



atlas
Existing Conditions

SOUTHEAST COMMUNITY AREA PLAN

EXHIBIT 1



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 Southeast 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 Southeast 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.

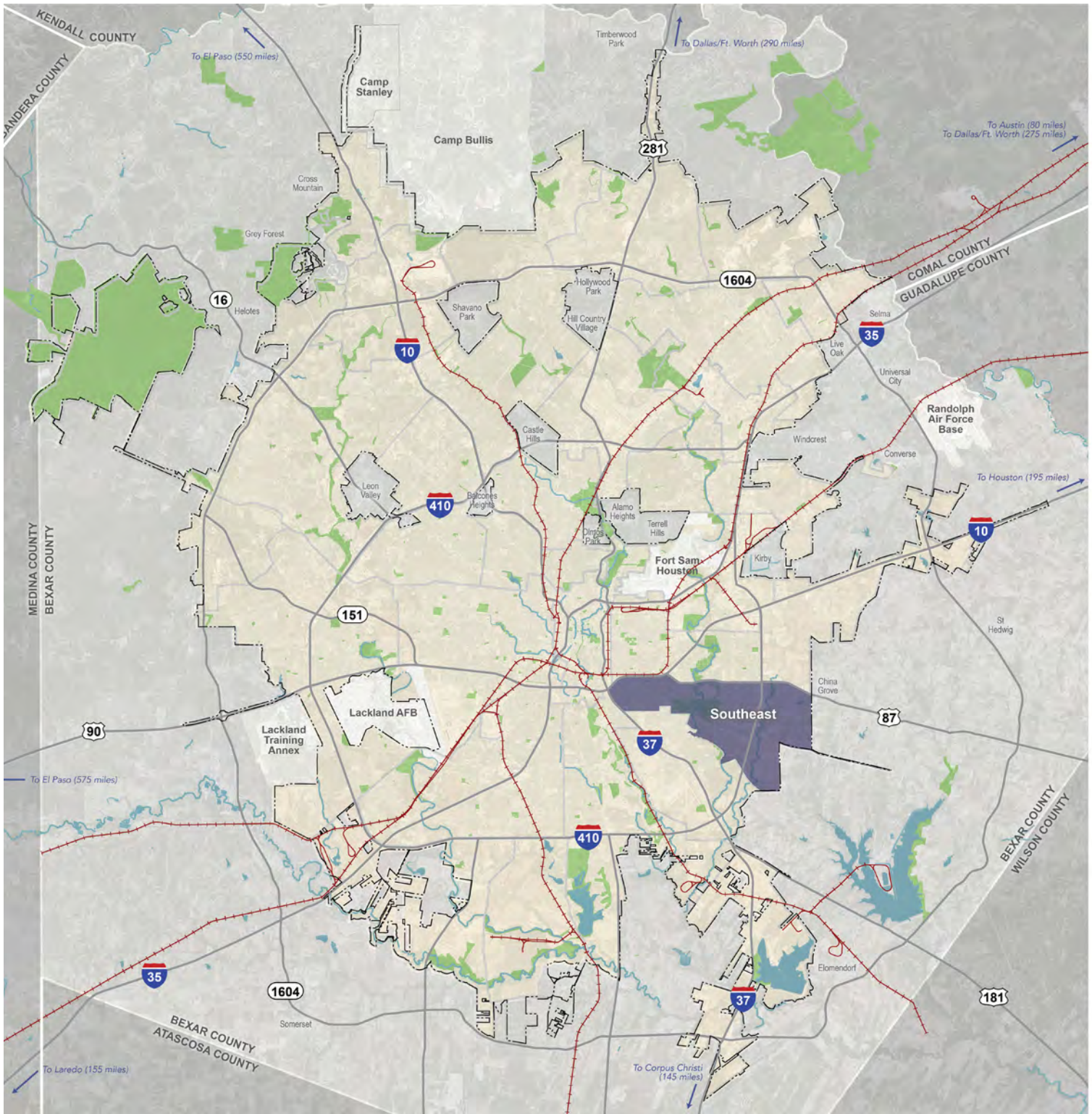
Community Areas form the rest of San Antonio outside of the Regional Centers. These areas comprise many of our existing neighborhoods, grouped by geography and common history, challenges, and opportunities. By proactively directing a higher proportion of growth to our Regional Centers, we aim to limit 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.



PLAN LOCATION

- LEGEND**
-  City Boundary
 -  Major Highway
 -  Rail Line
 -  Water Body
 -  Community Area Boundary

History of the Southeast Community Area

The history of San Antonio's Southeast Community Area tells the story of the City's gradual expansion, through waves of annexation, starting in the early 1900s. Within the City's original 36 square mile city limits, the 780-acre area of Highland Park was originally owned by Albert Steves Jr. The land, formerly used for pasture land, was then purchased in 1909. The Highland Park neighborhood was established in 1910 and was completely built out between WWI and WWII, consisting primarily of single-family detached homes. Designed for upper middle class homeowners with utilities located in alleys behind parcels, Highland Park displayed several architectural styles including bungalows, Spanish Revival and English Tudor Revival styles, numerous "eclectic" Craftsman houses, and later, traditional homes. The Highland Park neighborhood provided access to the No. 10 trolley line, which began in downtown and terminated at Adele Street, and ran until 1933 when the trolley was replaced by bus service. Portions of the neighborhood were demolished to make way for Interstates 37 and 10 in the 1950s. The Highland Park Theater, formerly located at 1833 South Hackberry Street, was built in 1928 but has since been demolished.

The Pasadena Heights neighborhood, also known as Sunny Slope, was next to be annexed into City limits in the 1940s. This neighborhood has a mix of homes built during different time periods. Following the Pasadena Heights, annexation efforts moved further eastward and areas in the Comanche Community, which included Comanche and Covington County Parks, were incorporated within City limits between 1951 and 1952. City limits then expanded just beyond South W.W. White Road, which is a route that can be traced back to 1913 according to Bexar County maps.

The area between South W.W. White Road and Loop 410 was next to be annexed in 1957. This area includes current day Jupe Manor and Lower Southeast Side neighborhoods. South of Sinclair Road to Southcross Boulevard, property once belonging to the Sultenfuss family has since been developed to include industrial uses and some single family homes, but a large percentage of the area is still vacant. Jupe Manor, once belonging to the family of the same name, is located north of Sinclair Road and extends to Rigsby Avenue. The 205 acres was purchased in 1914, and was platted and developed by the Jupe family in the 1950s and 1960s. The Jupe family also began several businesses north of the Jupe Manor subdivision, along Rigsby Avenue, including a feed mill and lumber yard, now Guadalupe Lumber. During the 1950s, the Pecan Valley neighborhood was also annexed into City limits. The Pecan Valley neighborhood consists of ranch style homes built during the 1970s and a newer gated subdivision, Pecan Valley Heights, built in the 1990s.

In 1972, the City annexed the Green Acres subdivision, which is located south of Rigsby Avenue, between Loop 410 and Rosillo Creek. Following this, more annexation occurred east of Loop 410 in 1985, with the addition of more properties between Loop 410 and Rosillo Creek. In 1986, the Lakeside subdivision was annexed, which is composed of minimal traditional styled homes and a nearby lake with a walking trail. Areas just south of the Lakeside neighborhood were annexed the following year and are currently the site for two mobile home parks. The most recent annexation occurred in 2000, with the addition of land that is now the site for the Blue Rock Springs subdivision and the Foster Meadows subdivision, which has lots currently under construction.

At the far southeastern edge of the plan area, located at the intersection of New Sulphur Springs Road and South Foster Road, is the community of Boldtville. Founded in 1819, at its peak, the community of Boldtville had a school, two churches, and a general store. The school is now used as administrative offices for the East Central Independent School District.



1968 PGA Championship at the Pecan Valley Golf Course



Baptist Temple, located in Highland Park (1942)



Highland Theater, formerly located on S. Hackberry St.

Southeast Community Area Infrastructure and Institutions

Major Landmarks and Infrastructure

Three historic landmark sites are located in the Highland Park neighborhood: 544 Hammond Avenue, the Highland Boulevard Church of Christ, and a residential home at 2106 Steves Avenue. Located adjacent to the southeast boundary of the plan area is the Boldtville Schoolhouse historic site. Other historic site landmarks include Comanche Park, Pecan Valley Golf Course, and the Battle of Rosillo, located at the intersection of Hildebrandt and South W.W. White Road.

Between 1944 and 1964, Southside Lions Park was purchased by the City from the estate of George Brackenridge, a prominent land owner and philanthropist. The initial 1944 purchase of 345 acres was intended to use the acreage as a landfill but was petitioned by nearby residents to use the property as park space instead. Prior to the development of the park, 22 acres of the property was dedicated to build Highlands High School. In 1956, land was cleared to build picnic areas and over 400 trees were planted. The remainder of the estate was purchased by the City of San Antonio in 1964.

Comanche Park, a Bexar County operated park, is the site of the 1835 camp of Stephen F. Austin and was used for assembling troops during the Texas Revolution. There is a Bexar County historical marker at the site.

The Granieri Farm, which sits on 172 acres along Roland Road, has been in operation since 1925. The farm is located between Southside Lions Park and Comanche and Covington County Parks, and has specialized in dairy pasteurization, vegetables, hay, and cattle.

The former Pecan Valley Golf Course was an 18-hole venue that originally opened in the 1960s.

The course hosted the Texas Open, and even the PGA Championship in 1968, however, it ceased operations as of 2012. It is now the site of an apartment complex and proposed mixed-use development, while the remaining course within the FEMA 100-year Floodplain remains vacant.

The northwest corner of the plan area is bounded by the Interstate 10 and Interstate 37 intersection, which is elevated above the historic grid below. Interstate 410 (I-410), San Antonio's inner loop, has three points of interstate ingress and egress in the Southeast Community Area, South W.W. White Road, Southcross Boulevard, and Rigsby Avenue.

