several larger church buildings including St. Paul's United Methodist Church, and the Cross Point Building on Yucca Street.



St. Gerard's School

Neighborhoods and Institutions

The Eastside Community Area includes a number of neighborhoods that are represented by a neighborhood association registered with the City of San Antonio. Places within these neighborhoods have other unique names in some cases, such as Knob Hill and Wheatley Courts. There is also a primarily residential area in the southeastern portion of the plan area named Artesia, which does not have a registered neighborhood association.

- Government Hill
- Dignowity Hill
- Denver Heights
- Harvard Place / Eastlawn
- Jefferson Heights
- Alamodome Gardens
- Coliseum Willow Park
- Coliseum Oak

Important community institutions, in addition to all of the schools, places of worship, and other spaces where community is made and maintained include:



St. Philip's College

- Ella Austin Community Center
- Woodard Community Center
- Dawson Community Center
- Barbara Jordan Community Center
- Get Up Community Center
- Davis-Scott Branch YMCA
- Carver Community Cultural Center

Major institutions in and adjacent to the plan area include:

- United Way Eastside Promise Neighborhood
- St. Philip's College
- San Antonio Housing Authority (multiple communities and service centers)
- San Antonio for Growth on the Eastside (SAGE)
- Texas Education and Service Center #20
- AT&T Center /Fairgrounds/ Spurs (adjacent to Plan Area)
- Texas Research and Technology Foundation (planned adjacent to Plan Area)
- Ft. Sam Houston (adjacent to Plan Area)

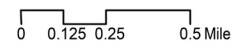
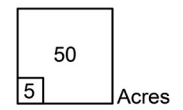
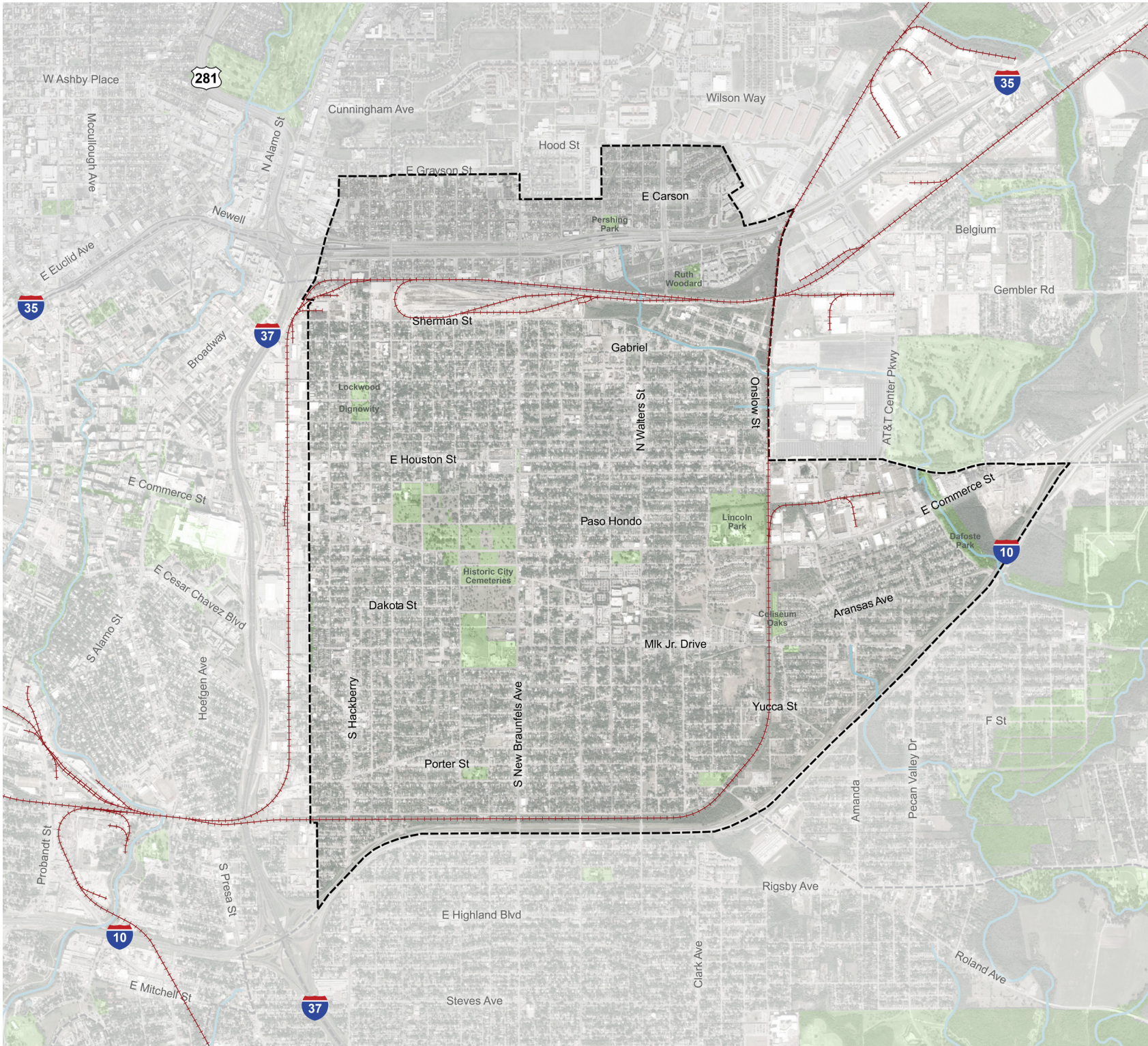


Downtown landmarks visible from Alamodome Gardens.

Eastside
COMMUNITY AREA
PLAN

STUDY AREA

-  Community Plan Area Boundary
-  Adjacent Regional Center or Community Area
-  Public or Private Park or Open Space
-  River or Stream
-  Railroad Line



Demographics and Economic Profile

Area Overview

The Eastside Community Plan Area is located east of downtown, across I-37 and between I-35 and I-10. The historic neighborhoods in the Eastside Community Plan Area are oriented along the major arterial streets extending out from downtown, including Commerce Street and Houston Street. The area is the only one in the nation to have received all four Federal Revitalization Initiative grants including; Choice Neighborhoods, Promise Neighborhoods, Byrne Criminal Justice Innovation, and Promise Zone.

Overall, the Eastside Community Plan Area:

- Experienced a slight population loss between 2000 and 2010 but growth in population since 2010
- Has a slightly younger population than the region
- Has a more racially and ethnically diverse population than the region
- Has lower educational attainment and income levels than the region
- Has experienced minimal commercial growth since 2005

Total Population (2018) | **33,423**

Total Households (2018) | **10,784**

People

Population and Households

In 2018, the population of the Eastside Community Plan Area was approximately 33,400 with 10,800 households. The area experienced a population loss of 1,400 people between 2000 and 2010 but gained 2,300 residents from 2010 to 2018, growing by 0.9% during that time frame. Some characteristics of households in this Plan Area are similar to the region, with 66% of all households defined as “family”, while 65% of households in the City and 69% in the region are family households. Average household size in the Plan Area is 3.04.

Age

The Eastside population is slightly younger than the regional population; the median age is 32.6 years, compared to 34 in the City and 35.4 in the region. Millennials (born between about 1980 and 1995) make up 20% of the population, compared to 23% in the City and 21% in the region. Seniors (over age 65) make up 12% of the population, compared to 13% in the City and 14% in the region.



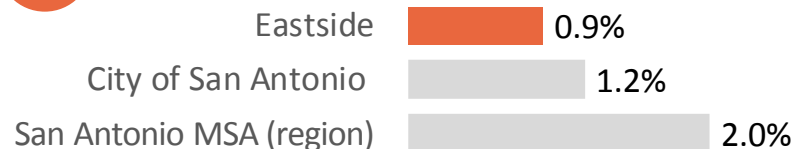
Median Age

32.6 years

34.0 years - City of San Antonio Average



Annual Population Growth | 2010-2018



Demographics and Economic Profile

Race and Ethnicity

The population of the Eastside Community Plan Area is 72% Hispanic, higher than the 65% in the City and 56% in the region, and 50% White, compared to 71% in the City and 74% in the region. The Eastside neighborhoods have also historically had a higher concentration of African American residents. The area has a Diversity Index score of 82 – measured from 0 to 100, this number represents the likelihood that two random persons in the same area belong to different race or ethnic groups. The City and region both have a Diversity index of 72. This indicates that the Eastside Community Plan Area is more diverse than the region.



Race and Ethnicity

24% Black/African American

Income

Household income in the Eastside Community Plan Area is significantly lower than the region overall. The average household income in the Center is \$38,600, compared to \$70,000 in the City of San Antonio and \$80,200 for the region. Per capita income in the Plan Area is also lower than surrounding areas.



Average Household Income

\$38,600

45% lower than City of San Antonio

Education

The Eastside Community Plan Area has a less educated population than the region overall. Of the area population aged 25 and older, 58% have less than a high school diploma (compared to 18% in the City and 15% in the MSA), and 17% have an Associate's, Bachelor's, or Graduate/Professional degree (compared to 34% in the City and 36% in the MSA).

