SA TOMORROW SUB-AREA PLANNING:
EASTSIDE COMMUNITY AREA PLAN

ADMINISTRATIVE DRAFT PLAN: MAY 2024

THIS IS A PROPOSED DRAFT SUBJECT TO COMMUNITY INPUT, LEGAL AND ADMINISTRATIVE REVIEW AND WILL BE REPLACED BY THE FINAL PLAN ADOPTED BY THE CITY COUNCIL.

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1 Introduction

Background

A comprehensive plan is the official long-range planning document that cities use to guide decisions on future growth. Comprehensive palns provide policy guidance on a range of topics from land use to City services. The SA Tomorrow Comprehensive Plan was adopted in August 2016 and is intended to guide decision making through 2040. A key implementation goal of the SA Tomorrow Comprehensive Plan is to create a future land use map for the entire city. This is a large undertaking that requires a methodical approach to ensure thoroughness and consistency. The City's approach is to complete the future land use planning process in a series of smaller geographies, called sub-areas, until the entire city is covered. Sub-areas are categorized as either regional centers or community areas based on a combination of existing conditions and future projections. Generally, regional centers are characterized as major activity or employment centers, while community areas are more residential in nature.

Process and Timeline

The process of developing the Eastside Community Area Plan was approximately five 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, partner organizations, and City departments to create a realistic and implementable plan for this community.

Phase 1: Project Chartering

August – 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 sub-areas 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 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 are grounded in the proper context.

Phase 3: Plan Framework

May 2019 – March 2024

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, Focus Areas, Mobility, Amenities and Public Space, Housing, and Economic Development.

Phase 4: Recommendation and Implementation Strategies

March 2020 – March 2024

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The fourth phase developed specific projects, programs, and policies to effect change in the Eastside Community Area. 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 – June 2024

The last phase of the project was devoted to public review and comment, draft revisions, guiding the plan through the approval and adoption process, and creating the Executive Summary and final adopted plan documents. Outreach and engagement were extended during Phases 4 and 5 to raise awareness in the community about the planning process. An additional Community Meeting was held, and additional time was spent on preparing the final draft plan to reflect input and feedback received. 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 and Residents
- City Council District 2
- City of San Antonio Development Services Department (DSD)
- City of San Antonio Economic Development Department (EDD)
- City of San Antonio Metropolitan Health District (Metro Health)
- City of San Antonio Neighborhood and Housing Services Department (NHSD)
- City of San Antonio Office of Innovation
- City of San Antonio Office of Sustainability
- City of San Antonio Parks and Recreation Department
- City of San Antonio Public Works Department (PWD)
- City of San Antonio Transportation Department
- Coliseum Oaks Homeowners Association and Residents
- Coliseum/Willow Park Neighborhood Association and Residents
- Denver Heights Neighborhood Association and Residents
- Dignowity Hill Neighborhood Association and Residents
- Government Hill Alliance Neighborhood Association and Residents
- Government Hill Community Association
- Government Hill Tomorrow
- Harvard Place/Eastlawn Neighborhood Association and Residents
- Jefferson Heights Neighborhood Association and Residents
- Neighborhoods First Alliance
- Opportunity Home San Antonio (formerly San Antonio Housing Authority)

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- San Antonio Conservation Society
- San Antonio Public Library (SAPL)
- San Antonio River Authority (SARA)
- San Antonio Water System (SAWS)
- San Antonio for Growth on the Eastside (SAGE)
- St. Philip's College
- Texas Research and Technology Foundation
- VIA Metropolitan Transit (VIA)

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- Randy Harig, Texas Research and Technology Foundation
- Scott Albert, Dignowity Hill Neighborhood
- Sona Mahara, SAGE
- Steve Versteeg, Government Hill Tomorrow
- Suzanne Ervin, Dignowity Hill Neighborhood
- 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 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

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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 participated in at least one Planning Team meeting, as well as those who served as alternate and replacement representatives for participating organizations.

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2 Existing Conditions

A History of the Eastside Community Area

[See **Exhibit 1: Eastside Community Area Plan Existing Conditions Atlas**]
[See **Figure 1: Plan Location Map**]
[See **Figure 2: Study Area Map**]

The Eastside Community Area has multiple overlapping histories representative of its diverse communities. The first modern settlers built homes in the Government Hill, Dignowity Hill, and Denver Heights areas 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, along Austin Street, Grayson Street, Carson, Pine Street, Commerce Street, Durango Boulevard (now César Chávez Boulevard), and Porter Street. In the 1930s, the streetcar 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 for 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 loans were available may have employed abusive terms. Although redlining and racially restrictive covenants were made illegal by the Supreme Court of the United States 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 that figure prominently throughout and are inextricably linked to San Antonio's history. These places included vibrant business, and religious and civic places. Several important Eastside Area institutions and landmarks such as St. Paul United Methodist Church, St. Philip's College, the Carver Community Cultural Center, and several cemeteries, among many others, were led or initiated by African Americans. Prominent African Americans who resided in the Eastside Community Area or led local organizations include Charles Bellinger, Valmo Bellinger, G.J. Sutton, Samuel J. Sutton, Rev. S.H. James, Artemisia Bowden, and John Grumbles among many others. San Antonio's Black history, including the history of the City's Eastside, is rich and complex. Responding in part to the under-representation and misrepresentation of these histories, organizations such as the San Antonio African American Community Archive and Museum and the Carver Community Cultural Center are working to re-discover and retell them.

Interstate highways in and around the Eastside Community 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, displaced or destroyed neighborhoods and local commercial and community assets. Regional interstate and road system expansion during the

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same period also facilitated the migration of investment capital and people away from inner neighborhoods to outlying areas of the city.

Assets

Throughout the process of creating the Eastside Community Area Plan, 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 residents 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 Eastside Area residents, but they also have functional characteristics that support walking and engagement between neighbors.

Beyond these fundamentally important assets, the plan 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 Community Area Plan, as they form the basis for making recommendations for a future that respects the past and builds on its strengths.

Challenges

Eastside Area residents on average have lower incomes, less education, and poorer health outcomes than San Antonio residents 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 other areas of the city, resulting in infrastructure that does not 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

There are opportunities to leverage at least three primary assets toward achieving the plan's Vision and Goals. First, 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. Second, the Eastside Area 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. Third, there is a network of community organizations, from economic development groups to neighborhood associations, religious 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 to these opportunities.

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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 or community 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 or community plan or a registered neighborhood organization. In this way, each Sub-Area Plan will integrate key elements of existing neighborhood and community 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 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.

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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 Community 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 that included surveys, community meetings, and Planning Team meetings, community members and neighborhood representatives articulated important values and identified the area's assets, challenges, and opportunities. This community input became the guiding principles for the Eastside Community Area vision and goals, which were refined with feedback from community residents during community and Planning Team meetings.

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 Community Area. These included neighborhood associations, business and property owners, residents, employers, educational and cultural institutions, public and nonprofit organizations, relevant agencies, and other City departments to create a realistic and implementable plan for the Eastside Community 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 Eastside Community Area Plan, encouraged to participate in a range of stimulating events and activities, and engaged in providing constructive feedback that helped Planning Department staff prepare a plan that reflects input received from the community. The vision and goals were referenced throughout the planning process to ensure key recommendations and strategies align with the long-term vision for this 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

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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, businesses, 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.