Neighborhoods and Institutions

The Southeast Community embodies a timeline of the city's recent history, ranging from neighborhoods that began development as early as the 1910s to subdivisions currently under construction. In total, there are eight registered neighborhood associations and one homeowner's association (HOA) within the boundaries of the Southeast Community Area that are currently registered with the City of San Antonio: Highland Park, Pasadena Heights, Comanche Community, Jupe Manor, Lower Southeast Side, Lakeside, Blue



E. O. Goldbeck Home, built between 1920-1930, located in Highland Park

Rock Springs, Pecan Valley, and Pecan Valley Park Estates HOA. Other neighborhood associations adjacent to the Southeast Community plan area include Highland Hills, Riverside, Republic Oaks, Denver Heights, and Dellcrest Area.

Jubilee Academy, a non-profit public charter school that is free for students, began in 2000, with one campus in San Antonio serving 60 students. Jubilee has since expanded to 12 campuses, from Austin down to Brownsville, and now serves over 6,000 students. The Southeast Community Area has two Jubilee campuses, Highland Park and Chandler Road.

Located just north of the Southeast Community Area is St. Phillip's College which was founded in 1898 and predominantly serves African American and Hispanic communities. The College is currently a component of Alamo Colleges and has two campuses, the other being located on the Southwest side of San Antonio.

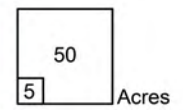
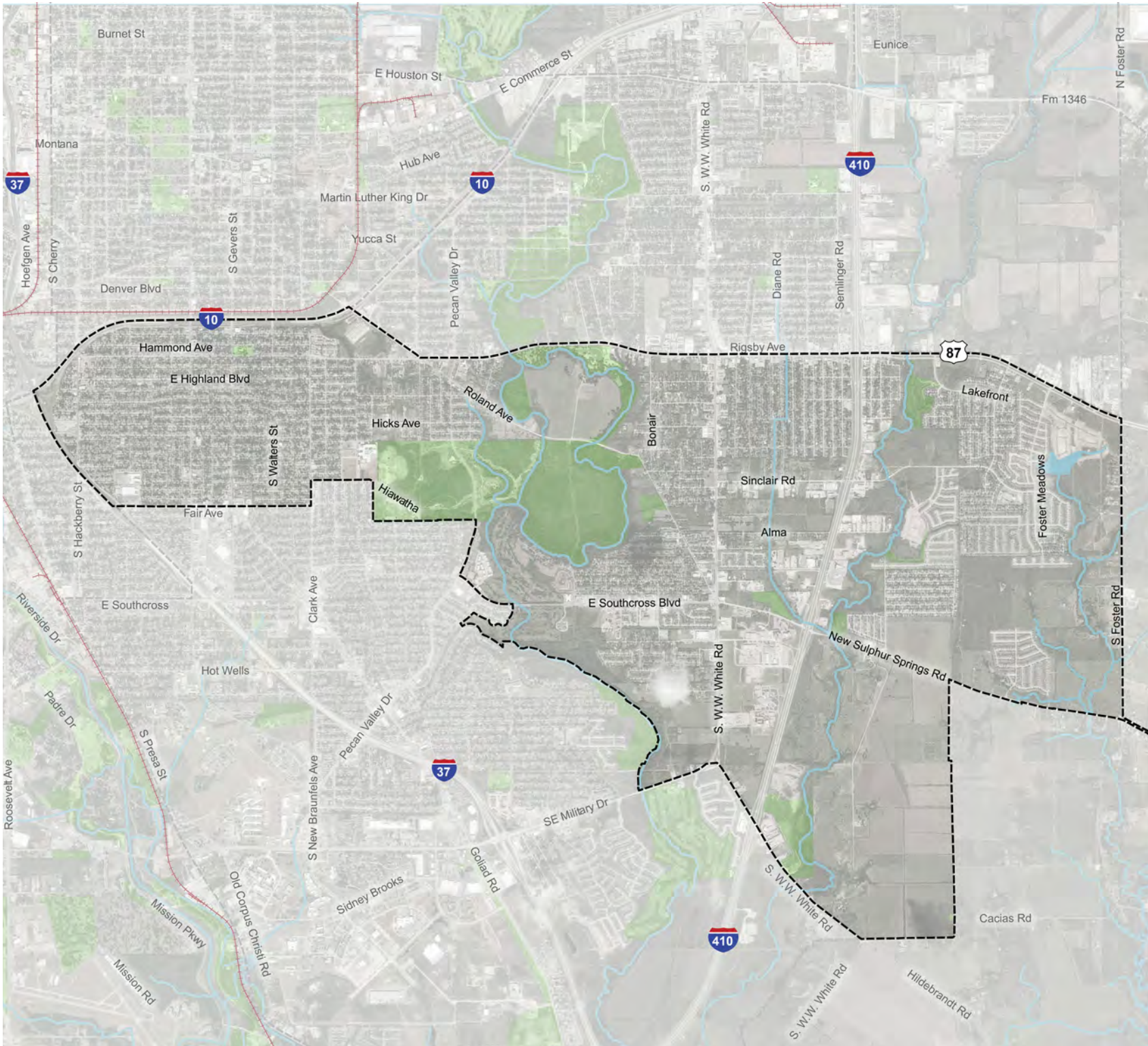
Caterpillar, Inc. specializes in the manufacture of construction and mining equipment, diesel and natural gas engines, industrial gas turbines, and diesel-electric locomotives, with over 500 locations worldwide. Established in 1933, the San Antonio Holt Cat, a division of Caterpillar, Inc., has headquarters in the Southeast Community Area, along SE Loop 410.



Southeast Baptist Church

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 Southeast Community Plan Area is located southeast of downtown, south of Highway 87. The Community Plan area stretches along the south side of Highway 87 from downtown past Loop I-410 on the east to the City's boundary.

Overall, the Southeast Community Plan Area:

- Has a population that has similar demographics to the rest of the region
- Has lower educational attainment and income levels than the region as a whole
- Has experienced minimal commercial growth since 2005

Total Population (2018) | **40,548**

Total Households (2018) | **13,766**

People

Population and Households

In 2018, the population of the Southeast Community Plan Area was approximately 40,550 with 13,800 households. The area experienced 1.3% average annual population growth between 2000 and 2018; this matches the rate of growth in San Antonio but is lower than the MSA's 2.2% annual growth for that time period. The Plan Area has similar household characteristics to the region, with 72% of all households defined as "family" compared to 65% of households in the City and 69% in the MSA. Average household size in the Plan Area is 2.92.

Age

The median age is 34.7 years, compared to 34 in the City and 35.4 in the MSA. Millennials (born between about 1980 and 1995) make up 21% of the population, compared to 23% in the City and 21% in the MSA. Seniors (over age 65) make up 14% of the population, compared to 13% in the City and 14% in the MSA.



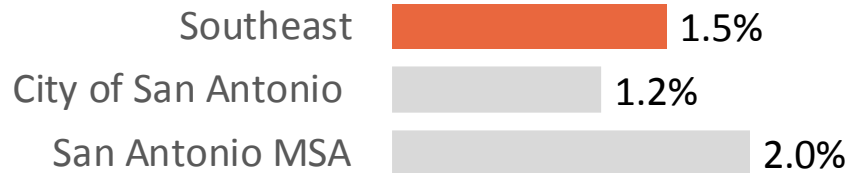
Median Age

34.7 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 Southeast Community Plan Area is 73% Hispanic, higher than the 65% in the City and 56% in the MSA, and 63% White, compared to 71% in the City and 74% in the MSA. The area has a Diversity Index score of 75 – 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 MSA both have a Diversity index of 72. This indicates that the Southeast Community Plan Area is slightly more diverse than the region.



Race and Ethnicity
73% Hispanic-origin

Income

Household income in the Southeast Community Plan Area is lower than the region overall. The average household income in the Center is \$57,700, compared to \$70,000 in the City of San Antonio and \$80,200 for the MSA. Per capita income in the Plan Area is also lower than surrounding areas.



Average Household Income
\$57,800
18% lower than City of San Antonio

Education

The Southeast Community Plan Area has a less educated population than the region overall. Of the area population aged 25 and older, 22% have less than a high school diploma (compared to 18% in the City and 15% in the MSA), and 23% 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

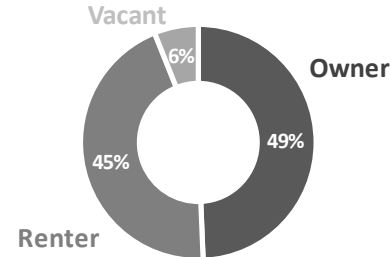
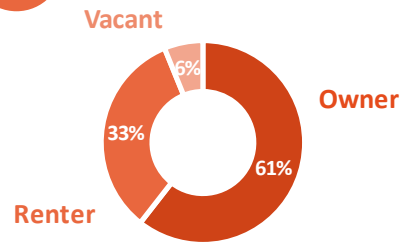
The housing stock and costs in the community plan area vary based on the location within area. The Southeast Community Plan Area is bifurcated into two sides, split by the Salado Creek and its associated flood plain. The eastern half of the plan area generally has older homes and lower values on average as the 78210 zip code that stretches into Downtown has a median home value of \$96,000. The eastern half, which is in the 78222 zip code, generally has newer homes and a higher median home value of \$130,000.

The average rental rate for an apartment unit in the Southeast Community Plan Area is \$712 per month or \$0.97 per square foot – less than the Countywide average of \$952 per month and \$1.11 per square foot. Only one large apartment project has been built in the area in the last decade – the 252-unit Master’s Ranch project was completed in 2016.

The Southeast Community Plan Area has a higher proportion of single-family home dwellers than the region. Single-family detached units make up 74% of the housing stock in the Plan Area, compared to 64% in the City and 68% in the MSA. At 18%, structures with two or more units make up a lower than usual share of the housing stock, compared to 32% in the City and 24% in the MSA.



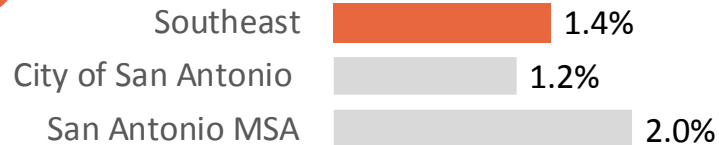
Housing Tenure



The Southeast Community Plan Area has a high proportion of owner-occupied housing units – 65% of units are owner-occupied (compared to 53% in the City and 63% in the MSA) and 35% are renter-occupied (compared to 47% in the City, 37% in the MSA).