Demographics and Economic Profile

Housing

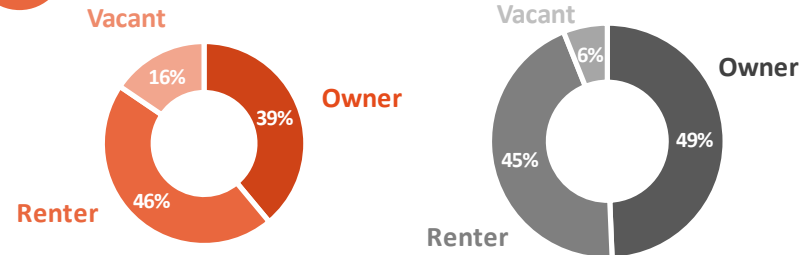
Housing costs on average are lower in the Eastside Community Plan Area than the County overall. The median home value estimated for the 78202 zip code area is \$76,000. However, the values of homes in the plan area vary greatly, with neighborhoods closer to downtown having higher values. The median value in the Dignowity Hill neighborhood is estimated to be \$128,000, with new homes in the neighborhood selling for as much as \$500,000.

The average rental rate for an apartment unit in the Eastside Community Plan Area is \$854 per month or \$0.94 per square foot – less than the Countywide average of \$952 per month and \$1.11 per square foot. There have been seven new apartment projects completed in the area since 2010, two of which were senior housing. There are two large projects currently proposed for 2020 and 2021. The redevelopment of the Wheatley Courts public housing units in the Eastside Community Plan Area is a major contributor to new apartment development. The project is turning the 246-unit Whealy Courts public housing site into the East Meadows, mixed-income redevelopment, which includes 412 new apartment homes with a mixture of market rate, low-income, and senior units.

The Eastside Community Plan Area has a higher proportion of single-family home dwellers than the region. Single-family detached units make up 76% of the housing stock in the Plan Area, compared to 64% in the City and 68% in the region. At 20%, structures with two or more units make up a lower than usual share of the housing stock, compared to



Housing Tenure

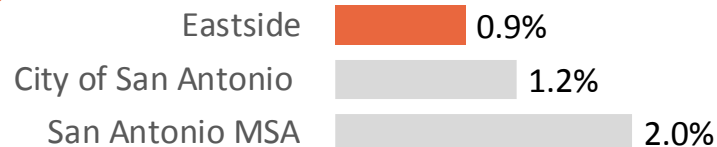


32% in the City and 24% in the region.

The Eastside Community Plan Area has a lower proportion of owner-occupied housing units than the region – 46% of units are owner-occupied (compared to 53% in the City and 63% in the region) and 54% are renter-occupied (compared to 47% in the City, 37% in the region).



Annual Household Growth | 2010-2018



Average Household Size

3.04 persons

2.71 - City of San Antonio Average

Demographics and Economic Profile

Employment

The Eastside Community Plan Area had approximately 6,300 jobs in 2018. Educational Services is the Plan Area's largest employment sector, accounting for 16.5% of jobs, anchored by St. Philip's College. The next largest employment sectors are Other Services at 15% and Health Care & Social Assistance at 14.5%. The Eastside Community Plan Area is also bordered by major employment and activity areas including Downtown to the west, Fort Sam Houston to the north, and the AT&T Center and Bexar County Community Arenas, which are home to the San Antonio Spurs and San Antonio Stock Show and Rodeo, on the eastern edge of the plan area.

Employment in the Eastside Community Plan Area is mainly distributed between medium and high-wage jobs; 38% have earnings of between \$15,000 and \$40,000 annually (compared to 37% in San Antonio) and 43% have earnings of over \$40,000 annually (compared to 37% in San Antonio). Low-wage jobs with earnings of \$15,000 per year or less account for 18%, compared to 26% in San Antonio.

Most people employed in the Eastside Community Plan Area do not live in the area – 96% of workers commute in from other places. Most workers come from relatively close by, with 45% commuting less than 10 miles, and another 30% commuting between 10 and 24 miles. Similarly, most people living in the Eastside Community Plan Area do not work in the area – only 2.5% of employed residents are employed in the area, while 97.5% commute out to other locations.

Commercial and Industrial Development

Office

The Eastside Community Plan Area has approximately 336,000 square feet of office space; inventory remained relatively flat since 2005. The area has a higher than average vacancy rate of 14%, compared to 9.4% in Bexar County. The average rent of \$20.44 is slightly below the \$20.93 County average. There is no new proposed office development in the area.

Retail

The Eastside Community Plan Area has 1.35 million square feet of retail space. Inventory remained largely unchanged between 2005 and 2018. Vacancy rates for retail in the area are low at 0.9%, compared to the County average of 4.3%. The Plan Area's average rent of \$13.17 is lower than the \$16.09 County average. There is a 7,900 square foot strip center under construction and a 8,300 square foot space under renovation for an adaptive reuse project called Hackberry Market.

Industrial

The Eastside Community Plan Area has 3.1 million square feet of industrial space. Inventory remained relatively flat since 2005, increasing by just 8,400 square feet over that time period. The Plan Area has a low industrial vacancy rate of 0.6%, compared to the 4.8% County average. Average triple net rent in the area is \$4.28 per square foot, slightly below the County's \$5.57. There are no new projects proposed for this area.

Hotel

There are 11 hotel/motel properties within the Plan Area, the most recent of which was the La Hacienda Inn built in 2011. Most are smaller properties; all but three are less than 20,000 square feet.

Previously Adopted Plans

Neighborhood and Community Plans

The Alamodome Neighborhood Plan (1993) was created in conjunction with development of the Alamodome, to harness Alamodome development toward improving quality of life in nearby neighborhoods. The plan area included portions of Dignowity Hill Neighborhood and Denver Heights Neighborhood as far east as New Braunfels Avenue, well beyond the area formally represented today by the Alamodome Gardens Neighborhood Association. Recommendations included, but were not limited to: forming a neighborhood conservation district in the residential areas immediately east of the Alamodome, attracting new commercial activity on Houston and Commerce Streets, and supporting VIA Transit service improvements on Houston Street.

The Dignowity Hill Neighborhood Plan (2009) designated most neighborhood residential areas for fine grained neighborhood residential development, typically to take the form of single family homes, though also encouraging the continued use of existing duplexes, triplexes and multifamily housing. The plan emphasized maintaining the existing housing stock and reflecting existing building forms and lot layouts in new infill development, especially in the Dignowity Hill Historic District.

The Dignowity Hill Neighborhood Plan called for “Low Density Mixed-Use” development along Houston Street and adjacent to Cherry Street, and “High Density Mixed-Use” adjacent to New Braunfels Avenue and the north side of Commerce

DIGNOWITY HILL NEIGHBORHOOD PLAN



Prepared in Coordination with the Residents and Property Owners of the Dignowity Hill Neighborhood in Partnership with the City of San Antonio Planning and Development Services Department and the Dignowity Hill Neighborhood Association

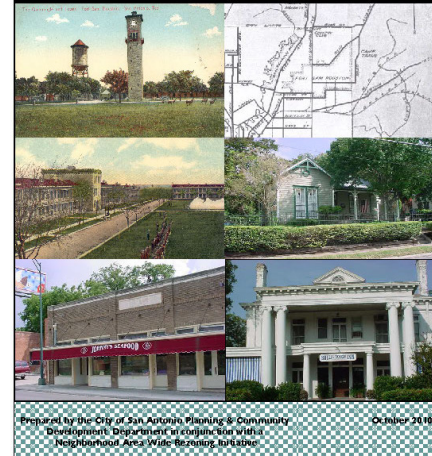
December 3, 2009

Street. In all of the identified mixed-use areas, the plan called for new development that is pedestrian oriented. The plan also identified “Transit Oriented Development” areas within ¼ mile of major transit stops that existed or were planned at the time. Neighborhood commercial nodes were acknowledged and supported in the land use plan, for example at the intersection of Nolan and Pine streets.

The Dignowity Hill Neighborhood Plan lists sidewalk, streetlight, bicycle facility, drainage and street repair locations. The plan welcomed streetcar and commuter rail service. It emphasized

multimodal connections, connecting the neighborhood with Downtown and the Salado Creek Greenway, and identified locations for public art, gateway identification, and placemaking.