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4 Plan Framework

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

The Plan Framework comprises the six main topics of the plan: Land Use, Focus Areas, Mobility, Amenities and Public Space, 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.

Implementation Priorities

While all the recommendations and strategies in the plan are important, this overview highlights those that are 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 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.

Land Use

Strategy 1.1 (Regulatory and Policy)
Initiate and support rezoning requests in areas designated as mixed-use to provide a mix of uses designed to support pedestrians and transit use. For City-initiated rezoning, ensure existing detached single-family residences continue to be permitted by right and are not made nonconforming.

Strategy 2.4 (Regulatory and Policy)
Support rezoning requests that would add residential dwelling units to or within existing structures, to encourage the preservation and rehabilitation of existing buildings and housing stock.

Strategy 3.1 (Regulatory and Policy)
Include site and building design standards within any new mixed-use and transit-oriented zoning districts in the Unified Development Code (UDC). New development in mixed-use centers and corridors should incorporate design elements such as windows in street facing walls, primary building entrances that face a street or street-oriented courtyard, and parking located behind the primary structure rather than between the street frontage and building face.

Focus Areas

Strategy 1.1 (Partnerships, Investment)
Support grassroots efforts and local business in creating pedestrian-oriented community hubs by increasing public investment in street trees and landscaping, decorative lighting, public art, seating,

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street parking, façade revitalization, and building restoration that enhance the experience of walking, spending time, and interacting.

Strategy 3.1 (Partnerships, Investment)
Prioritize the completion and enhancement of sidewalk networks near VIA's Advanced Rapid Transit and Prímo services.

Strategy 3.2 (Partnerships, Investment)
Prioritize affordable housing subsidies in the vicinity of VIA's Advanced Rapid Transit and Prímo services.

Mobility
Strategy 4.1 (Regulatory and Policy, Investment, 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, Prímo station areas, and future Advanced Rapid Transit Silver Line 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 improvement areas are in the vicinity of:

- East Houston Street and Cherry;
- East Houston Street and New Braunfels Avenue;
- East Houston Street and Walters Street; and
- East Houston Street and Union Pacific Railroad near the Frost Bank Center.

Amenities and Public Space
Strategy 3.1 (Regulatory and Policy, Partnerships, Investment)
Use green stormwater infrastructure in public street improvement projects and future bond projects.

Strategy 3.2 (Partnerships, Investment)
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.

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, target employment areas, high-capacity transit

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corridors, neighborhood commercial nodes, and mobility hubs. These recommended physical improvements and investments are complemented by other supportive plan strategies related to housing, economic development, and neighborhoods.

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 Prímo services that will connect existing routes and trail systems to employment centers such as the Downtown Area, 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 Community 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 and Prímo services.

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 Economic Development Department's Tax Abatement Guidelines (currently effective through December 31, 2024) seek to improve opportunities for community economic development with incentives targeted to support 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 nodes 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 the Frost Bank Center –** The areas designated as Regional Mixed-Use and Business/Innovation Mixed-Use. This area includes the Coca Cola bottling facility, as well as a former distribution center for the Handy Andy grocery store that has been redeveloped as mixed-use industrial loft-style apartments and workspaces. VIA's future Silver Line Advanced Rapid Transit service along Houston Street will provide additional opportunity to attract more businesses to the area.
- **Near Eastside –** The mixed-use designated areas in the western portion of the plan area along East Houston Street and Commerce Street, including the area adjacent to the VelocityTX Innovation Center. There is potential for employment opportunities along and around Cherry due to its adjacency to the Downtown Area. Downtown is experiencing growth through both private and public investment, which could naturally continue into the Eastside Community Area along VIA's future Advanced Rapid Transit Silver Line.

- **I-35/Railway Corridor –** The Light Industrial, Employment/Flex Mixed-Use, and Business/Innovation Mixed-Use areas just south of I-35 in the northern portion of the plan area. The area south of Duval and Sequin Street and north of Sherman Street includes the Union Pacific East Yard. Light industrial and commercial uses around the rail yard will help serve as a buffer for the Government Hill, Dignowity Hill, and Harvard Place/Eastlawn neighborhoods while also providing additional employment opportunities to residents.
- **St. Philip's College –** The mixed-use designated areas in and around St. Philip's College. This area currently includes both residential and non-residential uses. Additional employment opportunities in this vicinity would serve as an appropriate targeted area due to its proximity to the college and residents.

Historic and Present Neighborhood Commercial Nodes

The Eastside Community Area has an abundance of historic neighborhood commercial nodes 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 should be considered priority locations for supporting small businesses and enjoyable public spaces while still acknowledging the rich historical significance of this area.

As the Eastside Community 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 residents. The City should support these places by improving streetscapes and directing revitalization and development-related grants and incentives to pedestrian-oriented development and revitalization projects with the goal of improving connection and ease of commuting between Downtown and the Eastside Community Area.

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.

Land Use: Land Use is the foundation of this plan, and all other sections are intended to respond to and support the designated future land use patterns. One of the key goals of implementing the SA Tomorrow Comprehensive Plan is to create a future land use map for the entire city. By developing sub-area plans, such as the Eastside Community Area Plan, the Planning Department will eventually create a detailed future land use map for the entire City of San Antonio.

Focus Areas: Focus areas are key locations of opportunity where future investments or other improvements are desired. Focus areas can vary in size and encompass specific sites or locations along roadway corridors. 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 broader concepts and policies and ask: what projects could really serve as a good example for the types of developments or improvements this area would like to see in the future? To help visualize some of the concepts, small geographies were selected within the focus areas for a transformative project exercise. Transformative projects explore how different types of development and improvements can achieve the community's future vision for the area. While

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this plan has detailed renderings, the specific style choices are for illustrative purposes to show potential, rather than prescribe certain aesthetic aspects of a development.

Mobility: Getting around in the future is, understandably, a key concern for future growth. This section includes recommendations and strategies (in the Implementation section of the plan document) for future improvements to encourage alternative modes of commuting that would reduce reliance on automobiles, which could help address traffic congestion, particularly as population increases in San Antonio.

Amenities and Public Space: As the city grows, it is important that all communities have access to features that make them not only nice places to live or work, but also places where people enjoy time outdoors, cultural assets, and basic infrastructure. Some of the most vibrant and successful cities offer opportunities to play and relax in diverse ways and for different age groups. This section describes desired future projects or policies to make that future a reality.

Housing: Housing is a key element of making future growth work for all residents. This section supports the concepts within the future land use section with specific recommendations for housing in the area.

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 Community 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 Community 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 Community 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 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 and throughout all sections of the Eastside Community Area Plan.

Over several months, project staff and the Planning Team worked collaboratively to build upon the Plan Framework to identify the key priorities, improvements, and strategies that will guide growth, development, and investment in the Eastside Community 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. The Planning Team then discussed concepts for the Eastside Community Area Plan Vision and Goals.