Annual Household Growth | 2010-2018



Average Household Size

2.92 persons

2.71 - City of San Antonio Average

Demographics and Economic Profile

Employment

The Southeast Community Plan Area has a small employment base with approximately 7,450 jobs in 2018. Real Estate & Rental Leasing is the Plan Area's largest employment sector, accounting for 15% of jobs. The next largest employment sectors are Administrative & Support Services at 12% and Health Care & Social Assistance at 11.5%.

Employment in the Southeast Community Plan Area is mainly distributed between medium and high-wage jobs; 37% have earnings of between \$15,000 and \$40,000 annually (compared to 37% in San Antonio) and 41% 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 22%, compared to 26% in San Antonio.

Most people employed in the Southeast Community Plan Area do not live in the area – 94% of workers commute in from other places. Most workers come from relatively close by, with 37% commuting less than 10 miles, and another 37% commuting between 10 and 24 miles. Similarly, most people living in the Southeast Community Plan Area do not work in the area – only 2.5% of residents are employed in the area, while 97.5% commute out to other locations.

Commercial and Industrial Development

Office

The Southeast Community Plan Area has approximately 400,000 square feet of office space; inventory grew by 2.7% annually since 2005. The area has a lower than average vacancy rate of 7.7%, compared to 9.4% in Bexar County. The average rent of \$15.79 is slightly below the \$20.93 County average. There is no new proposed office development in the area.

Retail

The Southeast Community Plan Area has 840,000 square feet of retail space. Inventory remained largely unchanged between 2005 and 2018. Vacancy rates for retail in the area are low at 3.3%, compared to the County average of 4.3%. The Plan Area's average rent of \$11.21 is lower than the \$16.09 County average.

Industrial

The Southeast Community Plan Area has 612,000 million square feet of industrial space. Inventory remained relatively unchanged since 2005, increasing by just 15,200 square feet over that time period. The Plan Area has a low industrial vacancy rate of 1.0%, compared to the 4.8% County average. Average triple net rent in the area is \$7.40 per square foot, slightly above the County's \$5.57. There are no new projects proposed for this area.

Hotel

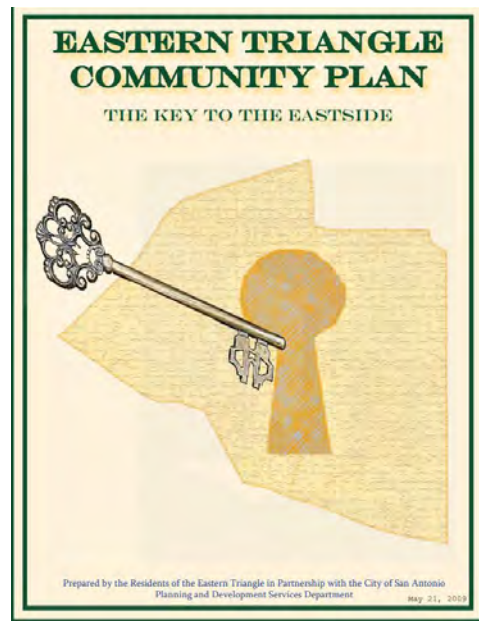
The only hotel property located in the Southeast Community Plan Area is a Super 8 near I-10 and Roland Road.

Previously Adopted Plans

Adopted Neighborhood and Community Plans

The Eastern Triangle Community Plan (2009) was created as a guide for decision making on the future of the Eastern Triangle neighborhoods. The Eastern Triangle planning area is located in southeast Bexar County and is generally bounded by I-10 and E Houston Street/FM 1346 to the north; Loop 410 and South Foster Road to the east; New Sulphur Springs Road, Southcross Boulevard and Roland Avenue to the south; and Roland Avenue to the west. The plan area includes nine registered neighborhood associations, five of which are within the boundaries of the Southeast Community Area Plan. The Eastern Triangle Community Plan identifies seven topics and, in total, provides 41 goals residents and community members want to accomplish for the Eastern Triangle community. At a glance, these goals include:

- Crime and Public Safety – A community that is a safe and clean place in which to live in free of crime, stray animals, and trash.
- Economic Development – A well trained workforce and safe, attractive corridors.
- Housing and Neighborhood – A well maintained community with a diverse housing stock that meets the needs of current and future residents through all stages of life.



- Parks, Linear Greenways, and Community Facilities – Enhance the area's parks, recreation, community facilities, and programming to establish a regional draw with world-class amenities that meets the current and future needs of the Eastern Triangle.
- Public Health and Wellness – Provide a myriad of health care options to the residents of the Eastern Triangle through education, preventative healthcare services, and healthcare offices, clinics, and medical complexes.

- Transportation, Infrastructure, and Drainage – Utilize the concept of Complete Streets to enhance the aesthetics and service level of infrastructure in the Eastern Triangle through maintenance and improvement to current systems so that transportation networks for all modes of transportation and drainage systems function safely and efficiently.
- Implementation Strategy – Work toward achieving the goals and objectives that are laid out in the Eastern Triangle Community Plan.

The Eastern Triangle Community Plan included a land use plan that provided a uniform land use map and divided the plan area into five districts. The districts were established to help maintain character and scale of existing and new developments, and to provide guidance on community preferences for rezoning applications. Recommendations included:

- Agricultural land uses are to maintain their rural character or be developed as a conservation or resource protection subdivision.
- Economic development is desired along major arterials and highways.
- Retention of the large lot character that currently exists within primarily single-family areas.
- The current proximity of industrial and single family zoning is not recommended.
- Walkable, mixed use developments that include a mix of commercial, residential, and employment opportunities are highly encouraged.



Highlands Community Plan April 2002



Prepared by the City of San Antonio Planning Department in partnership with the citizens of the Highland Park Neighborhood, Highland Hills Neighborhood and Southeast Highland Hills Good Neighbor Crime Watch

The Highlands Community Plan (2002) is a blueprint to establish goals, objectives, and action steps to achieve a vision for the future of the Highlands communities. The plan area is bounded by Highway 90/IH-10 to the north; Clark Avenue, Hiawatha Street, Pecan Valley Drive, Southcross Boulevard, and Salado Creek to the east; Military Highway to the south; and IH-37 to the west. The plan area includes three neighborhoods, one of which is within the boundaries of the Southeast Community Area Plan. The Highlands Community Plan includes four chapters:

- Heart of the Neighborhood – This chapter establishes goals for economic development, maintaining neighborhood character, improving housing appearance, and increasing community involvement.
- Getting Around Town – This chapter establishes goals for an improved transportation system and infrastructure network.
- Places to Gather, Play, and Learn – This chapter provides goals to address unmet needs for community programs, improve the environmental and community health, enhance parks, and improve awareness and access to parks.
- Taking Action – This chapter provides measures to be taken to implement the ten goals and indicators to help determine if progress is being made towards the community’s goals.

The land use plan encourages primarily Low Density Residential for the Highland Park neighborhood with small nodes of Community and Regional Commercial on the periphery of the neighborhood boundary.

Major Corridor, Park, and Campus Master Plans

There are four existing Master Development Plans (MDPs) in the Southeast Community Area, all of which are located outside Loop 410, near the San Antonio and China Grove boundary. These include the Foster Meadows Subdivision, Sinclair Tract, Southcross Ranch Commercial and Mobile Home Park, and Sulphur Springs. MDPs are long-range plans for the development of property and are intended to be plans that provide an overview of the developer’s projected land development.

The Bexar County Parks Master Plan (2008) provides an inventory of all existing Bexar County operated parks. The master plan also developed a needs assessment, established park standards for maintenance and operation, and developed strategies for prioritization and implementation of identified needs. Within the Master Plan, inventory listed Covington Park with roughly 75,000 visitors annually, and Comanche Park with over 300,000 visitors annually, the second most visited County park.



Previously Adopted Plans

Regional Plans with Recommendations for Southeast Community

The VIA Vision 2040 Long Range Plan (2016) is a regional plan that focuses on ensuring public transit remains an essential part of the region's transportation solution. VIA Vision 2040 identified multiple future high capacity transit corridors and station areas that includes a Primo route along Military Drive and metro routes along East Southcross Boulevard and Rigsby Avenue.

SA Corridors Strategic Framework Plan (2018) identifies San Antonio's premium transit corridors and the best transit-supportive land uses to apply along those select corridors, and is one step towards implementing the City's SA Tomorrow Comprehensive Plan and VIA's Vision 2040. South New Braunfels and the Loooper Premium, which circumnavigates the City and runs along South W.W. White Road and SE Military Drive, are two of the 12 corridors identified as premium corridors that intersect the Southeast Community Area.

The San Antonio Bike Plan (2011) encourages residents to ride more and identifies what facilities need to be built and where throughout the City. The plan establishes a vision for 2030 where bicycling is a connected, convenient, and comfortable component of the overall San Antonio transportation network. The plan recommends several streets for bicycle lanes and facilities, including Pecan Valley Drive, Rigsby Avenue, and Southcross Boulevard.

The Southside Balanced Growth Initiative (2002), a study conducted by the Urban Land Institute, includes a small portion of the Southeast Community planning area. The study was initiated by former Mayor Ed Garza to encourage balanced growth and investment in San Antonio, and direct development away from environmentally sensitive areas.