Government Hill Neighborhood Plan Update

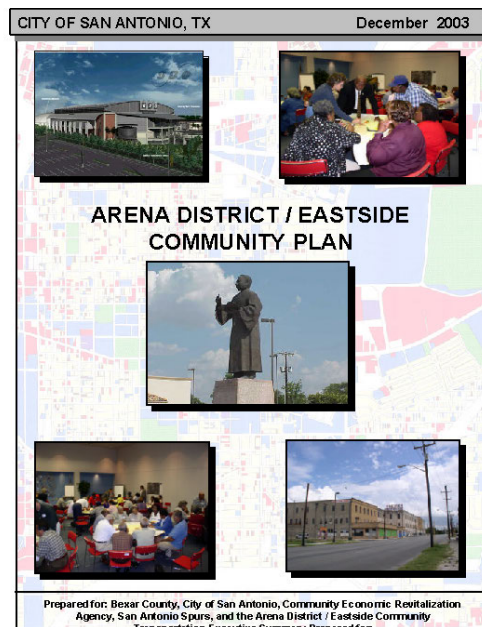


Prepared by the City of San Antonio Planning & Community Development Department in conjunction with a Neighborhood Area Wide Boundary Analysis October 2010

The Government Hill Neighborhood Plan (2010) update was limited in scope to a land use plan. It emphasized maintaining neighborhood residential character, encouraging residential infill with primarily single family homes, and preventing the rehabilitation of single family homes into duplexes, triplexes, and four-plexes. The plan called for mixed-use development next to much of Josephine Street and New Braunfels Avenue. It supported neighborhood scale multi-family

Previously Adopted Plans

housing in two areas, one on either side of the Government Hill Historic District. Where there are currently neighborhood residential uses, mixed-use development was encouraged in the vicinity of Austin Street and Hackberry Street, and adjacent to the south side of I-35.



The Arena District / Eastside Community Plan (2003) included all of the neighborhoods that are part of the SA Tomorrow Eastside Community Area Plan, except for areas of Government Hill Neighborhood north of I-35. The plan also addressed areas outside of the SA Tomorrow

Eastside Community Area Plan; for example between I-37 and Cherry Street, and areas north and east of the AT&T Center. The land use plan called for mixed-use town center redevelopment south of the AT&T Center, and several commercial nodes throughout the plan area typically located at the intersections of prominent streets including, for example, the intersection of Walters Street and Martin Luther King Drive. The majority of the plan area was designated “Neighborhood Single Family and Mixed Residential,” which could include a range of residential densities between single family and four-plexes in keeping with the fine grained traditional development patterns of the area.

The plan mapped a “Development Approach Classification” that identified which areas should emphasize conservation and which areas should emphasize new development. Notably, areas between AT&T Center and Coliseum Willow Park Neighborhood were areas where redevelopment was strongly encouraged, with a mixed-use town center proposed between Houston and Commerce, west of Coca Cola Place.

The Plan included a Landscape Framework and Urban Design Framework that emphasized the transformation of several prominent streets into greenways that would include large canopy trees and wider sidewalks, and improved pedestrian connections to Salado Creek Greenway.

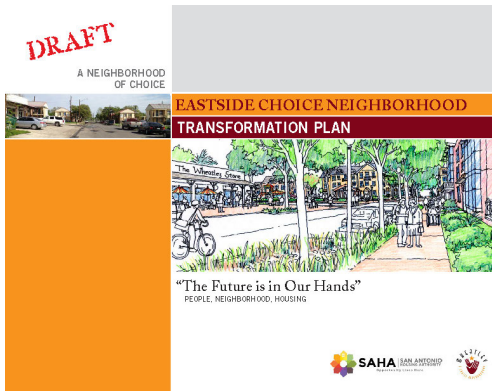
Choice Neighborhood, Promise Zone, and Other Plans and Initiatives

The Eastside Promise Zone (EPZ) Economic Development Strategy (2016) included all of the areas participating in the SA Tomorrow Eastside Community Area Plan, and additional areas north, south, and as far east as Loop 410. The Economic Development Strategy is related to numerous studies and programmatic plans for the Eastside Promise Zone. The Strategy identified five economic goals, listed in order of priority below:

- Attract private investment in commerce, real estate, and the community.
- Create jobs for EPZ residents.
- Increase economic activity in the EPZ.
- Increase economic diversity of EPZ resident base.
- Improve standard of living of EPZ residents.

The Strategy emphasized attracting a more diverse resident population, including more students, artists, and creative class residents, and adding modern office and neighborhood retail, and adaptively reusing underutilized commercial buildings that contribute to the unique or historic character of the area. The strategy supported the development of substantial amounts of new housing, rehabilitation of existing housing, and improved transit service to regional employment centers. The Strategy created four redevelopment site concepts applicable to the Eastside Area Community Plan, informed by market analyses and exhibiting some potential to catalyze additional development.

Previously Adopted Plans



The Eastside Choice Neighborhood Transformation Plan (2012) is a “roadmap to reinvigoration and activities that will result in a neighborhood that is dynamic, vibrant, and respectful of the area’s assets.” The plan pertains to the Eastside Choice Neighborhood, between I-35, Martin Luther King Drive, New Braunfels Avenue, and the rail road tracks. This area overlaps portions of Denver Heights, Jefferson Heights, and Harvard Place-Eastlawn neighborhoods. In addition to focusing on programming to improve educational, economic and other social outcomes, the plan identifies development goals and priority infrastructure improvements.

In the public and infrastructure realm, the plan prioritized and mapped locations for complete streets, sidewalk improvements, bicycle routes, tree canopy, public art, and small neighborhood parks. The plan emphasized that commercial development should be pedestrian oriented, and called for design guidelines to be created for retail areas. In neighborhoods, the plan emphasized the importance of owner occupied assistance programs to ensure that existing residents continue participating in and benefiting from area improvements.

St. Philip’s College Master Plan

The St. Philip’s College Master Plan identified several future residential and academic building sites on the existing campus, primarily where existing surface parking surrounds primary campus buildings. During the Eastside Community Area Planning process, St. Philip’s College is expected to begin construction on the new Tourism, Hospitality, and Culinary Arts building at the corner of Montana and Walters Streets. The building is expected to serve over 1,000 students, staff, faculty and diners at a café, pastry shop, and restaurant that promises to offer impressive views west to the Downtown skyline.

The Old San Antonio City Cemeteries Historic District Master Plan (1990) recommended revitalization and improvements to the eastside cemeteries complex and surrounding areas. The plan considered the cemeteries a cultural asset for local communities, and a potential historical resource destination, open space amenity, and catalyst for neighborhood revitalization.

The plan included land use recommendations for surrounding areas, including development of retail and services on Commerce Street between the cemeteries and St. Paul Square, a mix of uses at the Friedrich Refrigeration site, and pedestrian oriented commercial development on the east side of New Braunfels, between Center and Dakota Streets. The plan map recommended improvements to sidewalks and walkways, pedestrian crossings, decorative and security lighting, walls, and fences. The map identified planting locations for hundreds of shade trees to line the cemeteries’ edges to make walking more comfortable in the heat, and increase the number of pedestrians using the area in order to deter crime. The plan went further to make specific recommendations for each individual cemetery, to provide design details for lighting, walls, and paving, to offer landscaping guidelines with plant lists and maintenance schedules.

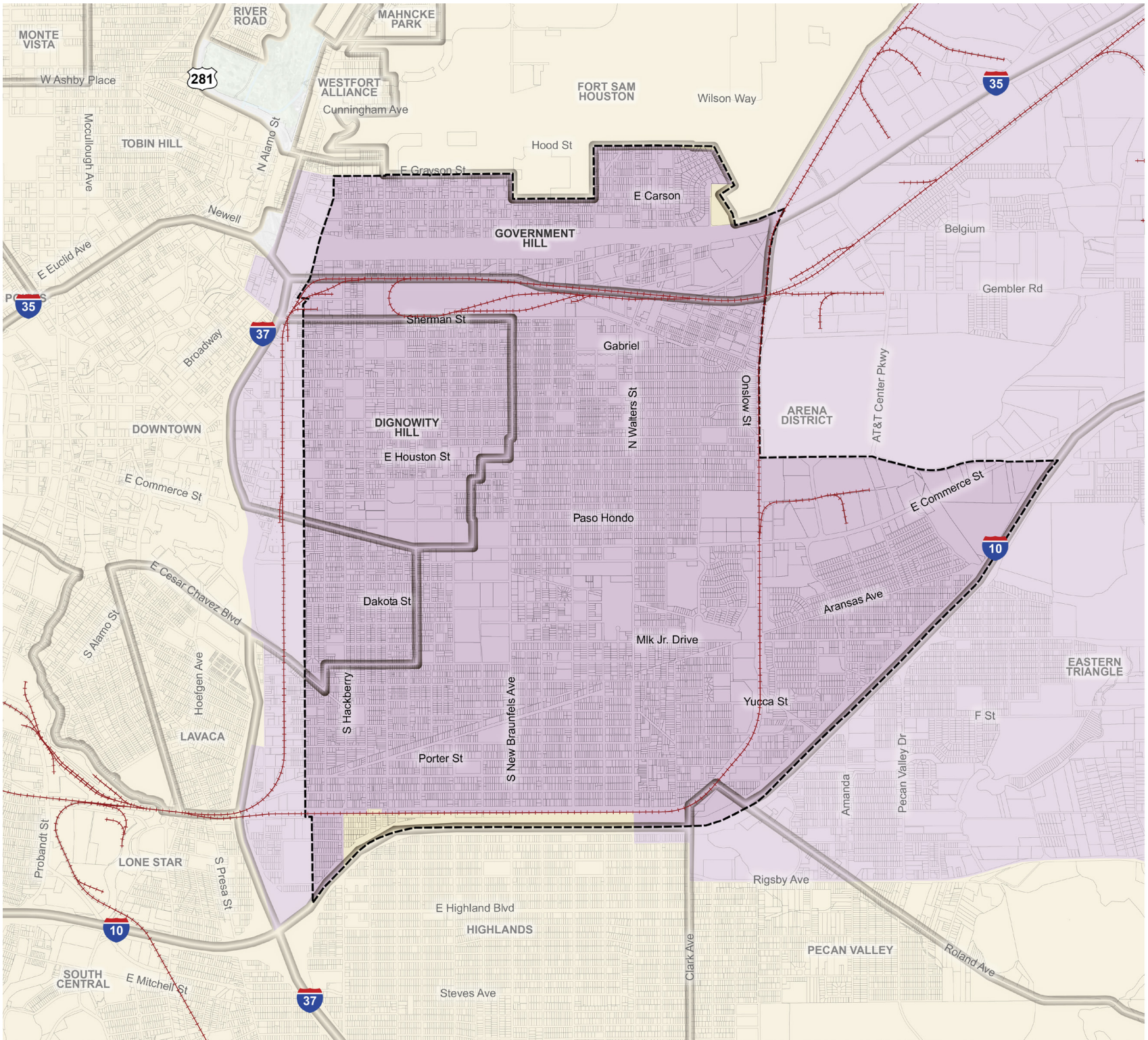
The plan concluded that in order to implement its goals, the City of San Antonio should form a Cemetery District Administration that would be guided by a Board of Directors comprised of the cemetery owners. The Cemetery District Administration would form a Perpetual Care Trust to pool financial resources for cemetery improvements and rehabilitation, managing cemetery security, public education and advocacy. The Cemetery Foundation would raise funds from external sources.