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The Plan Framework was then iteratively developed, based on Planning Team conversations, additional public input, and analysis of each plan section. Multiple Planning Team meetings were devoted to each of the topics, allowing for initial feedback and then a review of draft recommendations.

Land Use

The future land use element of the plan was primarily informed by Planning Team input at their 4th and 5th meetings, 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 Planning Team identified and discussed potential focus areas at their 2nd and 3rd meetings. 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. The Planning Team provided additional recommendations to improve focus areas at their 9th meeting.

Mobility

The Eastside Community Area Planning Team provided initial direction to inform Mobility recommendations at their 8th meeting and reviewed and commented on draft mobility concepts during the 10th meeting. The broader public provided ideas and answered questions to inform the Mobility recommendation in the 3rd Community Meeting. 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 (VIA), the Alamo Area Metropolitan Planning Organization (AAMPO), and the City of San Antonio Transportation and Public Works departments.

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 9th Planning Team meeting included opportunities for participants to share ideas specifically for the Amenities and Public Space section of the plan.

Housing and Economic Development

Housing and economic development recommendations were primarily informed by Planning Team input at their 6th and 7th meetings, and feedback received from the broader public in the 3rd and 5th 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.

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Land Use

[See **Figure 4: Future Land Use Map**]

Future Land Use

The Eastside Community Area Future 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 could offer retail, service, and 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 Future 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) are found at the end of this section.

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 opportunities 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 is planning to provide high-capacity transit service. Locations designated as Regional Mixed-Use include St. Philip's College, some properties fronting Houston Street and around the intersection with New Braunfels Avenue, properties south of the Frost Bank Center and Freeman Coliseum, and some properties located near the Carver Community Cultural Center along Cherry, Houston Street, and Commerce Street.

Urban Mixed-Use areas enable more people to live or work near other community assets at a lower intensity compared to Regional Mixed-Use. Several areas throughout the plan area are designated as Urban Mixed-Use, notably along or adjacent to major roadways. Examples include intersections along Houston Street, along New Braunfels Avenue, and the currently vacant lots across Commerce Street from Lincoln Park and its associated community and human services centers. Neighborhood Mixed-Use

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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.

It is worth noting that Cherry serves as the boundary between the Downtown Area Regional Center Plan and the Eastside Community Area Plan. Within the Downtown Area, most of the properties located west of Cherry between Sherman Street and East César Chávez Boulevard are designated Regional Mixed-Use. Within the Eastside Community Area Plan, the properties located east of Cherry are designated Neighborhood Mixed-Use, Urban Mixed-Use, or Regional Mixed-Use depending on the proximity to existing residences or major roadways. This approach helps ensure an appropriate transition from more intense land uses in the Downtown Area to existing neighborhoods in the Eastside Community Area.

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. Philip's College and New Braunfels Avenue, near I-35 and the rail yards, and southeast of the Frost Bank Center.

Land Use Recommendations

[See **Figure 5: Land Use Illustration – Near Eastside Neighborhoods (Existing)**]
[See **Figure 6: Land Use Illustration – Near Eastside Neighborhoods (Conceptual)**]
[See **Figure 7: Land Use Illustration – Virginia Boulevard (Existing)**]
[See **Figure 8: Land Use Illustration – Virginia Boulevard (Conceptual)**]

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

Mixed-use centers and corridors are intended to be hubs of community activity. These mixed-use areas can support high-quality transit service, great amenities and public spaces, 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 a different mix of uses and development intensities, were applied to the Future Land Use Map to be sensitive to the surrounding neighborhood context. Buildings of varying sizes, complementary in scale to existing patterns, can be added in areas along major corridors and in centers of activity, as shown in the Near Eastside Neighborhoods Land Use Illustrations.

Houston Street is identified as a mixed-use corridor, and most properties along the corridor carry a mixed-use land use designation. Many of the lots fronting along Housing Street, east of New Braunfels Avenue, have single-family residential zoning and uses. While single-family residential zoning is not typically considered consistent with the mixed-use land use categories, detached single-family residences are permitted by right in the "RM" and "MF" zoning districts. Any City-initiated rezoning in

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this area should continue to accommodate the existing residences, avoiding non-conforming use status for properties.

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 and areas 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 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 shown in the Virginia Boulevard Land Use Illustrations:

- Doors face the street or 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 is not an issue 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.

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Future Land Use Categories

As previously described, 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 as adopted by City Council into the Unified Development Code (UDC) 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. Please refer to the UDC for updated descriptions and 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.

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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

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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.

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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.

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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,

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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.

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Focus Areas

[See **Figure 9: Focus Areas Framework Map**]

Focus areas are defined as target areas of opportunity suitable for improvements and investment. 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, New Braunfels Avenue, and Hackberry Street.

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 primarily lined with single-family homes arranged as they were decades ago, and each has small areas that were historically commercial centers serving surrounding neighborhoods. Each of the four corridor focus areas share 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.

The four corridor Focus Areas cover long distances and a variety of situations. As such, 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.

Focus Area #1: Houston Street

[See **Figure 10: Focus Area #1 Map – Houston Street**]
[See **Figure 11: Focus Area #1 Transformative Project – Houston Street and Hackberry Street (Existing)**]
[See **Figure 12: Focus Area #1 Transformative Project – Houston Street and Hackberry Street (Conceptual)**]

Houston Street reflects several of San Antonio's historical values and time periods. West of Cherry are a few remaining buildings reflecting that area's industrial history and history of Black business ownership. Moving east, the area between Cherry and Palmetto is part of the Dignowity Hill Historic District. Although this section of Houston Street does not include any individual historic landmarks, there are several homes dating to the early 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, older homes are located on 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. Between Mel Waiters Way and Onslow, there are small-scale industrial buildings interspersed between residential uses.

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Vision

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

Vacant and underutilized land and expansive surface parking areas near Houston Street's intersections with Cherry 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 the Eastside Area neighborhoods. The Eastpoint Station Area Concept in the SA Corridors Strategic Framework Plan includes recommendations to improve the area around Houston Street and New Braunfels Avenue to complement VIA's planned Advanced Rapid Transit service along Houston Street and Prímo service along New Braunfels Avenue with pedestrian-oriented development, affordable housing, and street improvements to make walking and public transit safer and more comfortable. Similarly, the intersection and surrounding blocks are identified on the Focus Area #1 Map as priority street frontage and priority transit connections where development should be pedestrian oriented with building oriented to the street, minimal building setbacks, and rear-accessed parking.

As shown on the Focus Area #1 Map, redevelopment opportunities along the western portion of Houston Street would also benefit from improved signage and wayfinding that would complement VIA's expanded service in the area. In contrast to those larger-scale infill development opportunities to the west, Houston Street's intersections with Gevers Street, Walters Street, and Mel Waiters Way include smaller-scale revitalization and redevelopment opportunities as neighborhood nodes that support more housing and both existing and new small businesses providing convenient goods and services to surrounding neighborhoods. Specific recommendations include streetscape improvements, completing sidewalks on adjacent streets, adaptively re-using buildings that have unique character, and supporting some new neighborhood-scale development.