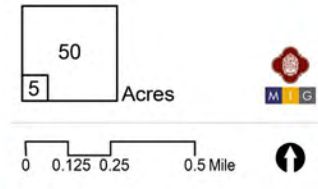
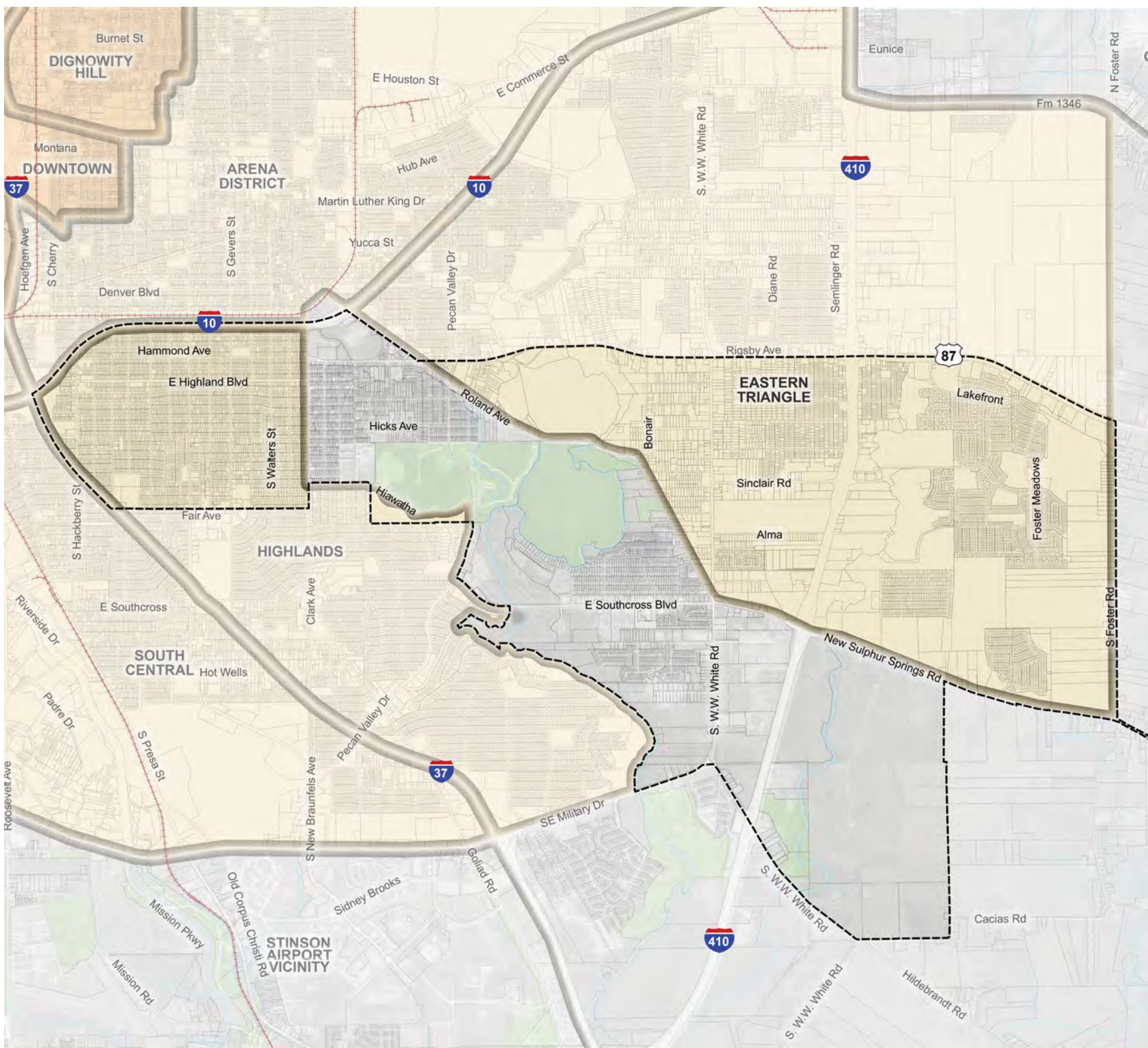




Southeast
COMMUNITY AREA
PLAN

PRIOR PLANS

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Parcels
- Community Plan
- Neighborhood Plan





Natural Systems

The Southeast Community Area's primary natural systems are the Salado Creek, Rosillo Creek, and New Sulphur Springs Creek. The 38 mile long Salado Creek was first documented in 1709 by Spanish explorers and now includes 22 miles of recreational greenway. The Rosillo Creek, which is 18 miles long, begins in Windcrest, Texas, flows southward, and joins with the Salado Creek south of the plan area. The New Sulphur Springs Creek runs along South Foster Road, the City of San Antonio's eastern boundary, and flows southward towards Calaveras Lake.

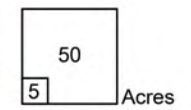
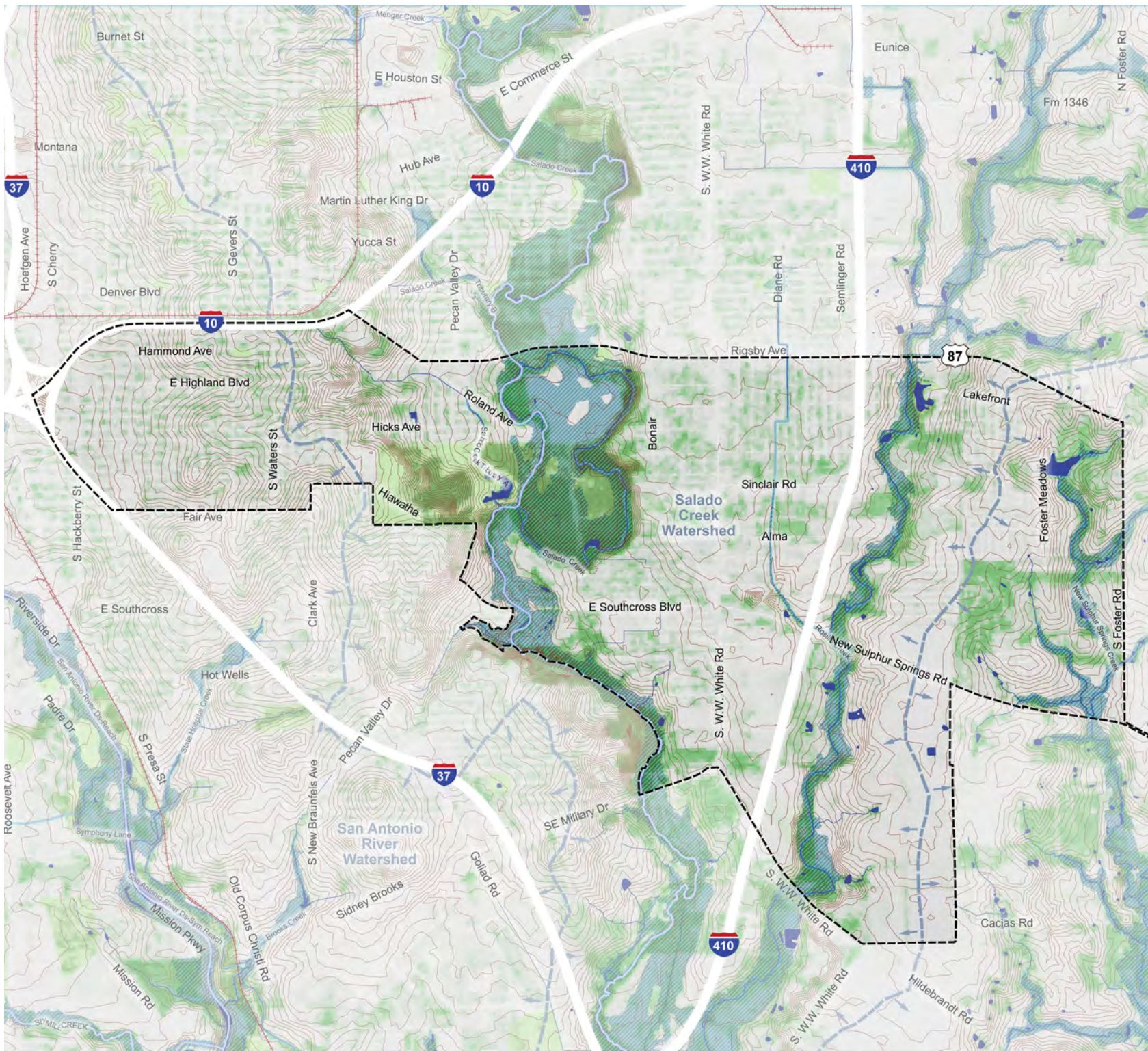
Pecan Valley, Lower Southeast Side, Jupe Manor, and Comanche Community are located in the Salado Creek Watershed, a low-lying area situated

between Salado and Rosillo Creeks. In contrast, the Lakeside, Foster Meadows, Highland Park, and Pasadena Heights neighborhoods are situated at higher elevations. Traveling westbound along Rigsby Avenue, the higher elevations near Lakeside and Foster Meadows provides views of the downtown skyline, over seven miles away. Due to the bluff-like topography that descends quickly in elevation in the Pasadena Heights neighborhood, as well as poorly designed and maintained drainage infrastructure, the area is prone to flooding. Covington, Comanche, and the eastern half of Southside Lions parks are all located in the FEMA 100-year Floodplain. Also located within the floodplain is the Granieri Family Farm, which is located between the parks.

NATURAL SYSTEMS

-  Community Plan Area Boundary
-  Adjacent Regional Center of 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 Southeast Community Area is 14.4 square miles in size and has developed incrementally over a period of about 100 years. The Highland Park neighborhood was predominantly built between 1920 and 1950. The development east of Highland Park, crossing the Salado Creek greenbelt, occurred in the mid-century period, followed by the development around WW White and Southcross. Most of the residential growth east of Loop 410 has occurred in the form of subdivisions, built up over time since the 1980s. This staggered occurrence of residential growth has created a diverse collection of neighborhoods, with more conventional grid patterns of neighborhood blocks occurring to the west of the plan area, and longer blocks with irregular forms occurring east of the Salado Creek Greenbelt.