Regional Plans with Recommendations for the Eastside Area

The VIA Vision 2040 Long Range Plan (2016) is a regional plan that identifies future rapid transit corridors, including one that would connect the Eastside and AT&T Center with Downtown and Westside neighborhoods, and one that would connect the Brooks Area Regional Center with the Midtown Regional Center, passing through the Eastside Community Area.

The SA Tomorrow Multi-modal Transportation Plan (2016) included long term multimodal improvement alternatives for Houston Street from Downtown to AT&T Center, and for New Braunfels Avenue from Government Hill neighborhood to Military Drive. The plan also included short term recommendations for both streets.

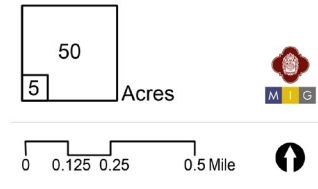
The SA Corridors Strategic Framework Plan (2018) included a Station Area Concept for the area around the intersection of Houston Street and New Braunfels Avenue, where future premium VIA transit service routes may intersect. The concept recommended sidewalk improvements for both streets within a quarter mile of the intersection and preservation and production of affordable housing.



Eastside
COMMUNITY AREA
PLAN

NEIGHBORHOODS
& PRIOR PLANS

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Parcels
- Community/ Perimeter/ Neighborhood Plan
- PDS Sage Service Area





Historic and Neighborhood Conservation

No neighborhood conservation districts have been established in the Eastside Community Area. There are around a dozen places on the National Register of Historic Places, together with hundreds of contributing buildings and structures. There are over 75 City of San Antonio designated historic landmark sites, and three City of San Antonio designated Historic Districts.

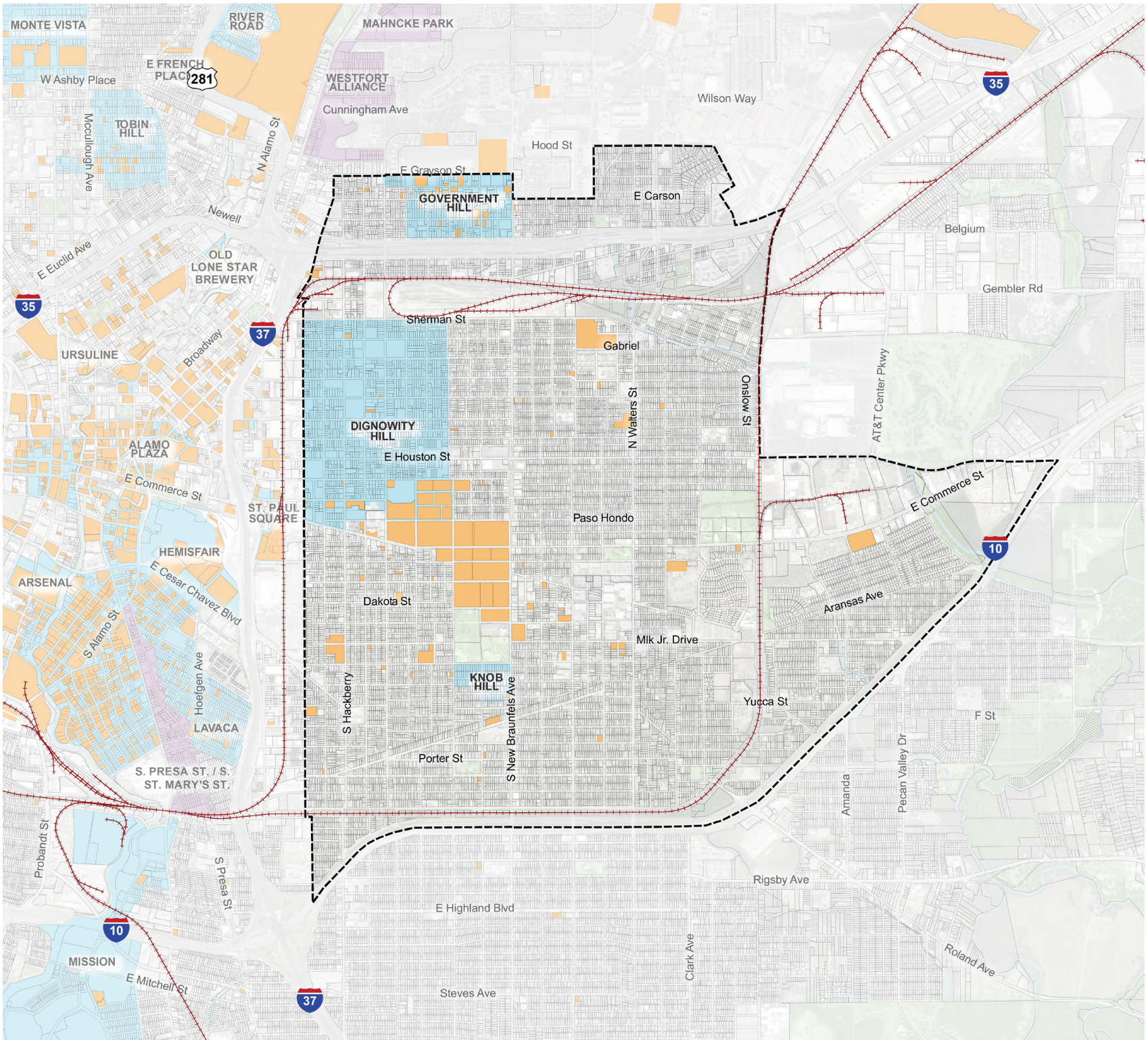
City of San Antonio Historic Districts

Government Hill Historic District's early development, primarily between 1890 and 1930, was related to establishment and expansion of Ft. Sam Houston. Among homes from the turn of the century, notable historic landmark buildings include but are not limited to the Gothic Revival-style St. Paul's Episcopal Church and Romanesque Revival-style Terrell Castle.

Most of the Dignowity Hill Historic District's structures are Folk Victorian and bungalow houses that were constructed after the area's initial era as an exclusive suburb, following the construction of the Southern Pacific Railway on the neighborhood's northern and western edges in the 1870s, and associated growth of industrial uses.

The Knob Hill Historic District is in the Denver Heights Neighborhood and was primarily developed between 1910 and 1935 with Craftsman bungalows and Classical Revival style houses. It occupies high ground with Pittman Sullivan Park and offers commanding views of the Downtown.

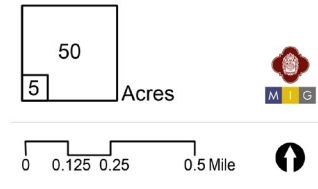




Eastside
**COMMUNITY AREA
PLAN**

DISTRICTS

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Parcels
- Historic District
- Neighborhood Conservation District
- Landmarks





Natural Systems

The Eastside Community Area's natural systems reflect 150 years of urban development and human-engineered interventions. However, there are remaining natural features that serve important social and ecological functions.

The Eastside plan area is part of both the San Antonio River Watershed and the Salado Creek Watershed, although the San Antonio River itself does not pass through the plan area, and only a short segment of Salado Creek passes through the plan area east of Coliseum Willow Park neighborhood. The high ground that serves as the namesake for places such as Government Hill, Dignowity Hill, Knob Hill, and Denver Heights, divides the two watersheds, sending rain water and pollution down to the two respective streams. Salado Creek near the plan area is impaired for aquatic life, meaning that the creek has been damaged enough or there is enough pollution to threaten the ability of fish and their food sources to live there. San Antonio River and Menger Creek are impaired for aquatic life and recreation; because there is enough *E. coli* in the water often enough to make it unsafe for people to recreate in during those times of elevated pollution. Local and regional improvements to managing stormwater and changes to personal practices such as throwing pet waste into the trash can reduce *E. coli* bacteria levels after rain storms.