Transformative Project

The intersection of Houston Street and Hackberry Street provides opportunities to achieve several aspects of the Eastside Area Vision and Goals. This site is located within a few blocks of Lockwood-Dignowity Park to the north. A bank, restaurant, brewery, and other small businesses are serving residents at the Hackberry Market, and a new two-story event center – The Skyline – recently opened one block north on Hackberry Street. The VelocityTX Innovation Center, a subsidiary of the Texas Research and Technology Foundation that is located just outside of the plan area at Cherry and Dawson Street, will bring more workers to the area over the next several years. VIA's Advanced Rapid Transit Service is planned to run on Houston Street, potentially with a stop nearby VelocityTX, drawing more area residents to Houston Street on a regular basis.

Community input in the Eastside Community Area planning process indicated significant concern around housing affordability in Dignowity Hill, along with enthusiasm for recent success in supporting small business growth, historic preservation, home rehabilitation, and transformative improvements to

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Lockwood-Dignowity Park. 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 and uncomfortably close to travelling vehicles.

The area around Houston and Hackberry streets has the potential to serve more people living and working close to affordable transit service and Downtown employment opportunities. Local small retail and dining establishments could benefit from more people living and working very nearby, while also creating a more vibrant community destination for area residents. The intersection includes a undeveloped lot with an alley that could be used for rear-accessed parking, as well as an unoccupied building on the northeast corner across from Hackberry Market. An original two-story neighborhood home on the southwest corner gives the intersection a unique identity tied to the area's history; however, this home is in need of repair, is not currently occupied, and the lots immediately adjacent to it are currently undeveloped.

Vision

Based on the site conditions and values expressed by local community members, changes to this intersection 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 Lockwood-Dignowity Park. 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.

The Houston Street and Hackberry Street Transformative Project illustrations demonstrate some physical changes that reflect the vision, 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.

As shown on Houston Street and Hackberry Street Transformative Project illustrations, the northern corner lots could host new and rehabilitated buildings serving as dwellings, potentially with office or retail space on the first floor. The buildings should 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 intersection 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 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.

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

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more enjoyable and create an intuitive green connection between this neighborhood destination and Lockwood-Dignowity Park.

In the surrounding blocks, new two-story residences following local architectural norms and the Historic District regulations are shown on vacant lots. In the Transformative Project illustrations, 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 13: Focus Area #2 Map – Commerce Street**]
[See **Figure 14: Focus Area #2 Transformative Project – Commerce Street and Gevers Street (Existing)**]
[See **Figure 15: Focus Area #2 Transformative Project – Commerce Street and Gevers Street (Conceptual)**]

Commerce Street presents opportunities to improve connections to historic and cultural resources such as the Historic Eastside Cemeteries (also referred to as the Historic City 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 streetcar routes, connecting Downtown with neighborhoods as far east as Walters Street. Later, it served as a primary connection between Downtown San Antonio and state highway networks connecting San Antonio with the City of Seguin and other communities further east, all the way to the City of 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 stores, services, and entertainment venues. The City has 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, the Historic City Cemeteries, Anchor Masonic Lodge Cemetery (also known as the Anchor Lodge 424 AF-AM Cemetery), Knights of Pythias Cemetery, and St. Joseph's Catholic Cemetery. This plan's Amenities and Public Space section includes recommendations to improve connections to the Historic Eastside Cemeteries so more people can enjoy them as open space and connect with them as places of historical value and cultural heritage.

A collection of small businesses, located East of New Braunfels Avenue, occupy original homes from around the turn of the 20th century and include businesses that may maintain culture and 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 Robert A. Dawson, a Black aviator, U.S. Army Air Corps member, and Phyllis Wheatley High School graduate.

Vision

Commerce Street between the Historic Eastside 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

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neighborhoods, and entrepreneurs could allow this place to grow as a center of neighborhood life for many Jefferson Heights and Denver Heights residents.

Recommendations shown on the Focus Area #2 Map include public investments such as improved streetscapes and priority street frontage improvements that would enhance the pedestrian experience in the area. Buildings should be oriented to the street and have minimal front setbacks, while sidewalks should include improved lighting and wayfinding along with street trees or other shade elements. Priority connections for pedestrians and bicycles between the Denver Heights and Dignowity Hill neighborhoods are illustrated along Walters Street and Mittman Street. Walters Street is also identified as a priority transit connection along the Commerce Street corridor. Expanded trails to and through the Historic Eastside Cemeteries are also encouraged.

There are distressed properties attracting crime east of the Union Pacific Railroad tracks near the intersections of Commerce Street with Spriggsdale and Dafoste. Coliseum/Willow Park residents have identified these properties as priority locations for new development. A variety of new residential and commercial uses being developed west of Spriggsdale north and south of Commerce Street may catalyze improvements in these priority locations.

Transformative Project

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 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 developing new residential uses on currently vacant lots in the neighborhood.

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 finished improvements that include the new Tourism, Hospitality and Culinary Arts Building located across Montana Street from Dawson Park and only four blocks from the Historic Eastside Cemeteries.

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

Surrounding residential neighborhood blocks include several undeveloped 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 around the intersection of Commerce Street and Gevers Street 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.

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The Commerce Street and Gevers Street Transformative Project illustrations demonstrate some physical changes that reflect the vision, 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. Potential improvements on the northwestern corner include rehabilitation of the existing buildings and using some of the existing surface parking area for landscaping and/or outdoor seating. Buildings on the southwest corner of the intersection could be adaptively reused to preserve their unique qualities or be redeveloped to accommodate more people in larger and more pedestrian-oriented configurations that would improve the street environment for walking. On the southeast corner, the area currently used for parking, church gatherings, and markets could be improved to feature food trucks, market stalls, or other temporary/mobile uses, function as a plaza space, and still be used for special event 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 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: New Braunfels Avenue

[See **Figure 16: Focus Area #3 Map – New Braunfels Avenue**]

New Braunfels Avenue includes collections of pedestrian-oriented buildings in Government Hill north of Mason Street and in Dignowity Hill between Nolan Street and Lamar Street. The City's 2017 Bond Program included multiple projects that will improve walkability along New Braunfels Avenue including improvements to Martin Luther King Plaza, sidewalks, and other street amenities between Houston Street and Burleson Street. There are opportunities for infill development projects to contribute to walkability 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. Moving south, the corridor is lined with primarily single-family homes until it reaches the area near Delmar Street and Porter Street, its lowest elevation in the area, where it once again hosts a variety of small businesses in automobile-oriented development formats.

Vision

VIA Metropolitan Transit is planning Prímo service to follow New Braunfels Avenue, which will enhance connections within the Eastside Area and to destinations and employment areas within the Brooks Area and Midtown Area regional centers. The service will intersect the Advanced Rapid Transit Silver Line service planned for Houston Street. There are opportunities for substantial amounts of new housing adjacent to New Braunfels Avenue where currently there are vacant properties and buildings and 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.

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The SA Corridors Strategic 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 and riding transit safer and more comfortable.