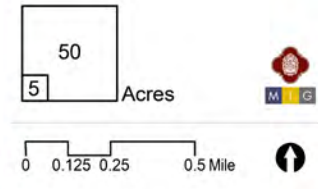
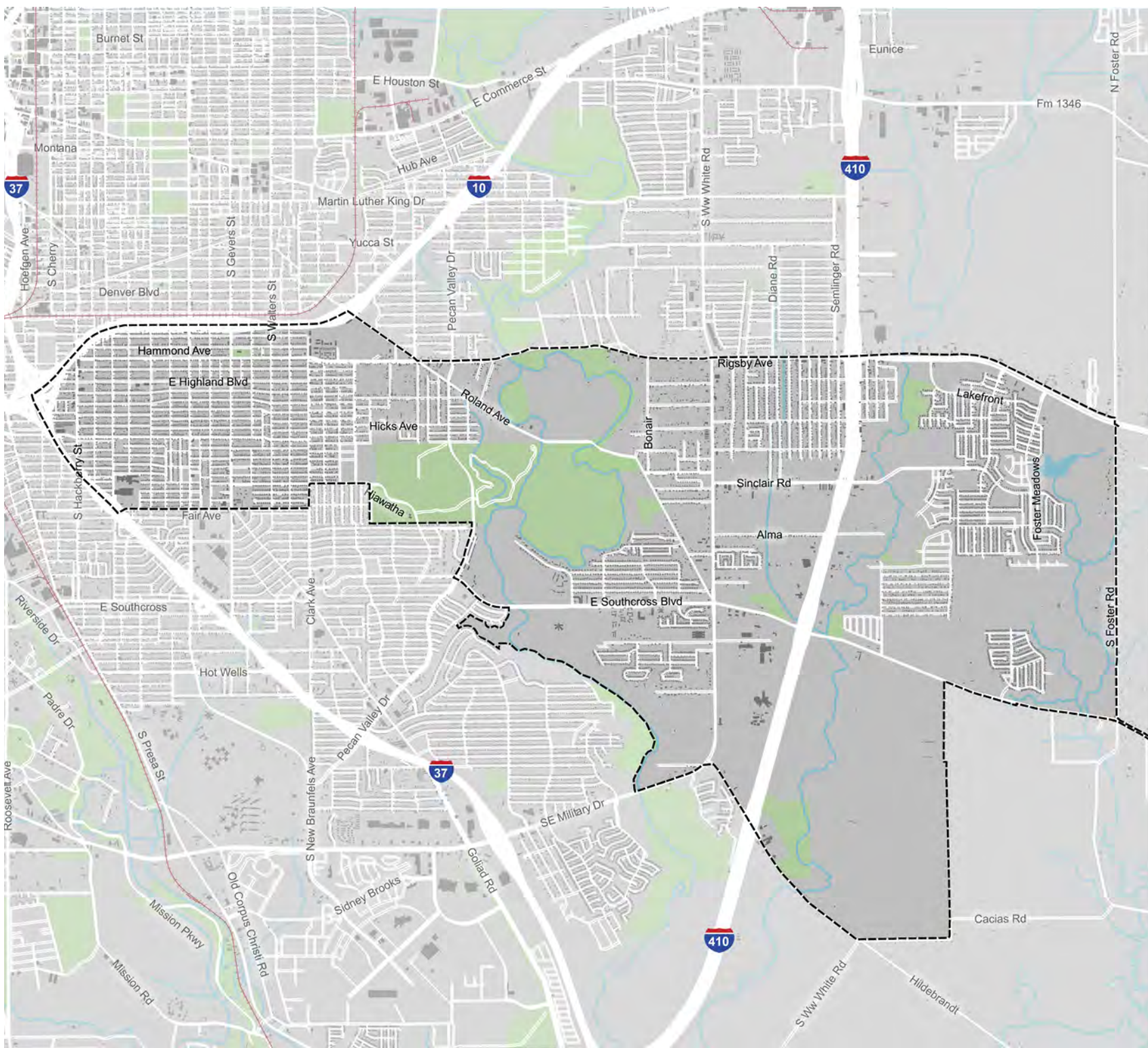
The neighborhoods of the Southeast Community Area are diverse, and they are shaped by the period of time in which they were built. There are some properties that are 100 years old, and there are some areas that have been built within the last five years.

Salado Creek comprises a significant amount of land area in the Southeast Community Area, but has not constricted growth. The parks and natural areas along this waterway provide recreational activities for the region, and the greenbelt adds to property value and neighborhood identity.



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 uses

Residential uses make up about one third of the land use composition of the Southeast Community Area. Single-family residential developments occupy many areas not fronting a major arterial or not located within the floodplain. In older subdivisions like Highland Park, neighborhood scale commercial land uses are scattered throughout the neighborhood at intersections with higher amounts of traffic volume, such as Highland Boulevard and Gevers Street. The mix of lower intensity commercial intertwined with residential neighborhoods is not common in any of the other residential subdivisions further east. There are large-scale apartment complexes in the Highland Park and Pecan Valley neighborhoods located along major corridors, such as Southcross Boulevard and South W.W. White Road. However, multifamily or high-density residential land use is not common in the Southeast Community Area. Some single-family homes in the Highland Park neighborhood have been converted to duplexes, triplexes and quadplexes. New Sulphur Springs Road has over 175 acres used for manufactured housing. In the Jupe Manor and Pasadena Heights neighborhoods, the amount of vacant homes or parcels is higher than in other Southeast neighborhoods.

Newer subdivisions, built after the 1980s and east of Loop 410, such as Foster Meadows, Blue Rock Springs, Southern Hills, Raposa Vita, and Lakeside, have lot sizes, on average, 5,000 to 7,000 square feet. Comanche Community and Lower Southeast Side communities are predominantly large lot neighborhoods. Several neighborhoods have a range of lot sizes. The Jupe Manor neighborhood has lot sizes that range from 8,000 square feet to 25,000 square feet. The Pecan Valley neighborhood has a variety of lot sizes, ranging from 5,000 to over 40,000 square feet. Pasadena Heights' lots range from 6,000 to 50,000 square feet.

Commercial Uses

Only 2% of the land in the Southeast Community Area is designated commercial. This signifies that there is very likely a lack of retail and commercial services for the people that live and work in the area. The majority of commercial development can be found along Rigsby Avenue, S. WW White Road and Southcross Boulevard. Most businesses located along these corridors are

small-scaled, one-story, standalone businesses that do not have a large amount of land or surface parking and are privately owned. There is an abundance of local eateries including The Smokehouse, Big Lou's Pizza, and Mr. and Mrs. G's Homecooking. The main activity intersections are Pecan Valley Drive and Rigsby Road, SE Military and Rigsby Road, Loop 410 and Rigsby Road, and Southcross and SE Military.

Parks and Open Spaces

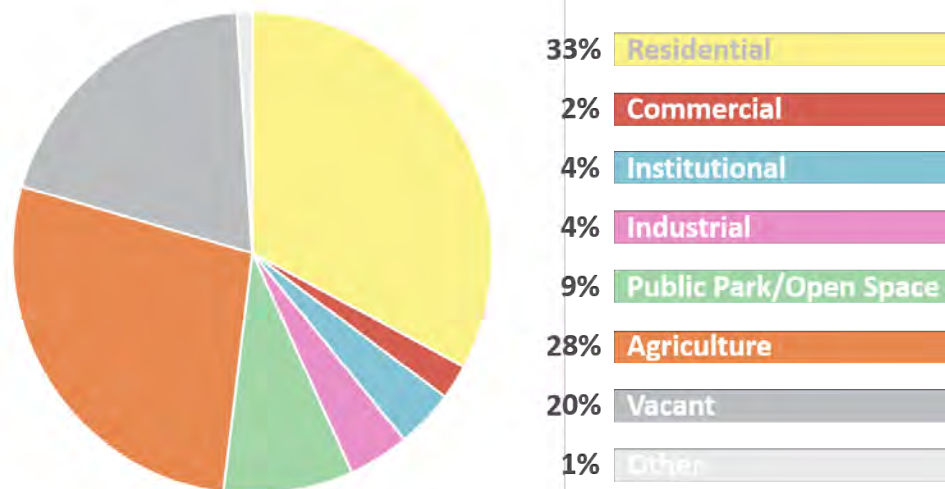
9% of the land in this planning area is designated as parks and open spaces. Much of this is part of the the Salado Creek Greenbelt. In areas located in the FEMA 100-year Floodplain, along and around the Salado Creek, land uses consist primarily of the agriculture, parks and open space, or vacant land. The parks and open space areas along the creek are Southside Lions Park East, Comanche, and Convington Parks. The former Pecan Valley Golf Course is now vacant open space also along the creek. The Granieri Family Farm and parcels near the intersection of South W.W. White Road and Hilderbrandt Road are used for agricultural purposes. West of Loop 410 and south of New Sulphur Springs Road are large parcels of land that are either vacant or used for agricultural purposes. The existing land use map identifies several vacant parcels, some of which are agricultural or proposed for residential and commercial development in the future.

Only 4% of the land in this area is designated for industrial use. Most of this land is located along Loop 410, but there are also other industrial sites within the plan area, particularly on Sinclair Road, S W.W. White Road, and Rigsby Road. Loop 410 is a significant asset for this plan area in terms of transportation and connectivity for industrial uses. It merges to the north with I-35, connecting properties in this area to one of the most heavily trafficked freight routes in the country. Loop 410 merges to the south with I-37, a major freight route connecting the US and Mexico. This portion of Loop 410 is therefore well-positioned for industrial uses that rely on truck transport. There is no rail service in the Southeast Community Area.

28% of the land in the Southeast Community Area is used for agricultural activity, with most of this land located east of Loop 410.

20% of the land in this planning area is vacant. Much of the vacant land in this area is accessible by major thoroughfares, such as Loop 410, Southcross and Roland Avenue. Some, however, consists of floodplain land along Salado Creek.