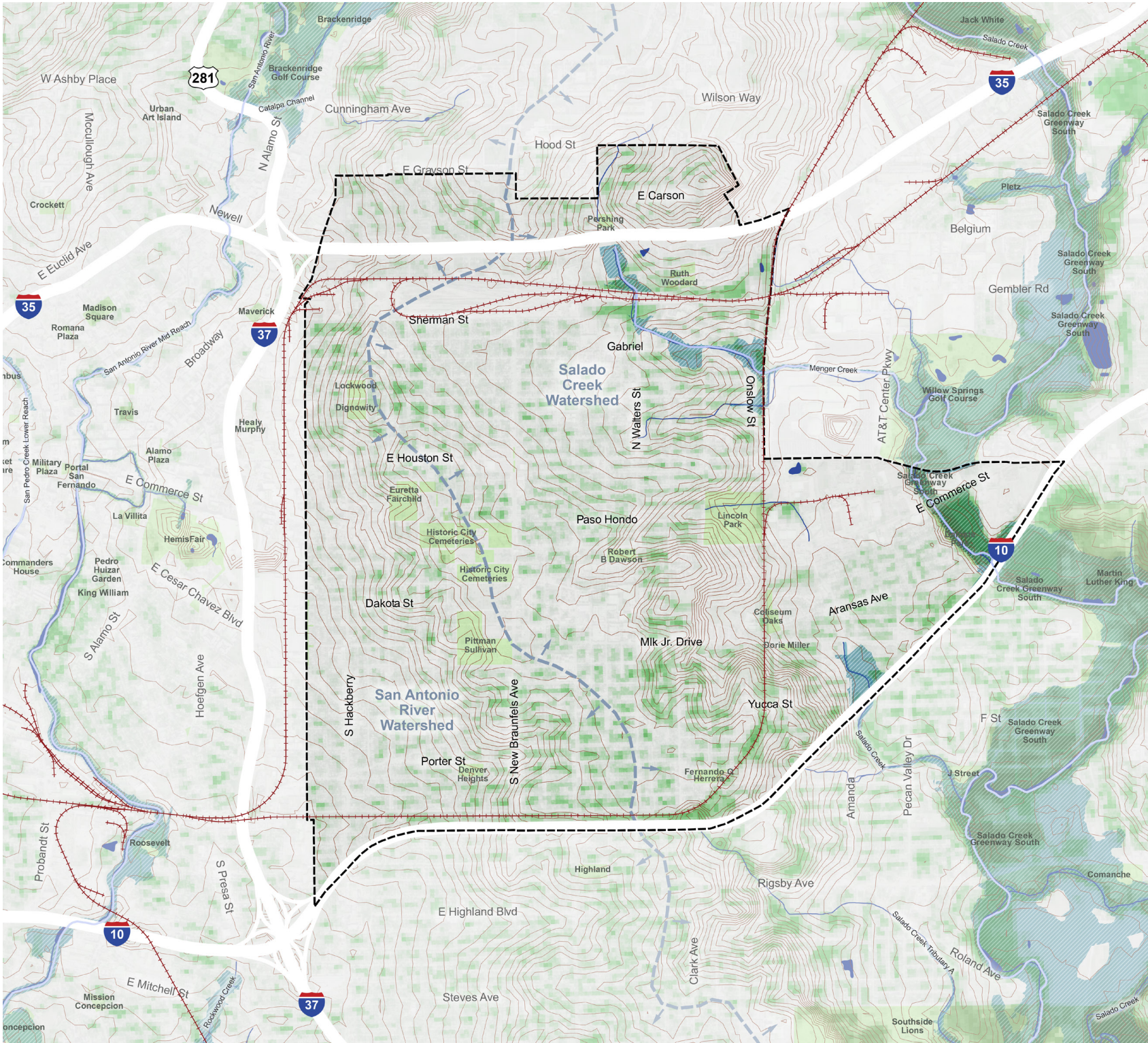
The plan area includes small floodplains that are affected by stormwater runoff from upstream areas of the eastside. In turn, stormwater originating throughout the Eastside plan area is upstream of and affects floodplains in downstream portions of the San Antonio River and Salado Creek. Local and regional improvements to stormwater management

can reduce local and downstream flooding. The following areas are estimated to have a 1% chance of flooding in any given year:

- A small forested area east of Salado Creek.
- Several acres partially occupied by residences, in the Harvard Place-Eastlawn neighborhood, next to portions of the Menger Creek drainage system.
- A few acres occupied by residences in the Artesia neighborhood, next to a drainage tributary to Salado Creek and I-10.

The plan area includes several urban parks and the eastside cemeteries complex, with managed grass landscapes and trees. Supporting tree canopy growth, in consideration of the multiple uses and values that communities have for these spaces, can lower extreme summer temperatures in the vicinity of these outdoor spaces.

Traditional development patterns have left room for large canopy trees to grow and survive over the last several decades amidst homes and small apartment buildings. There is room for substantially more tree canopy in residential neighborhoods. Most areas in the Eastside Community Area have average tree canopy coverage of between 15% and 25%. Tree canopy provides multiple community benefits including reducing extreme summer heat, improving local air quality, and reducing spikes in stormwater flow that cause flooding and heavy loads of pollution to streams. Studies controlling for other factors have found that more tree canopy is associated with better mental health, and lower rates of violence.

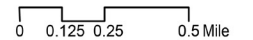
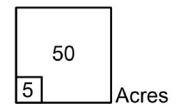


Eastside COMMUNITY AREA PLAN

NATURAL SYSTEMS

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Watershed Boundary
- 5-foot Contour Lines
- FEMA 100-year Floodplain
- Tree Canopy
- Limited Water Quality Streams

- ### WETLANDS
- Riverline
 - Freshwater Wetland
 - Lake/Freshwater Pond





Land Use and Development Patterns

General Development Patterns

The Eastside Community Area is 6.8 square miles in size and includes some of the older neighborhoods of the City. Block patterns and land use patterns are influenced by the time in which much of this area was initially platted and developed, between the 1890s and 1940s. Street rights of way are limited, lots are generally smaller, and so are the houses. The planning area contains historic building stock (Government Hill, Dignowity Hill and Nob Hill Historic Districts) as well as historic city cemeteries.

Most residential structures are on lots ranging from 4,000 to 7,000 square feet, with setbacks separating buildings from each other and the street. These lots are typically 40 to 70 feet wide and 100 to 150 feet deep. Exceptions to this pattern are found throughout the plan area, including some blocks that are full of alternative lot dimensions. Blocks, defined by the grid pattern of streets, are typically not longer than 600 feet, with many as short as 250 feet.

Although the Eastside Community Area is predominantly residential, it is anchored by interstate highways to the north and south. Access to these highways tends to attract industrial uses, which can often conflict with neighborhood activity and locally-serving commercial development.

With the exception of the properties bounding I-35 and the properties south and east of the AT&T Center, the Eastside Community Area functions as an enclave, with railroad infrastructure creating barriers on all four sides. This attribute has done much to shape the character and development activity that has occurred within this planning area over time. Although these barriers have at times discouraged investment, they have also worked to shape the Eastside into a distinct community within the City. Portions of the Eastside are seeing a significant rise in re-investment interest, due to the historic building stock, proximity to downtown, and established neighborhood environment that the Eastside offers.



Menger Creek is one of only two waterways found within the Eastside Community Area. As was the practice in many cities in the past, Menger Creek has been channelized and encased in concrete rather than restored to function naturally. As a channel, it currently functions as a barrier rather than an amenity. Because of the limited presence of natural features in the plan area, every opportunity to create and preserve open spaces must be maximized. Restoring this waterway would promote community connectivity, positively impact property values, and increase the quality of public open space in the Eastside Community Area.







Depending on initial results of the public visioning process for Eastside Community Area, the following potential issues and others may be considered during later stages of plan development. Whether viable industrial areas need to be protected from encroaching residential and entertainment uses that could bring nuisance complaints to existing and future industrial users.