The Focus Area #3 Map indicates specific types of priority improvements for the New Braunfels Avenue corridor. As transit service is improved on New Braunfels Avenue, it will be increasingly important to improve walkability, as well. Streetscape improvements that are already in place north of Houston Street should be extended south of Commerce Street and the commercial area south of Porter Street. There are also opportunities to improve connections to the Historic Eastside Cemeteries, including trails to and through the area as well as signage along New Braunfels Avenue identifying cemetery names. Improved lighting at intersections from Iowa Street to Essex Street would also benefit the pedestrian experience along the southern portion of the corridor. A priority connection for pedestrians and bicycles through the neighborhood and to the Hays Street Bridge and Lockwood-Dignowity Park is illustrated along Hays Street.

The existing boulevard configuration of New Braunfels Avenue between Houston Street and Paso Hondo represents a green connection to the Historic Eastside Cemeteries and identifies the place as unique amongst other sections of the street. However, the boulevard green space is not currently 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. In the nearer term, the City's 2022 Bond Program included roadway improvements such as sidewalks, curbs, driveway approaches, and drainage along New Braunfels Avenue between Houston Street and Paso Hondo.

Focus Area #4: Hackberry Street

[See **Figure 17: Focus Area #4 Map – Hackberry Street**]
[See **Figure 18: Focus Area #4 – Hackberry Street and Aransas Avenue (Existing)**]
[See **Figure 19: Focus Area #4 – Hackberry Street and Aransas Avenue (Conceptual)**]

Hackberry Street connects some of the Eastside Area's oldest neighborhoods and the corridor includes several historic landmarks. The Carver Community Cultural Center was originally established as a community center for African Americans in 1918. Frederick Douglass Elementary School opened at its current site in 1915 as Douglass High School named in honor to the American social reformer, abolitionist, and statesman. The school, which became Frederick Douglass Elementary School in 1970, was recently identified as one of several schools to be closed by the San Antonio Independent School District (SAISD). Future plans for the building and school site are not yet known. Given its historical and cultural importance, the community has expressed a desire that any future use of the property includes adaptive re-use that preserves the architectural and cultural heritage of the building and site. The school site has a City historic landmark designation and is subject to compliance with Article VI "Historic Preservation and Urban Design" of the City's Unified Development Code.

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 fronting 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 W.H. Leonard's Pharmacy, a Pullman Porters Union Headquarters, the original Keyhole

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Club, a segregated Black theatre, and the local headquarters for the Student Nonviolent Coordinating Committee (SNCC).

North of Houston Street, Hackberry Street rises through the Dignowity Hill neighborhood, along Lockwood-Dignowity Park, terminating at the I-35 Access Road after passing through the industrial area and the Union Pacific East Yard.

Vision
Many buildings along Hackberry Street were built prior to World War II and are naturally pedestrian-oriented. Many lots along the corridor 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 Community Area Planning Team identified the intersection of Pine Street with Iowa Street as an important historical and potential future neighborhood node. At this intersection, future investment should memorialize the history of Black music, business ownership, and civil rights organizing that occurred there.

Further south, at the intersection of Hackberry Street and Aransas Avenue, there is an opportunity to repurpose the right-of-way median triangle as enjoyable public space and to improve walkability along the intersecting streets. The Focus Area # 4 Illustrations include 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 in the area. Additional improvements and priorities would reinforce this area as a community hub, such as improving alleys to enable rear parking and uninterrupted sidewalks, as well as improved street lighting and signage, and a public art installation.

The Focus Area #4 Map indicates specific types of priority improvements for the Hackberry Street corridor. Areas indicated as priority street frontage should have development or design standards that include minimal building setbacks and doors and windows facing the street. Because Hackberry Street does not cross I-35, its future character and role north of Commerce Street, and especially north of Nolan Street, may not be as vehicle oriented as it is today; thus, it lends well to improved streetscapes that prioritize the pedestrian experience. Potential for new businesses and housing around the intersection of Nolan Street and Hackberry Street may be sparked by the Lockwood-Dignowity Park redevelopment. The pedestrian experience along Hackberry Street would also benefit from improved lighting at intersections. Lastly, priority connections for pedestrians and bicycles to the Downtown Area are illustrated along Carolina Street and Denver Boulevard, Florida, Montana Street, and Burleson Street. These connections would benefit from improved wayfinding and safe bicycle and pedestrian infrastructure.

Focus Areas Recommendations

Focus Areas Recommendation #1: Invest in culturally rooted placemaking and pedestrian comfort and safety to support 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 areas should be considered priority locations for supporting small businesses and enjoyable public spaces.

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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 residents. The City should support these places by improving 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 identified focus areas.
The Focus Area Maps show the Eastside Planning Team's recommendations for key improvements and investments needed for selected locations. 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 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 help achieve the Eastside Community's goal of having accessible gathering places to support people interacting.

Focus Areas Recommendation #3: Prioritize and coordinate infrastructure investments, housing programs, and development regulations to leverage VIA's planned Advanced Rapid Transit and Prímo services.
VIA Metropolitan Transit plans to provide an enhanced Advanced Rapid Transit service along Houston Street, and Prímo Bus service along New Braunfels Avenue, enhancing connections between places within the Eastside Area, Downtown Area, and Brooks Area regional centers, as well as 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 support and benefit from the improved transit service.

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Mobility

[See **Figure 20: 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 and facilitate the ease of and improved access to local trips; and
- Encourage more transportation options beyond personal vehicles for people who commute to and from the area.

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. As of 2019, the City of San Antonio average was 46% – which aligns with the recommended percentage. However, 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 public transit, the number of cars on the road will be minimized. This will reduce traffic delays for those people who choose to drive.

The Eastside Community 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 also 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 plus future improvement plans by VIA, 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.

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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 neighborhod 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 the Midtown Area and Brooks Area; and
- Enhanced connectivity to Downtown.

To address the transportation needs in the Eastside Community Area, a set of high-level recommendations have been developed to guide future decision making. Modal and intersection properties are shown on the Mobility Framework Map, and street type recommendations are shown on the Proposed Street Types Map and the Streets for People and Places Map. Implementation of these mobility recommendations will be further refined in a coordinated manner with the City's Public Works and Transportation departments and other relevant partners such as TxDOT, VIA, and the AAMPO.

Eastside Community Area Mobility Framework

The Mobility Framework Map lays out a vision for satisfying the mobility needs of the Eastside Community Area. Below are the principles to ensure people have the freedom to choose how they want to get from one place to another, safely, conveniently, and affordably.

Multimodal Priority Corridors

Most streets are used by multiple transportation modes, for example by cars, pedestrians, and freight. The Mobility Framework Map symbolizes the area's major streets with a modal priority, indicating which mode of travel 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 and Freight

Automobile corridors are envisioned to support high levels of motor vehicle travel daily. These corridors are often interstates, highways, arterials, and primary roadways which provide connections to major destinations and other regions. Corridor improvements to support more automobiles can temporarily

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relieve traffic congestion and enhance roadway design to increase the safety of motor vehicle travel. In the Eastside Area, corridors envisioned to serve higher levels of freight traffic include the interstate highways, Walters Street north of I-35 as a freight connection to Fort Sam Houston, and Frost Bank Center Drive 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, for recreation and travel purposes. 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. Other bicycle corridors include Grayson Street and Carson, Pine Street, Sherman Street, Hays Street, Dawson Street, Montana Street, Iowa Street, Martin Luther King Drive, Aransas Avenue, Palmetto, and Mel Waiters Way.