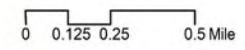
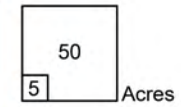
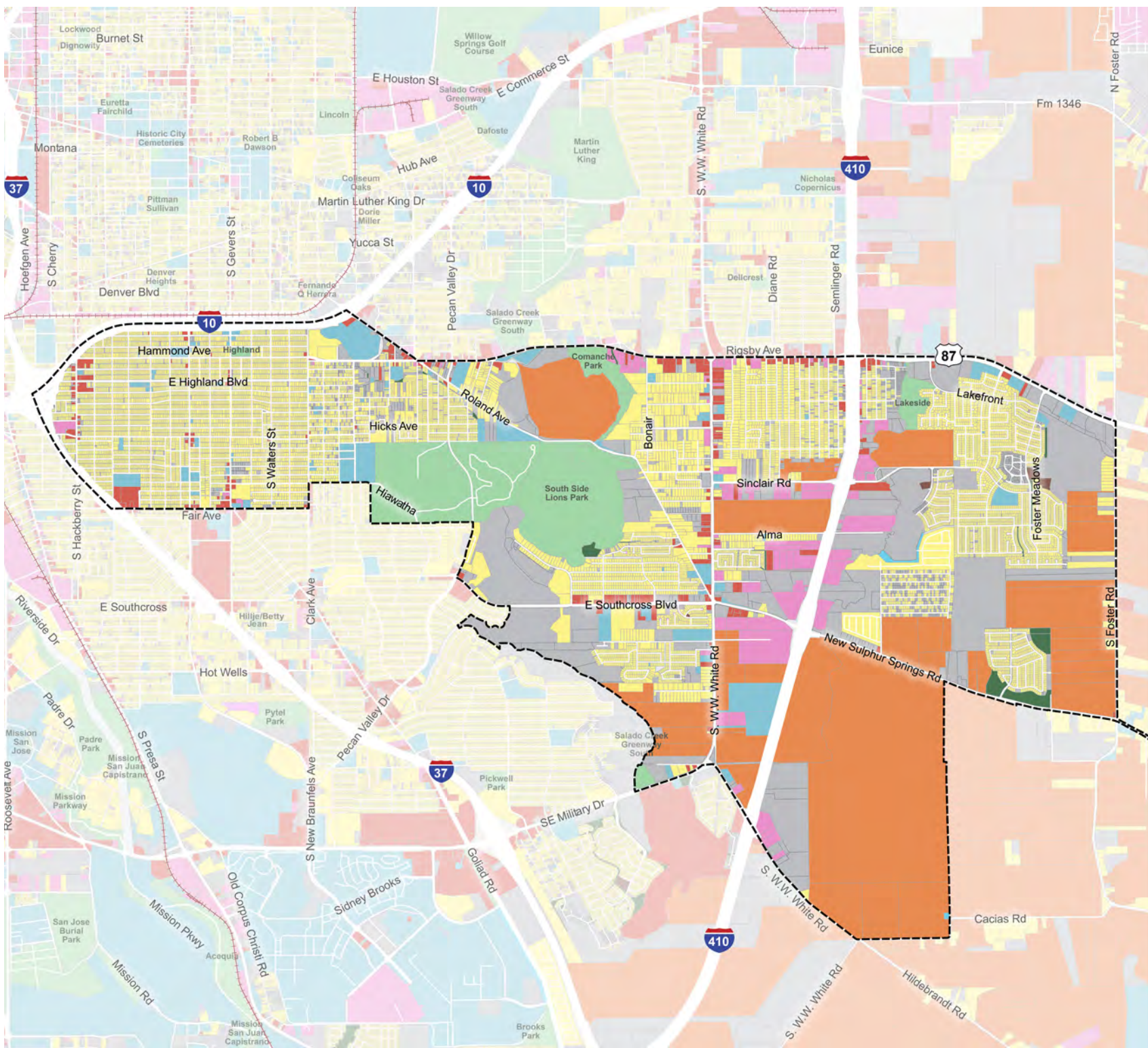
4% of the land in this planning area is designated for institutional purposes, including churches, schools and community centers.



Southeast
COMMUNITY AREA
PLAN

EXISTING LAND USE

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





Mobility

Many neighborhoods in the Southeast Community Area have a gridded street network. However, neighborhoods east of Pecan Valley Drive tend to include more cul-de-sacs and disconnected areas with limited or single points of access. According to the 2018 Major Thoroughfare Plan, Roland Road, South W.W. White Road, and South New Braunfels Avenue are identified as primary arterials, while East Southcross Boulevard, Pecan Valley Drive, South Foster Road, Hilderbrandt Road, Fair Avenue, Clark Avenue, and Steves Avenue are secondary arterials. All other streets are local residential streets.

There are several VIA bus routes that provide service to the Southeast Community Area. Metro Service routes are fixed routes that operate every 15 to 60 minutes. There are three Metro Service routes in the Southeast planning area. Route 28 runs from downtown and loops around the far eastside as well as Pecan Valley Drive between Southcross Boulevard and Rigsby Road. Route 30 runs from downtown, along Rigsby Road and U.S. Highway 87, towards China Grove. Beyond Foster Meadows Road, the route has limited hours. Route 32 also begins downtown, runs through Highland Park on Hackberry Street and Steves Avenue, and continues southward to the Highland Hills neighborhood. Route 515 runs the entirety of Southcross Boulevard, travels east of Loop

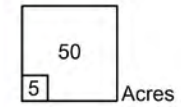
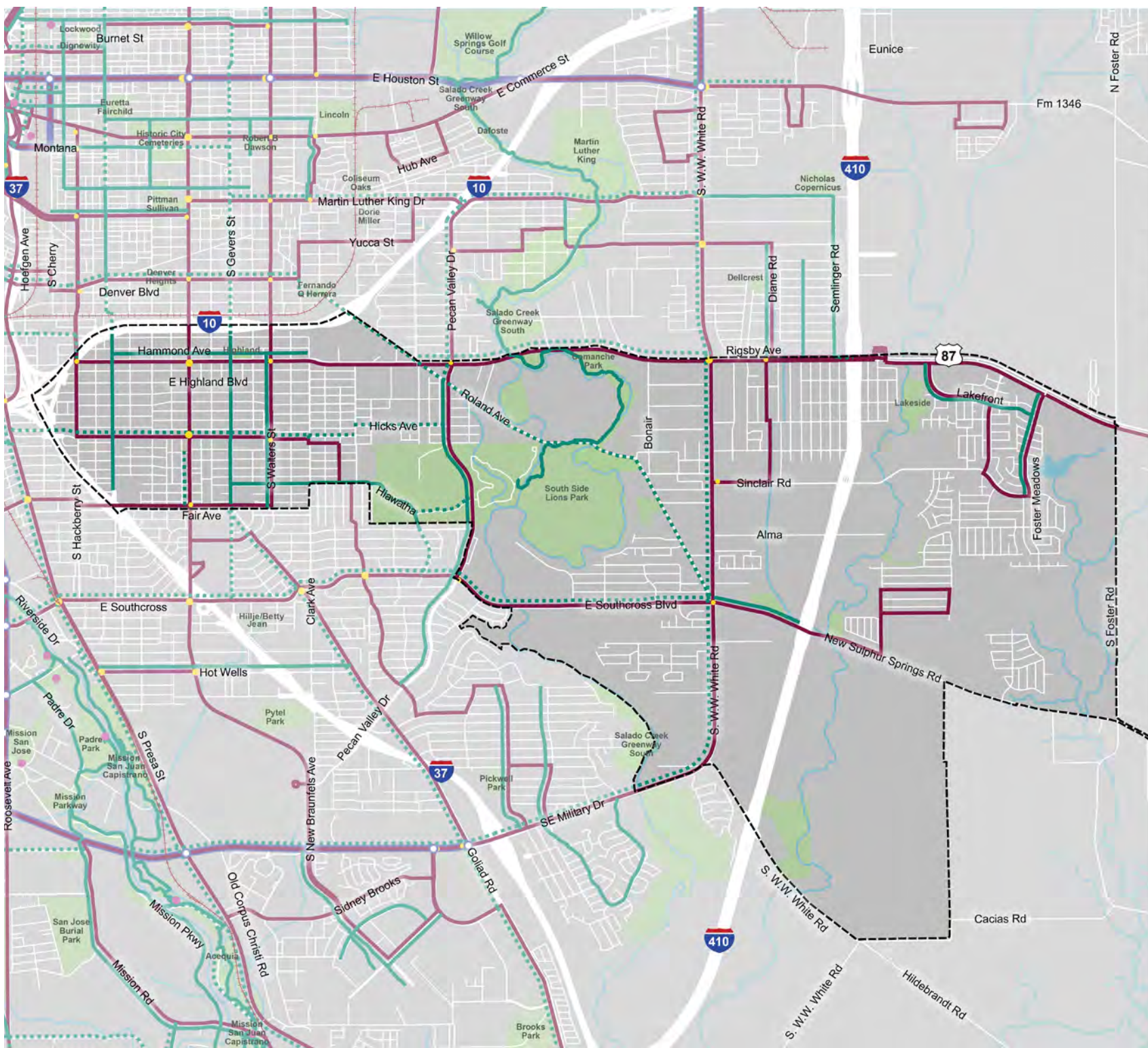
410 along New Sulphur Springs Road, and loops around the Southcross Ranch Mobile Home Park. Other VIA routes in the Southeast area includes the Skip Service (550 and 551), which provides services along South W.W. White Road and skips certain bus stops to get riders to their destinations quicker. A VIA major transit transfer facility for routes 28, 515, 550, and 551 is located at the intersection of Southcross Boulevard, South W.W. White Road, and Roland Road. Immediately outside of the plan area, there is also a transfer facility for routes 20, 34, 515 at McCreless Marketplace.

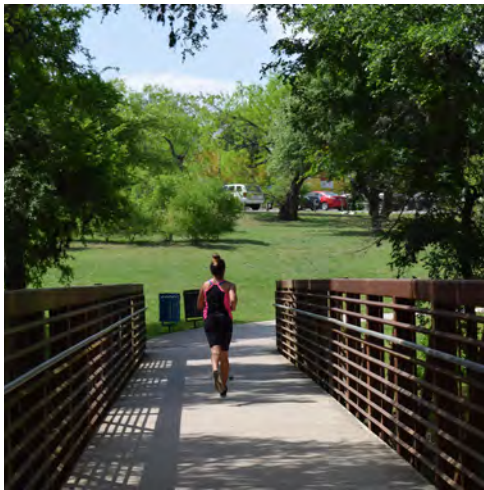
The City of San Antonio has identified several existing designated bicycle routes throughout the Southeast Community. These include routes, lanes, and shoulders along S. Pine Street, Hammond Avenue, S. Gevers Street, S. Walters Street, Hiawatha Street, Pecan Valley Drive, Lakefront Drive, Foster Meadows Road, South W.W. White Road, and a small portion of E. Southcross Boulevard. Future bike routes are proposed along Steves Avenue, Hicks Avenue, Roland Road, E. Southcross Boulevard, Rigsby Road, SE Military Drive, and an extension of the existing route along Hiawatha Street. Salado Creek Greenway is a hike and bike trail that will allow users to safely get from Southside Lions Park to Phil Hardberger Park once the connection at Fort Sam Houston is completed.