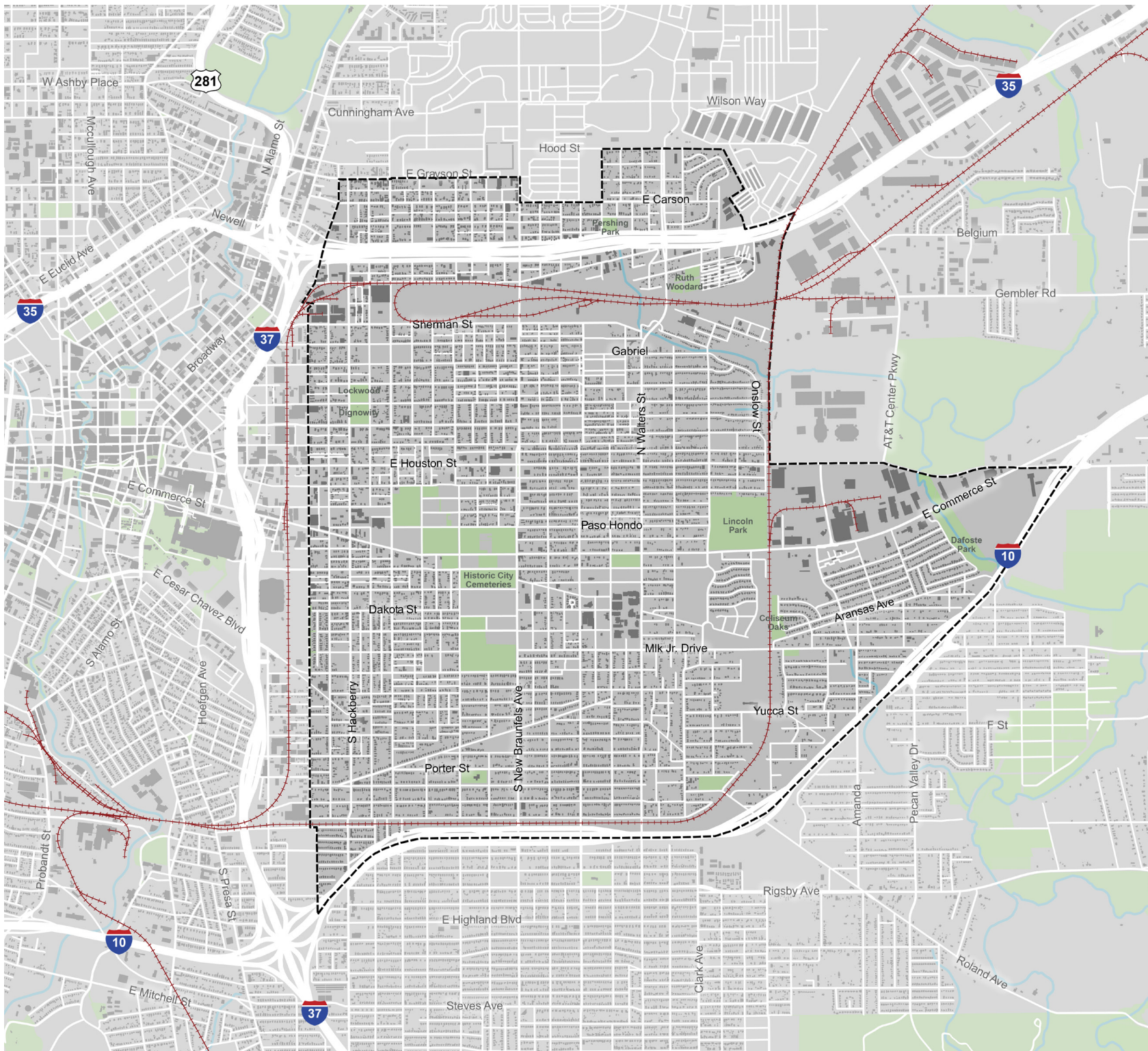
- Potential impacts to neighborhood residential areas from large scale commercial and mixed-use development.
- How to support recognizable nodes of vibrant and complementary commercial uses.
- Maintaining traditional development patterns, building forms, and affordability in neighborhoods.
- How to support the vision and goals that emerge during the initial phase of the Eastside Community Area planning process.

Addressing the above and other land use issues may benefit from considering design solutions for the physical form and orientation of new development, as much as from considering policies on which land uses (commercial or residential for example) or densities (households per acre) are supported in any given area.

Eastside
COMMUNITY AREA
PLAN

DEVELOPMENT
PATTERNS

-  Regional Center Area Boundary
-  Adjacent Regional Center or Community Area
-  Public or Private Park or Open Space
-  Existing Building Footprint
-  River or Stream
-  Railroad Line



Land Use and Development Patterns

Distribution of Uses

Residential Use

54% of the land in this area is used for residential purposes, including single family, duplex, and triplex residential properties. Over 6,000 properties in the area were built before the end of World War II, and over 1,290 properties are over 100 years old. The first major wave of residential development occurred between 1920 and 1940, focusing on the area west of S. New Braunfels. The area east of S. New Braunfels underwent the most intensive wave of development between 1940 and 1960.

Commercial Use

Commercial uses are found on several prominent streets, especially near major intersections. Most commercial land is actually occupied by surface parking, with the exception of some commercial areas developed prior to the advent of minimum parking requirements, such as commercial land uses adjacent to Commerce Street between Cherry and Pine streets. Only 4% of the land in the Eastside is designated commercial. This signifies that there is likely a lack of retail and commercial services for residents in this planning area, and that this area does not proportionately benefit from commercial activity that is normally associated with interstate access. The majority of commercial development is found along S. New Braunfels, East Houston and East Commerce.

Industrial Use

Although only 10% of the land in the Eastside Community Area is used for industrial purposes, those properties are located at points of entry to the community. This gives them a stronger influence over the form and character of development in this area. Some industries in the area are located to benefit from the Union Pacific rail service, and not necessarily from the interstates.

There are three concentrations of industrial uses in the area. One is south of the AT&T Center, between Houston Street, Commerce Street, Salado Creek, and the Union Pacific Main Line 2 Subdivision Railroad. City plans dating back at least ten years intended for a portion

of this area west of Coca-Cola Place to be redeveloped as a future mixed-use town center. Recent investment in this industrial area includes both residential development and reinvestment by existing industrial businesses. Another industrial area is located along and primarily outside of the western edge of the plan area, primarily between Cherry Street and I-37. This large area, extending from the southwest corner of the plan area to the northwest corner of the plan, area includes a mix of industrial, residential, and commercial uses. Recent investment in this area exhibits a trend away from heavier industrial uses toward a mix of residential, office, entertainment, and craft manufacturing uses such as a brewery. The third industrial area is located south of I-35, occupying a 1,000-foot swath of land extending from I-37 on the west to Walters Street on the East. This area is associated with the Union Pacific Del Rio Subdivision Railroad and switching yard.

Institutional Use

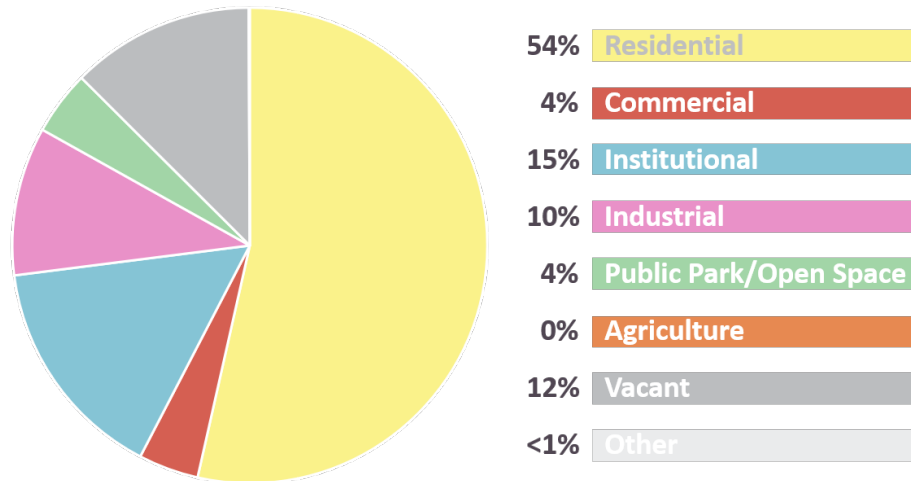
St. Philip's College is a significant part of the Eastside Community Area. The college provides educational opportunities to community residents and is an activity anchor to attract other complementary uses. Other institutional uses include churches, educational services, community centers and city cemeteries. Institutional uses make up 15% of all land within the planning area.

Parks and Open Spaces

Parks and open spaces make up 4% of the land in the planning area and serve as centers of activity for the people who live and work here.