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 Prímo 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, New Braunfels Avenue, and Grayson Street.

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 including children, older adults, and persons with disabilities. Hackberry Street, Walters Street, and Commerce Street are identified on the Mobility Framework Map as Balanced/Multimodal corridors. Although Cherry is not shown as balanced/multimodal corridor on the Eastside Community Area Plan Mobility Framework Map, the Downtown Area Regional Center Plan does identify Cherry as one location for priority multimodal improvement. The Downtown Area plan also identifies the section of Cherry between Commerce Street and Iowa Street as a location for priority pedestrian streetscape improvement.

Pedestrian Focus Areas

Pedestrian focus areas are intended to host significant 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 identifies 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. These locations are surrounding the following intersections:

- New Braunfels Avenue and Carson

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- Walters Street and Hays Street
- Houston Street and Hackberry Street
- Houston Stret and New Braunfels Avenue
- Houston Street and Gevers Street
- Houston Street and Mel Waiters Way
- Commerce Street and Hackberry Street
- Commerce Street and Paso Hondo
- Iowa Street and Hackberry Street
- Aransas Avenue and Hackberry Street
- New Braunfels Avenue and Porter Street

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. 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. The Mobility Framework Map typically includes these locations near major bicycle, pedestrian, and transit routes, such as at the following intersections:

- Hackberry Street and Iowa Street
- Pine Street and I-35
- Pine Street and Houston Street
- New Braunfels Avenue and Hays Street
- New Braunfels Avenue and Aransas Avenue
- Gevers Street and Houston Street
- Gevers Street and Commerce Street
- Gevers Street and Martin Luther King Drive
- Walters Street and Hays Street
- Walters Street and Houston Street
- Walter Street and Virginia Boulevard
- Mel Waiters Way and Martin Luther King Drive

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 and Prímo services.

Eastside Community Area Street Types

[See **Figure 21: Proposed Street Types Map**]
[See **Figure 22: Street Types – Functional Classification and Land Use Context Matrix**]
[See **Figure 23: Streets for People and Places Map**]

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

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transportation and land use together. Streets are organized not only by role and function, but also by the character and surrounding context.

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 Proposed Street Types Map 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. The Street Types – Functional Classification and Land Use Context Matrix 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.

The Streets for People and Places Map illustrates the Eastside Community Area's streets classified into a gradient of intensity between car-focused and people/places-focused. As shown on the map, most streets in the Eastside Community Area should have a more people- and places-focused design intent going forward to support the future land use vision. New Braunfels Avenue, Commerce Street, and portions of Houston, Sherman, and Pine streets are designated as more auto-oriented roadways. 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.

Relationship between the Street and Buildings

Safe and vibrant streetscapes depend on how buildings integrate with surrounding sidewalks and streets. 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 pedestrian environment, rather than a more active parking lot environment or drive-through environment, for example. The Eastside Area's history and current community priorities would be supported through the development of regulations and incentives for new buildings to relate to the street in this way.

Vehicle Speeds

Cars need to be able to go faster on arterial roads than on local streets because the arterial roads are meant to accommodate larger numbers of vehicles travelling farther distances. However, vehicular speed should be balanced with opportunities to support pedestrian-oriented neighborhood places based on local conditions. 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. On the Eastside Community Area Proposed Street Types Map, street typologies focus on people and places and the vast majority of roads are identified as Mixed-Use Residential/Storefront, Multifamily Residential, or Mixed-Use Employment/Civic, which should feature lower speed limits to increase road safety for both people and vehicles.

Parking and Curb Access

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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 Community Area Plan Vision and Goals by supplanting the need for front end parking and driveways that detract from the pedestrian experience, 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 residents and businesses in places where more people will live, work, and play 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 SPIAs 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 2020 San Antonio Severe Pedestrian Injury Areas Report (pages 27-28) identifies SPIAs within the Eastside Area that should be priorities for study and investment, including:

- Houston Street from Gevers Street to Walters Street;
- New Braunfels Avenue from Porter Street to Denver Boulevard; and
- Polaris from Center Street to Dakota 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

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segments recommended for the Transportation Department to study for future complete streets improvements:

- Commerce Street from Cherry to Palmetto;
- 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 and Public Space Recommendation #2*).

Preferred Bicycle Routes
Additional bicycle 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 as modal priority corridors for bicycles on 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.
Frost Bank 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 and Prímo services by prioritizing transit-supportive policies and infrastructure near transit stations.
A future VIA Advanced Rapid Transit service 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'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.

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Amenities and Public Space

[See **Figure 24: Amenities and Public Space Framework Map**]
[See **Figure 25: Amenities and Public Space Illustration – Aransas Avenue and Mittman Street (Existing)**]
[See **Figure 26: Amenities and Public Space Illustration – Aransas Avenue and Mittman Street (Conceptual)**]
[See **Figure 18: Focus Area #4 Illustration – Hackberry Street and Aransas Avenue (Existing)**]
[See **Figure 19: Focus Area #4 Illustration – Hackberry Street and Aransas Avenue (Conceptual)**]

Introduction

Amenities are features that enhance an area's quality of life. The term "amenity" can refer to public spaces (such as parks and libraries), infrastructure (such as sidewalks and drainage), and places that offer dining, entertainment, and retail options (such as restaurants, movie theaters, and shopping centers). 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 Lockwood-Dignowity Park, Fairchild Park, 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. The Eastside Area has several ideal characteristics due to its proximity to Downtown and Salado Creek, existing parks that could be further enhanced, its grid development layout, and the Historic Eastside Cemeteries. Improved access to other Eastside Community Area destinations such as the Ella Austin Community Center, St. Philips College, and the Carver Community Cultural Center, for example, would also benefit community residents and visitors. With proper investments, programs, and initiatives, these amenities can become more accessible and enjoyed by more residents and visitors. The Mobility Framework Map identifies "Modal Priority Corridors" to help improve access using the existing roadway network. Similarly, the Amenities and Public Space Framework Map depicts potential trail connection opportunities to further improve access for pedestrians and cyclists.

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.

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A program coordinator would assist 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.

Having local community organizations participate in the process for future improvements and programming will help ensure that the amenities and public spaces will be used. For example, residents of the Eastside Area requested a roller hockey rink because the San Antonio Roller Hockey League (SARHL) holds weekly practice and pick-up games that are open to the public at Fairchild Park. Similarly, community input helped determine appropriate improvements at Lockwood-Dignowity Park as part of the City's 2022-2027 Bond Program.