MOBILITY MAP

-  Community Plan Area Boundary
-  Block
-  Rail Line
-  Park or Open Space
-  Stream
-  V/A Bus Route
-  V/A Bus Stop (less than 3 stops)
-  V/A 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

Several major highways run adjacent to or cross through the Southeast Community Area. This provides easy automobile access to Downtown, the Brooks Area, and other Regional Centers and employment opportunities, but also impacts pedestrian and bicycle access into and between some neighborhoods. Interstate 10 (I-10) intersects with Interstate 37 (I-37) along the western border of Highland Park. The construction of these highways occurred after the development of the Highland Park neighborhood, and resulted in the demolition of select homes in the neighborhood. Loop 410, which is the inner loop for San Antonio, bisects the Southeast Community, with the Lakeside, Blue Rock Springs, and Foster Meadows outside the loop. U.S. Route 87, which is the northern boundary of the plan area, is concurrent with Rigsby Road.

The Southeast Community Area has one of San Antonio's most popular amenities, the Salado Creek Greenway. The project has multiple segments running from Phil Hardberger Park in the north to Southside Lions Park in the south. The southern segment of the Salado Creek Greenway was completed in 2010 and has trailheads at Covington and Comanche county parks. The trail system is planned to extend south of Southside Lions Park to SE Military Drive. In 2018, the Salado Creek Greenway was designated a National Recreation Trail (NRT) by the U.S. Department of the Interior.

The land for Southside Lions Park was purchased by the City from the estate of George Brackenridge between 1944 and 1964. The 600 acre park includes several amenities including a swimming pool, tennis courts, gymnasium, playground, trails, skate park, dog park, and a community center. The park also has Lions Park Lake, which provides opportunities for fishing, boating, or kayaking.

Highland Park, located in the respective neighborhood, includes the James Bode Community Center, which provides meeting space and an indoor gymnasium. The park also includes a playground, six tennis courts, and a basketball court. Tealer Park offers a .33 mile walking trail around the lake, picnic pavilions, and a playground. Jupe Manor Neighborhood Park is currently under construction but will offer recreational amenities within walking distance to Jupe Manor residents.
























Schaefer Library, one of the City's newest, offers communal learning spaces, individual study spaces, civic meeting space, lounge areas, playground, and computer lab.

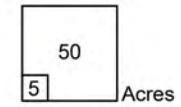
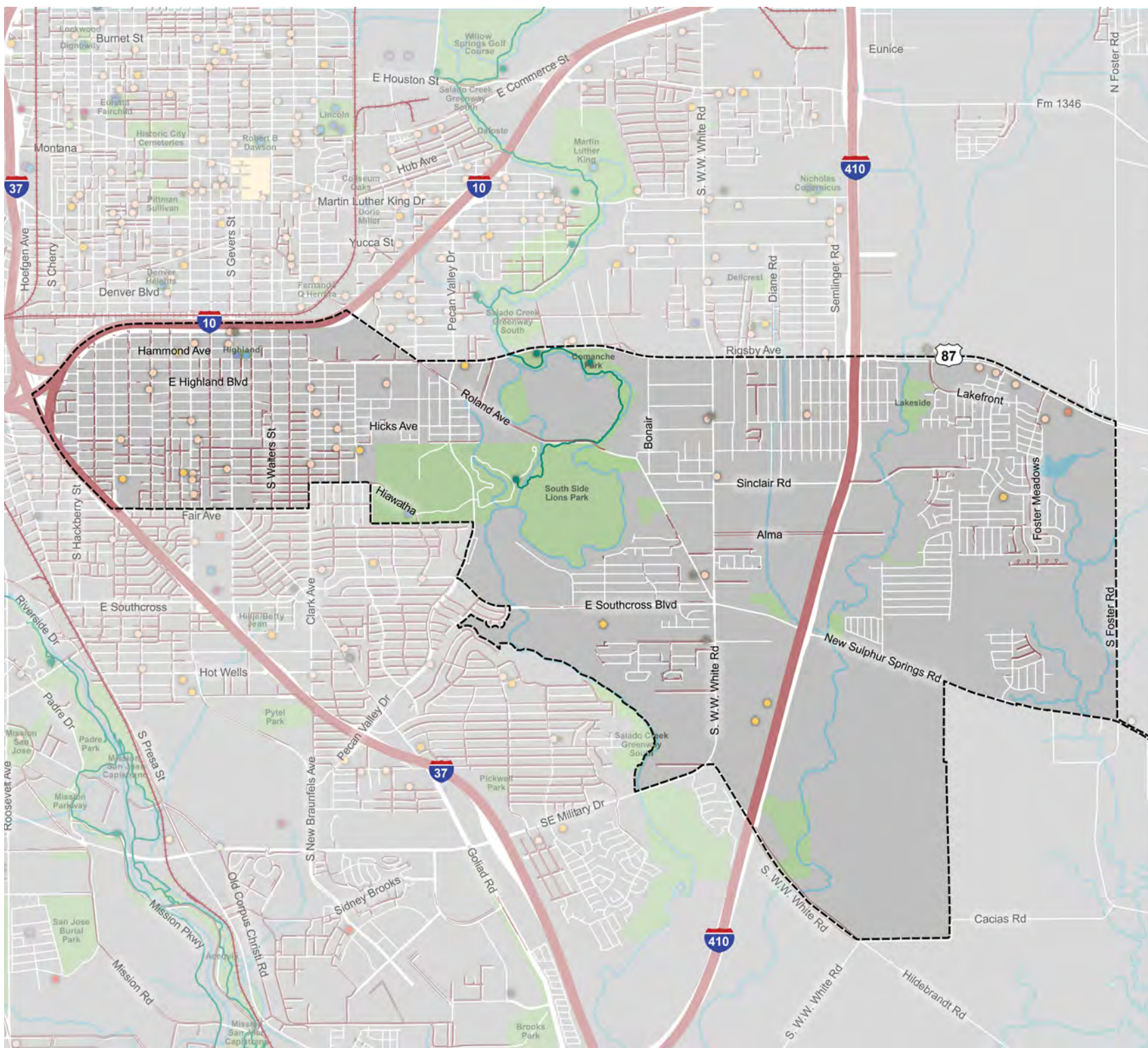
Major commercial nodes and districts are primarily located outside the Southeast Community plan area. These areas are typically strip malls that provide nearby residents with daily goods and services with an attached anchor store. These businesses can include furniture and appliance stores, fast-food restaurants, discount stores, electronic sales, banking, clothing and department stores, and grocery. Some of these districts are Rigsby Avenue Shopping Center, located at the intersection of Rigsby Avenue and Loop 410; Dellcrest Plaza, located at the intersection of South W.W. White Road and Rigsby Avenue; and McCreless Corner Shopping Center, located at the intersection of Fair Avenue and S. New Braunfels Avenue.

The adjacent Brooks Area Regional Center offers additional services and conveniences to residents in the Southeast Community plan area. The Regional Center provides Mission Trail Baptist Hospital, major retailers, home improvement, fitness centers, the University of Incarnate Word School for Osteopathic Medicine, and an increasingly diverse selection of food options.

Southeast
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
-  Community Garden
-  Trailhead
-  Movie Theater or Planetarium
-  Stadium or Arena
-  Theater/Auditorium or Performing Arts Center
-  Physical Barriers Major Road
-  Rail Line
-  Incomplete Sidewalks





Public Investments

The two recent voter-approved capital improvement bonds in 2012 and 2017 included several major projects for the Southeast Community Area. The 2012 Bond Program included improvements to Tealer Park, located in the Lakeside neighborhood. Both the 2012 and 2017 Bond improvements to Southside Lions Park included trail development, lighting, a dog park, wayfinding signage, and park overlooks. The 2017 Bond Program includes projects such as a new park for the Jupe Manor neighborhood and construction of a storm drain system in the Highland Park area to provide flooding relief to neighborhood streets and properties. Directly outside of the plan area boundaries, along Roland Avenue, the Greater Love Multi-Generational Cultural/Community Center is proposed to be built and completed with leverage funding from the 2017 Bond.

Part of the 2017 Bond Program included a \$20 million Neighborhood Improvements Bond which is intended to improve infrastructure within designated Neighborhood Improvement Areas with the goal of facilitating new development on targeted sites to help eradicate distressed conditions in neighborhoods, increase workforce and affordable housing opportunities, preserve affordability of existing neighborhoods, and implement the SA Tomorrow Comprehensive Plan. The funds are on a first come, first serve basis and can be utilized for any of the identified properties. One of the qualifying areas is located within the Pecan Valley neighborhood and runs along both sides of East Southcross Boulevard, between South W.W. White and Club View Drive. With the funds, the City can acquire vacant or underutilized properties

to prepare them for private sector development. Permitted activities include demolition, right-of-way improvements, utility extension and expansion, lead paint and asbestos remediation, and relocation assistance, if necessary.






Schaefer Library, located along Rigsby Road, opened its doors to the Southeast community in March of 2017. The library was identified as one of the priorities in the Eastern Triangle Communities Plan and is the result of collaborative efforts between residents, the City of San Antonio, the Rotary Club, the Valero Energy Foundation, and land donated by the Schaefer family.






In 2018, doors to the Dixon Wellness Center were opened to provide healthcare services to Southeast San Antonio residents. The clinic, located along East Southcross, is affiliated with Methodist Healthcare Ministries and is located at the site of the former Southeast Baptist Hospital.