Vacant Property

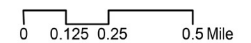
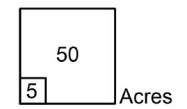
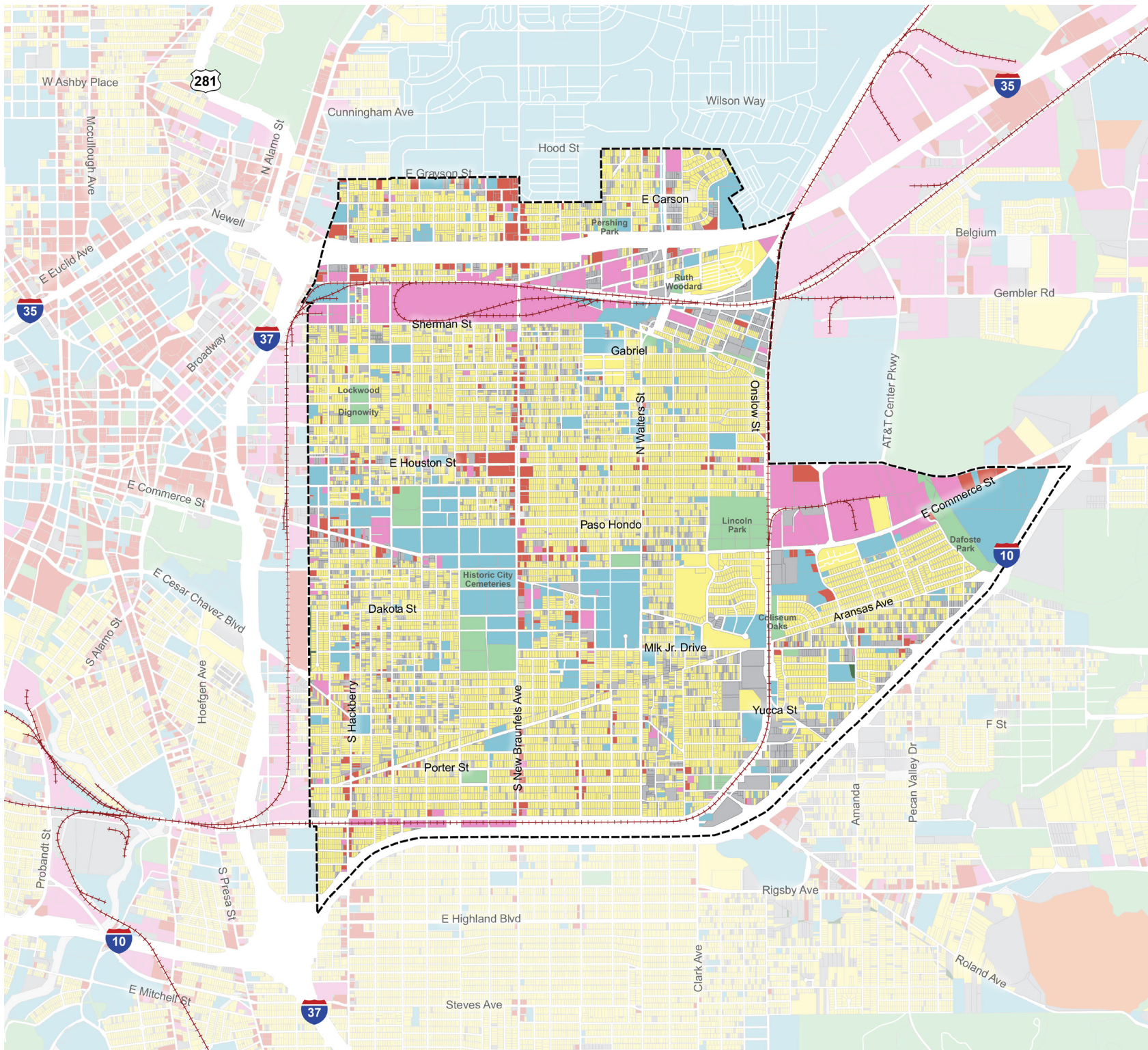
Although 12% of the land in the plan area is vacant, most of this is distributed as smaller vacant lots, positioned for incremental infill development. There are a few larger vacant parcels available along the rail lines, but these have complications with access.



Eastside COMMUNITY AREA PLAN

EXISTING LAND USE

-  Community Plan Area Boundary
-  Adjacent Regional Center or Community Area
-  Institutional and/or Total Tax Exempt
-  Industrial
-  Commercial
-  Agriculture
-  Residential
-  Open Space / Park
-  Private Open Space
-  Vacant
-  Other / Not Specified





Mobility

The Eastside Community Area is served by a grid pattern of streets reflecting the eras of initial platting and development. Prominent streets designed to convey larger volumes of automobile traffic, such as Hackberry Street, New Braunfels Avenue, and Walters Street, are spaced at ½- to 1-mile intervals. Other streets such as Cherry Street, Pine Street, Gevers Street, and Mel Walters Way are alternative streets that provide relatively continuous connections across the plan area. The case is similar for streets oriented east-west.

Generally, the plan area has characteristics that make it relatively good for walking compared with many parts of San Antonio. Some of the street segments without sidewalks intersect streets that offer retail goods and services and transit service; for example street segments intersecting Hackberry, New Braunfels, and Houston Street. The City of San Antonio Vision Zero Initiative identified three Severe Pedestrian Injury Areas (SPIAs) in the plan area. These are locations where there is a higher than normal occurrence of severe pedestrian injuries. The locations are:















- Commerce Street between Mesquite and Olive Streets
- Hackberry Street between Iowa and Dakota Streets
- New Braunfels Avenue between Denver and Porter Streets

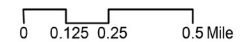
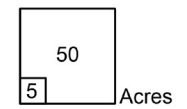
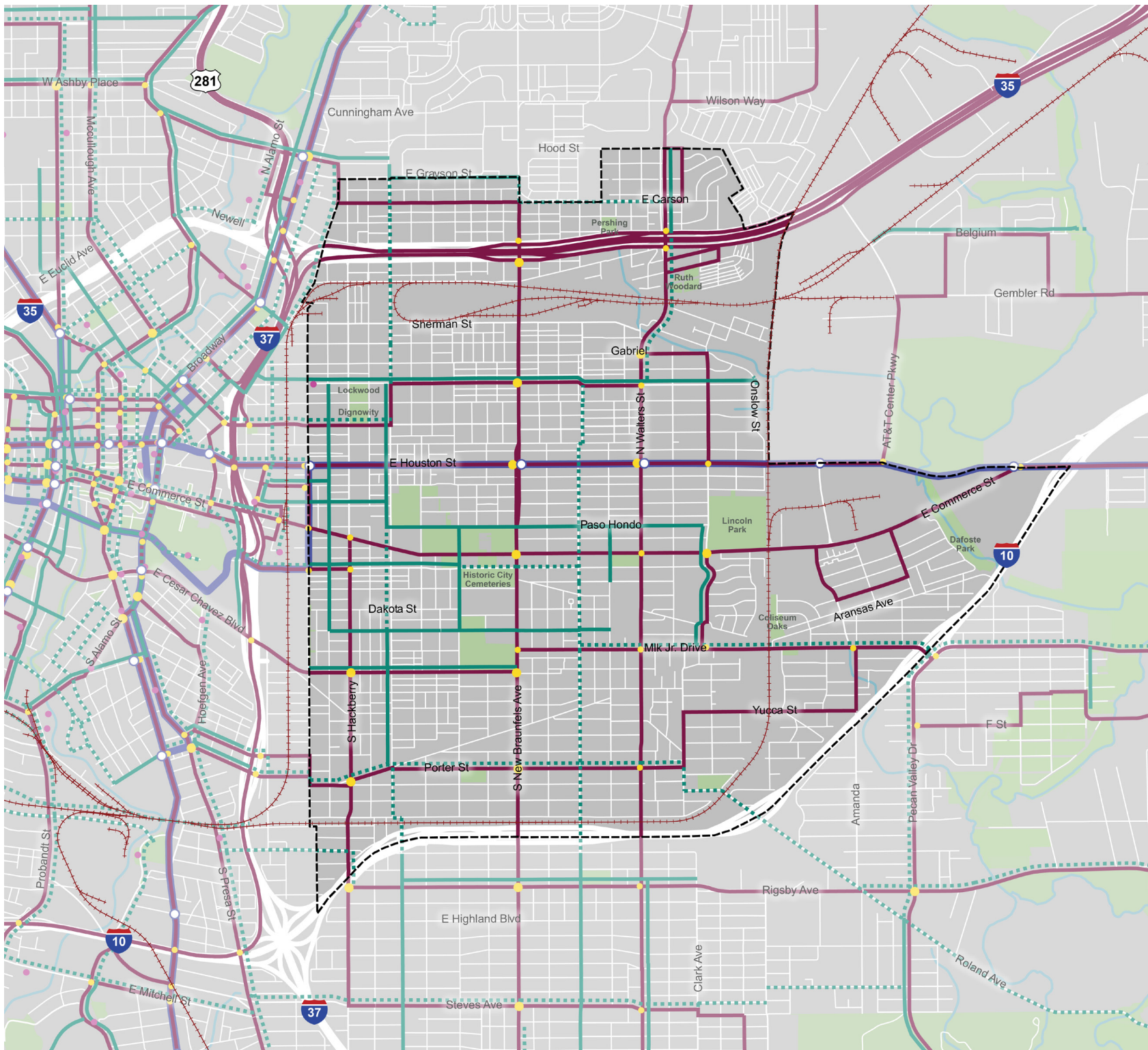
Some of the same characteristics that make the plan area good for walking also make it relatively good for biking compared with most San Antonio communities. There are four bicycle lanes, and several other bicycle routes that do not include bicycle lanes. There are opportunities to improve these and other bicycle facilities, and to improve connections between them and the broader bicycle network, including connections to Downtown, community destinations such as the Eastpoint Shopping Center, and trails such as the Salado Creek Greenway.

The plan area is served by over ten VIA bus routes, including 4 frequent service routes that connect neighborhoods with local destinations, Downtown, and other regional employment centers. VIA is evaluating rapid transit alternatives, including potential Primo service on New Braunfels Avenue, connecting the Eastside with Brooks Regional Center, Midtown Regional Center, and UTSA's downtown campus. VIA is also evaluating potential rapid transit service on portions of Commerce and Houston streets, connecting the eastside with Downtown and westside neighborhoods.