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

Downtown San Antonio's abundance of cultural, retail, and park amenities should be more accessible to Eastside Area residents. Similarly, there are opportunities to improve residents' access to the Salado Creek Greenway. For example, a trailhead was established at Dafoste Park that connects to the Salado Creek Greenway and although it is easily accessible for residents north of Aransas Avenue and Barlow, it is more challenging to access for residents south of Barlow. Access to this portion of the trail between the trailhead and Salado Creek should be enhanced. Sherman Street between Pine Street and Walters Street, and Menger Creek through the Freeman Coliseum fairgrounds offer unique opportunities to create continuous pedestrian and bicycle trails connecting the Eastside Area with these special places and others such as the Hays Street Bridge, Lockwood-Dignowity Park, North New Braunfels Avenue businesses, and East Meadows area amenities such as the BiblioTech East, Phillis Wheatley Park, and the Greenies Urban Farm. The Amenities and Public Space Framework Map illustrates this conceptual connection and others.

Amenities and Public Space Recommendation #3: Invest in tree canopy and green stormwater 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 rainwater 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.

Additionally, improving the existing tree canopy would greatly improve the pedestrian experience throughout the plan area. With VIA's planned Advanced Rapid Transit Silver Line continuing through the Eastside Community Area, proactively enhancing the tree canopy should be a priority. The City has the SA Tree Canopy Investment Fund that may be used to plant trees on public or private properties and this program should be explored not only for the benefit of pedestrians, but also for some of the community benefits listed above.

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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.

The Old San Antonio City Cemeteries Historic District Master Plan (1990) 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 to this amenity, and potentially build longer-term support for the more ambitious improvements contemplated in the 1990s cemeteries master plan. The Amenities and Public Space Framework Map 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. It is worth noting that any future improvements near the historic cemeteries or other archaeological sites would need to comply with the Antiquities Code of Texas (ACT), the Texas Health and Safety Code, and Section 106 of the National Historic Preservation Act (NHPA).

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 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 these example sites would complement nearby businesses and community uses, support the Eastside Community Area Plan recommendations to create pedestrian-oriented neighborhood centers, and support small businesses using public space improvements that will draw more potential customers. The Aransas Avenue and Mittman Street Illustrations show potential improvements to the triangle. Similarly, the Focus Area #4 Illustrations 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.

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Housing

Housing Snapshot

[See **Figure 27: Housing Snapshot**]
[See **Figure 28: Cost-Burdened Households by Income and Tenure, 2017**]

Eastside Community 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%.

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 is 3.04, which is greater than the city average of 2.71. The Eastside Area is more diverse than the larger 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, bachelor's, or graduate/professional degree. Average household income in the Eastside Area is $38,600, 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 percentage 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

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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 were seven new apartment projects completed in the area between 2010 and 2018, 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. The 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.

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 homeowners, 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 Recommendation #1: Support diverse infill housing and reinvestment in existing dwellings that reflect historic pedestrian-oriented development patterns. *(See also Strategic Housing Implementation Plan (SHIP) Strategies CHS2, CIH3, and HPRP3)*
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

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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 Community Area's increasing prosperity. *(See also SHIP Strategies CHS7, CHS8, CIH3, CIH5, HPRP3, HPRP9, PPN3, and PPN6)*

The Eastside area has been historically less costly to live in or operate a business compared to many other parts of San Antonio. As property values increase, more residents may require assistance to afford housing, so they can participate in building wealth as residents, business owners, and employees in an area with increasing economic opportunity, and so 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 in the Eastside Community Area. *(See also SHIP Strategy CIH7)*

Community land and housing trusts are organizations that own and manage land and housing, typically with the primary goal of providing affordable housing. They generally 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.

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Economic Development

[See **Figure 29: Eastside Community Area Planning Team SWOT Analysis**]

Introduction

The Eastside Community Area is bordered by major employment and activity areas including Downtown to the west, JBSA-Fort Sam Houston to the north, and the Frost Bank 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 approximately 6,300 jobs (2018). Educational Services is the 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%. Other major employers include 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. Most 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. However, the 10-year Promise Zone designation ended in January 2024. Since the Promise Zone designation, the Eastside Area has experienced some signs of progress and change in the domains of income, education attainment, and employment. Through the various implementation partners and initiatives, the Promise Zone has contributed to engaging the community, expanding economic activity, and leveraging private capital. Data shows that the percentage of residents without a high school diploma or equivalent is decreasing, the unemployment rate has dropped, and the median household income is on the rise. Data also indicate that the area's population is changing. Further analysis would be needed to better understand how much the original community members are experiencing improvement. Although the Promise Zone designation ended in January 2024, partners, leaders, stakeholders, and community members remain committed to continued investment in the improvement of the Eastside Area and building on accomplishments achieved during the 10-year designation period.

Following the Promise Zone program, federal efforts have shifted towards attracting investment in underserved areas. Portions of the Eastside Area are within the Eastside Opportunity Zone, which was created in the Tax Cuts and Jobs Act of 2017. 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.

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San Antonio for Growth on the Eastside

San Antonio for Growth on the Eastside (SAGE) was formed in 1998 as an economic development organization focused on promoting the cultural vitality and economic development of the Eastside of San Antonio. SAGE is a 501(c)3 non-profit corporation and currently 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; and
- Provide innovative, progressive solutions to Eastside challenges.

As the Eastside Area continues to change, SAGE will adapt to continue to serve the needs of the Eastside Community.

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.

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 residential investment.
- **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 (currently within an Opportunity Zone), and organizations (SAGE). The economic opportunities for the Eastside Area are:

- **Proximity to Employment Areas –** The plan area is near several major employment centers, including Downtown, JBSA-Fort Sam Houston, the Frost Bank Center, and the recently established VelocityTX Innovation 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.

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- **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 of San Antonio's Economic Development Department's tax abatement program seeks to improve opportunities for community economic development. The 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 commercial nodes 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 the Frost Bank Center –** The areas designated as Regional Mixed-Use and Business/Innovation Mixed-Use.
- **Near Eastside –** The areas designated as Regional Mixed-Use and Urban Mixed-Use on the western edge of the plan area along East Houston Street and Commerce Street, including the area around the VelocityTX Innovation Center.
- **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 as Regional Mixed-Use, Employment/Flex Mixed-Use, and Business/Innovation Mixed-Use.

Economic Development Recommendations

Economic Development Recommendation #1: Create and grow neighborhood commercial nodes.
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 goods and services including groceries, healthy foods, and health care services, as well as improved accessibility to

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existing and future opportunities. Maintaining the health of neighborhood commercial nodes 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.

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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 or community 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 or community plan or a registered neighborhood organization. In this way, each Sub-Area Plan will integrate key elements of existing neighborhood and community 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.

How was it developed?

At the outset of the planning process, City of San Antonio Planning Department staff reviewed existing neighborhood and community plans that have a shared geography with the Eastside Community Area Plan. Each relevant plan was summarized so that staff would have a sound understanding of neighborhood issues and priorities from the time that plan was created.

The Neighborhood Profiles and Priorities were created using input throughout the Eastside Community Area planning process. The Planning Department used input from small group conversations, stakeholder interviews, community meetings, planning team meetings, and facilitated conversations in neighborhood association meetings.