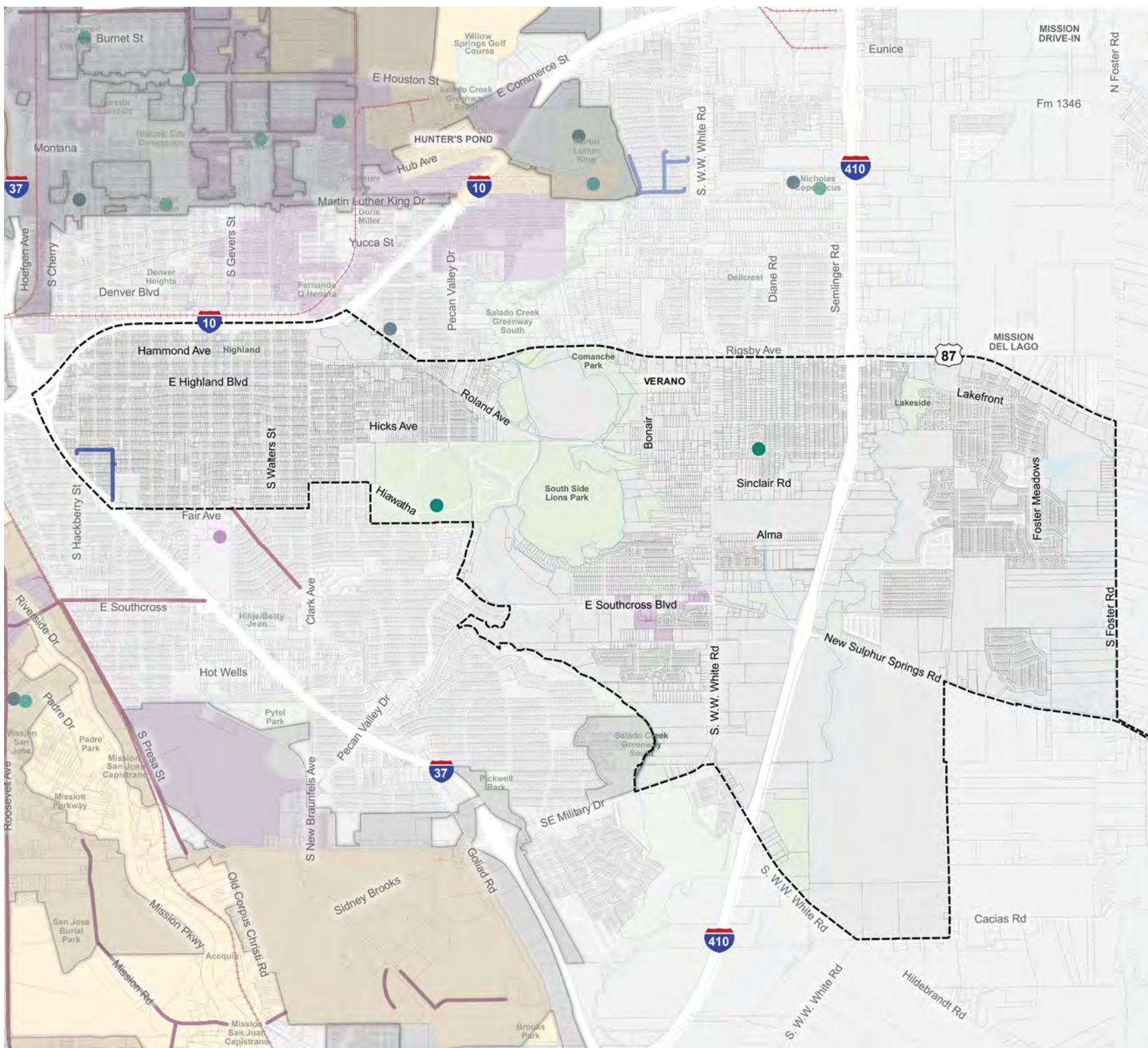
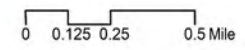
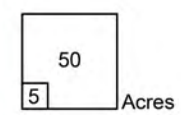
The Valor Club has proposed plans for the former Pecan Valley Golf Course, which ceased operation in 2012, to transform the site into 1,400 units of housing, retirement village, a nine-hole golf course open to the public but adapted for disabled users, as well as an indoor sports facility known as the "Valordome" that will be certified as a training center for Paralympic athletes.

Future investments also include the construction of a new H-E-B distribution center along South Foster Road. Although the project will be located outside the plan area boundaries, the new facility will create over 300 new jobs for the area.

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
-  Facility
 -  Park
 -  Library
 -  Street
 -  Drainage





M I G

RESOLUTION NO. 22 11 06

RECOMMENDING THE SOUTHEAST COMMUNITY AREA PLAN TO CITY COUNCIL TO BECOME A COMPONENT OF THE CITY'S COMPREHENSIVE MASTER PLAN FOR A 14.4-SQUARE MILE AREA GENERALLY BOUND BY INTERSTATE HIGHWAY 10, ROLAND AVENUE, RIGSBY AVENUE, AND US HIGHWAY 87 TO THE NORTH; FOSTER ROAD/CITY LIMIT LINE, NEW SULPHUR SPRINGS/CITY LIMIT LINE, AND THE CITY LIMIT LINE TO THE EAST; CASIAS ROAD/CITY LIMIT LINE TO THE SOUTH; AND SOUTH WW WHITE ROAD, SOUTHEAST MILITARY DRIVE, SALADO CREEK, BOB BILLA, POLLYDALE DRIVE, FERRINGTON, PRESTWICK BOULEVARD, EAST SOUTHCROSS BOULEVARD, PECAN VALLEY DRIVE, SOUTHSIDE LIONS PARK, MEADOWLARK AVENUE, HIAWATHA, CLARK AVENUE, FAIR AVENUE, AND INTERSTATE HIGHWAY 37 TO THE WEST.

WHEREAS, the City of San Antonio's SA Tomorrow Comprehensive Plan adopted August 11, 2016 recommends that the City develop Sub-Area Plans to provide a more coordinated, efficient, and effective structure for planning throughout the city; and

WHEREAS, the SA Tomorrow Comprehensive Plan identifies three categories of Sub-Area Plans including Regional Center Plans, Corridor Plans, and Community Plans; and

WHEREAS, the Southeast Community Area planning process was initiated in August 2018, and included 16 Planning Team meetings, four community meetings, and other public engagement activities; and

WHEREAS, the Public Draft of the Southeast Community Area Plan document was made available to the public and to City Officials on February 2, 2022; and

WHEREAS, public comment and feedback received on the Public Draft was documented, reviewed and incorporated, as applicable, into the Administrative Draft document which has been available to the public and City Officials since October 13, 2022; and

WHEREAS, the Planning Commission has been briefed on the draft Southeast Community Area Plan document and has considered public comments and proposed changes to the draft document; and

WHEREAS, Chapter 213 of the Texas Local Government Code provides that the Comprehensive Master Plan may consist of a coordinated set of plans organized by subject and geographic area, and may be adopted and amended by ordinance following a public hearing and review by the Planning Commission; and

WHEREAS, the San Antonio Planning Commission has reviewed the Southeast Community Area Plan and found the plan to be consistent with City policies, plans, and regulations, therefore meeting all requirements; and

WHEREAS, the San Antonio Planning Commission held a public hearing on November 16, 2022 at which the public was given the opportunity to give testimony and present written evidence;

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO:


SECTION 1: The Southeast Community Area Plan is to be submitted to the City Council with this Commission's recommendation that it be adopted as a component of the City's SA Tomorrow Comprehensive Plan.

SECTION 2: The Southeast Community Area Plan shall control over any conflict with the Highlands Community Plan and the Eastern Triangle Community Plan, where plan areas overlap.

SECTION 3: The draft Southeast Community Area Plan was made available through the Planning Commission online agenda, and is attached as **Exhibit A**.

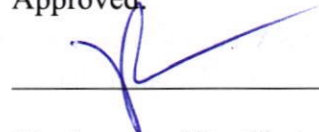
PASSED AND APPROVED ON THIS 16th DAY OF NOVEMBER 2022.

Attest:



Executive Secretary
San Antonio Planning Commission

Approved:



Matthew Proffitt, Chair
San Antonio Planning Commission

2022-12-15-0993

ORDINANCE

ADOPTING THE SOUTHEAST COMMUNITY AREA PLAN AS A COMPONENT OF THE COMPREHENSIVE MASTER PLAN OF THE CITY FOR A 14.4-SQUARE MILE AREA GENERALLY BOUND BY INTERSTATE HIGHWAY 10, ROLAND AVENUE, RIGSBY AVENUE, AND US HIGHWAY 87 TO THE NORTH; FOSTER ROAD/CITY LIMIT LINE, NEW SULPHUR SPRINGS/CITY LIMIT LINE, AND THE CITY LIMIT LINE TO THE EAST; CACIAS ROAD/CITY LIMIT LINE TO THE SOUTH; AND SOUTH WW WHITE ROAD, SOUTHEAST MILITARY DRIVE, SALADO CREEK, BOB BILLA, POLLYDALE DRIVE, FERRINGTON, PRESTWICK BOULEVARD, EAST SOUTHCROSS BOULEVARD, PECAN VALLEY DRIVE, SOUTHSIDE LIONS PARK, MEADOWLARK AVENUE, HIAWATHA, CLARK AVENUE, FAIR AVENUE, AND INTERSTATE HIGHWAY 37 TO THE WEST.

* * * * *

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WHEREAS, the San Antonio Planning Commission has reviewed the Southeast Community Area Plan and found the plan to be consistent with City policies, plans, and regulations, therefore meeting all requirements; and

WHEREAS, the San Antonio Planning Commission held a public hearing on November 16, 2022 at which the public was given the opportunity to give testimony and present written evidence; and

WHEREAS, the San Antonio Planning Commission recommended adoption of the Southeast Community Area Plan; **NOW THEREFORE**,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

SECTION 1. The Southeast Community Area Plan is hereby adopted as a component to the City's SA Tomorrow Comprehensive Plan, for a 14.4-square mile area generally bound by Interstate Highway 10, Roland Avenue, Rigsby Avenue, and US Highway 87 to the north; Foster Road/City Limit Line, New Sulphur Springs/City Limit Line, and the City Limit Line to the east; Cacias Road/City Limit Line to the south; and South WW White Road, Southeast Military Drive, Salado Creek, Bob Billa, Pollydale Drive, Ferrington, Prestwick Boulevard, East Southcross Boulevard, Pecan Valley Drive, Southside Lions Park, Meadowlark Avenue, Hiawatha, Clark Avenue, Fair Avenue, and Interstate Highway 37 to the west.

SECTION 2. The Southeast Community Area Plan is adopted as presented.


SECTION 3. The Southeast Community Area Plan shall control over any conflict with the Highlands Community Plan and the Eastern Triangle Community Plan, where plan areas overlap.

SECTION 4. The Southeast Community Area Plan is attached and incorporated herein as **ATTACHMENT I**.

SECTION 5. City Council directs staff to initiate rezoning to implement the Southeast Community Area Plan.

SECTION 6. This ordinance shall take effect on December 25, 2022.

PASSED AND APPROVED on this 15th day of December 2022.



M A Y O R
Ron Nirenberg

ATTEST:



Debbie Racca-Sittre, City Clerk

APPROVED AS TO FORM:



for Andrew Segovia, City Attorney