Eastside COMMUNITY AREA PLAN

MOBILITY MAP

-  Community Plan Area Boundary
 -  Adjacent Regional Center or Community Area
 -  Block
 -  Rail Line
 -  Park or Open Space
 -  Stream
 -  VIA Bus Route
 -  VIA Bus Stop (less than 3 stops)
 -  VIA Bus Stop (more than 3 stops)
 -  Proposed LRCTP Route
 -  Proposed LRCTP Stop
 -  Existing Bicycle Trail, Lane or Route
 -  Proposed Bicycle Trail, Lane or Route*
 -  B-Cycle Location
- * Acquired from the 2011 Bicycle Master Plan





Amenities and Access

The Eastside plan area's amenities are primarily oriented to local residents, although several serve a citywide or regional role. The Neighborhoods and Institutions section of this Existing Conditions Atlas highlights several community, education, and recreation centers interspersed throughout the plan area that contribute to local quality of life.

The Carver Community Cultural Center offers performing arts, cultural, and arts education programs that draw San Antonians from the eastside and throughout the region. St. Philip's College serves over 10,000 students from throughout the region, many of which live in the immediate surrounding area. Both places also serve as gathering places for special community events.

Of the Eastside Community Area's several parks, historic Dignowity and Lockwood Parks, Pittman-Sullivan Park, and Lincoln Park are relatively large. Several parks include community centers or indoor recreation centers, such as the Dawson Park Community Center, the YMCA at Pittman-Sullivan Park, and the outdoor pool at Fairchild Park. Dafoste Park is unique in offering access to Salado Creek Greenway.























A few portions of the Eastside Community Area are relatively far or disconnected from parks and open space compared to others, including an area south of St. Philip's College in Denver Heights, the western half of Government Hill, and north central portions of the plan area around New Braunfels Avenue. The San Antonio Cemeteries complex is a unique open space amenity in the plan area that is open to pedestrian access and offers visitors the opportunity to experience history and nature in relative solitude.

The Eastpoint Shopping Center at New Braunfels Avenue and Houston Street can satisfy many routine shopping needs for area residents. There are concentrations of somewhat pedestrian oriented retail and dining establishments on South Hackberry Street, Houston and Commerce streets west of Hackberry, Street and New Braunfels Avenue in Government Hill. Other small commercial nodes exist throughout the plan area, including some that are integrated into the interior of residential areas, such as the storefronts at Nolan and Pine streets in Dignowity Hill.

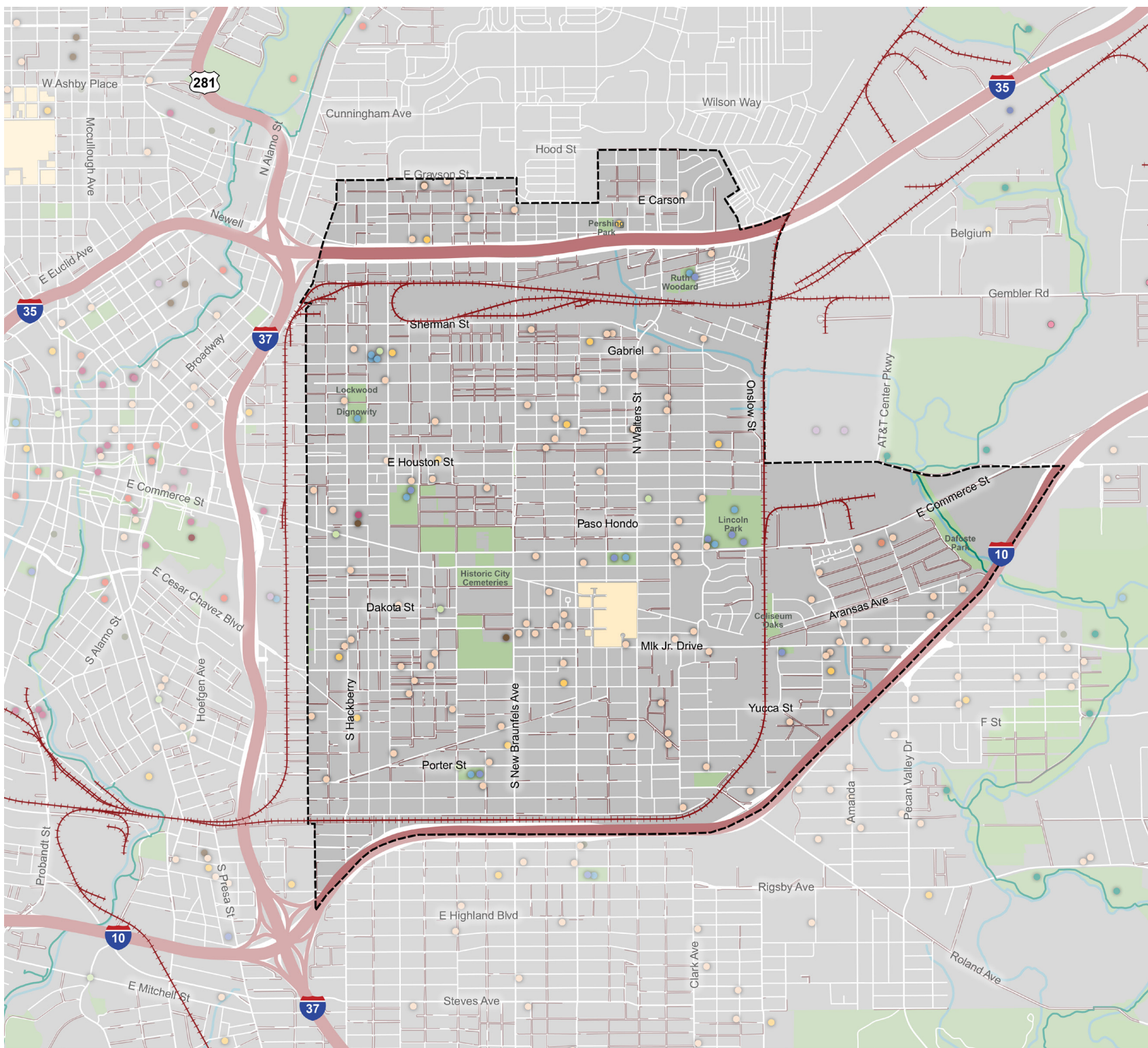
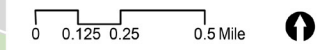


Eastside COMMUNITY AREA PLAN

AMENITIES AND ACCESS

-  Community Plan Area Boundary
-  Adjacent Regional Center or Community Area
-  Block
-  Park or Open Space
-  College Campus
-  Stream
-  Greenway
-  Public School
-  Private School
-  Charter School
-  Place of Worship
-  Library
-  Museum
-  Community Center
-  Recreation Center
-  Amusement Park
-  Community Garden
-  Trailhead
-  Movie Theater or Planetarium
-  Stadium or Arena
-  Theater/Auditorium or Performing Arts Center
-  Conference Center

- Physical Barriers
-  Major Road
 -  Rail Line
 -  Incomplete Sidewalks





Public Investments

Between 2014 and 2017, over \$17 million in federal funding was invested in the Eastside Promise Zone to improve public safety, education, small business growth, health and wellness, civic engagement, and employment. This represents an unprecedented focus and investment in people, human capital, and community development in San Antonio. The Eastside Promise Zone Impact Report 2014-2017 documents the positive outcomes of this focused investment in more detail.

The 2012 Bond Program for Menger Creek that reduced flooding in downstream areas was recently completed. San Antonio's 2017 Bond includes the following projects in the Eastside plan area:

- New Braunfels Avenue from Houston Street to Burleson Street
- Lamar Street Improvements
- Lockwood & Dignowity Parks
- Pittman-Sullivan Park Improvements
- Dawson Park Improvements
- Lincoln Park Improvements

Dozens of projects to improve streets, sidewalks, crosswalks and bicycle facilities are identified in the City of San Antonio Infrastructure Management Program, to be completed in the next five years.




The Alamo Community Colleges District 2017 Bond Program will fund several improvements to St. Philip's College, including the new Tourism Hospitality Culinary Arts building. This building will add vibrancy and identity to the northeastern corner of the campus at Walters Street. The bond will fund the replacement of two other campus buildings as well.

The San Antonio Fee Waiver Program, City Center Housing Incentive Program, and Inner City Tax Increment Reinvestment Zone (#11) have all contributed in the last decade to housing and employment growth in the area. Public investments just outside of the plan area are also resulting in new investment in the Eastside, including public improvements to the San Antonio Riverwalk near the Pearl, infrastructure and placemaking improvements at St. Paul Square and other areas west of Cherry Street and in Downtown, and construction of the AT&T Center.

Eastside
COMMUNITY AREA
PLAN

PUBLIC
INVESTMENTS

-  Community Plan Area Boundary
-  Adjacent Regional Center or Community Area
-  Parcels
-  City Initiated Tax Increment Reinvestment Zone (TIRZ)
-  Neighborhood Improvement Bonds (2017)
-  Opportunity Zones

- Proposed 2017 Bond Program
-  Street
 -  Facility
 -  Park
 -  Library
 -  Street
 -  Drainage