Planning Department staff revisited the neighborhood and community plans to identify major projects, programs, or other efforts that had been achieved, and those that have yet to be implemented, so they could be reprioritized in this effort. Staff met with members of each original neighborhood and community plan advisory team, current neighborhood association members, and interested neighborhood residents and stakeholders to help create the Neighborhood Profiles and Priorities documents and provide lasting direction in partnership with each neighborhood.

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Neighborhood Profile and Priorities Exhibit List

Denver Heights Neighborhood Profile and Priorities
[See **Exhibit 2**]

Dignowity Hill Neighborhood Profile and Priorities
[See **Exhibit 3**]

Government Hill Neighborhood Profile and Priorities
[See **Exhibit 4**]

Harvard Place/Eastlawn Neighborhood Profile and Priorities
[See **Exhibit 5**]

Jefferson Heights Neighborhood Profile and Priorities
[See **Exhibit 6**]

Coliseum/Willow Park Neighborhood Profile and Priorities
[See **Exhibit 7]**

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Neighborhood Profile and Priorities: Denver Heights

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 residents and stakeholders who contributed to this document by meeting with the Planning Department.

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 were included in the Downtown Area Regional Center Plan, and that plan includes a "Neighborhood Profile and Priorities" for that area, which is comprised mainly of industrial, institutional, service, and single-family residential uses. Some of the original subdivisions in present day Denver Heights included South Heights, Aberdeen Place, Booker Place, Knob Hill, Dilworth and Green Terrace, Rosedale, Grandview East, and Springview. 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 50 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 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.

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- 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, supporting zoning changes that help preserve historic development patterns, and enacting regulations that allow and encourage residential 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 and cultural/historical assets such as the Historic Eastside Cemeteries.
- There are many historic 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.
- Existing RM-4 zoning allows 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 Plans

The Denver Heights neighborhood is located within the boundaries of the Arena District / Eastside Community Plan that was adopted in 2003. The plan, which included multiple other neighborhoods, 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

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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.

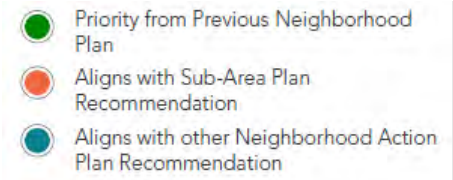
KEY RECOMMENDATIONS FROM PREVIOUS PLANNING EFFORTS

- 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 ARENA DISTRICT / EASTSIDE COMMUNITY 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



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

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Support adaptive reuse of older buildings and more vibrant commercial nodes and main streets at the many locations throughout the neighborhood where businesses were historically located.	
Refer to the Downtown Area Regional Center Plan for additional information and policy recommendations related to the Denver Heights neighborhood areas west of Cherry.	

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Neighborhood Profile and Priorities: Dignowity Hill

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 residents and stakeholders who contributed to this document by meeting with the Planning Department.

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 20th 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 the 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 approximately 40 historic landmarks.

The neighborhood is arranged in a walkable grid pattern of blocks which are primarily occupied by one-and-a-half- and 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 Dignowity Hill Neighborhood Plan/Eastside Reinvestment Plan (2009), 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.

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- 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 Plans

The Dignowity Hill Neighborhood Plan was adopted in 2009. 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 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 the 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 Hays 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 DIGNOWITY HILL NEIGHBORHOOD PLAN

- Home rehabilitation and infill housing development is occurring.

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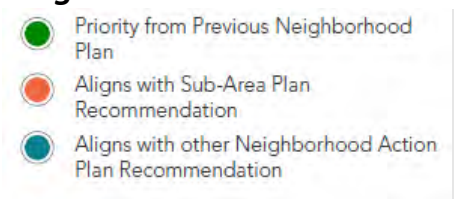
- The neighborhood has evolved into a mixed-income community.
- The neighborhood has retained basic aspects of its historic character since the neighborhood plan was adopted.
- Many of the parks and community center improvements recommended in the plan have been completed.
- Modest commercial revitalization 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



Support zoning decisions that enable property owners to add additional dwellings or a small business 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 who are most vulnerable to increasing property taxes.	

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Neighborhood Profile and Priorities: Government Hill

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 residents and stakeholders who contributed to this document by meeting with the Planning Department.

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 30 historic landmarks.

The neighborhood is close to amenities and employment areas, such as Downtown, Pearl, the River Walk, and Joint Base San Antonio (JBSA)-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 East Yard, JBSA-Fort Sam Houston, US Highway 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 and Austin Street north of I-35, was included in the Midtown Area Regional Center Plan boundary, and that plan includes a "Neighborhood Profile and Priorities" for that area. 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, JBSA-Fort Sam Houston, Pearl, and the River Walk.
- Pedestrian-oriented buildings and small businesses on New Braunfels Avenue.
- An active neighborhood association and a large number of residents actively engaged in the community and with 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 complexes, 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 dwelling units are currently under construction as part of a large multi-family development on Quitman Street near New Braunfels Avenue that will offer additional

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housing options. 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 Walters Street.
- There are pedestrian-oriented buildings that reflect historic values in mixed-use nodes such as along New Braunfels Avenue and Seguin Street.
- 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 are few public or open spaces 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 residential areas.
- There is concern about increasing traffic using neighborhood streets to travel between I-35, 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.

Previous Plans

The Government Hill Neighborhood Plan was adopted in 2001 and updated in 2010 along with a City-initiated large area rezoning case. 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, Grayson Street, New Braunfels Avenue, and Walters Street.
- Create a public open space, park, or plaza in the neighborhood between Broadway and New Braunfels Avenue.

MAJOR ACCOMPLISHMENTS FROM THE GOVERNMENT HILL 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, smaller-scale, pedestrian-oriented buildings along New Braunfels Avenue north of I-35 are occupied by businesses, including retail and service uses.

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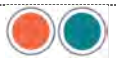
- Several transportation and drainage projects have been completed, such as Grayson Street reconstruction, sidewalks around St. Patrick's Catholic Church, and sidewalks in the historic district portion of the neighborhood.

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, 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 destinations on New Braunfels Avenue and Broadway.	
Where excessive demand for street parking emerges, such as near Broadway, 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 and I-35 from cutting through neighborhood residential areas.	

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Neighborhood Profile and Priorities: Harvard Place/Eastlawn

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 residents and stakeholders who contributed to this document by meeting with the Planning Department.

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 at Wheatley, Elizabeth Tynan Early Childhood Education Center, Booker T. Washington Elementary School, and Antioch Christian Academy. The East Meadows mixed 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 North 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 East library and other new public amenities at East Meadows.
- Menger Creek Linear Park and Trail.

NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

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

Opportunities

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- There are recommendations from the Eastside Choice Neighborhood Transformation Plan discussed in the "Previous Plans" section that 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 owns approximately 10 acres of property north of Sherman Street near the Union Pacific East Yard, currently being used for the Greenies Urban Farm that helps provide residents access to healthy produce.

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.

Previous Plans

The Harvard Place/Eastlawn neighborhood is located within the boundaries of the Arena District / Eastside Community Plan that was adopted in 2003. The plan, which included multiple other neighborhoods, called for conservation of existing housing stock and gradual infill development with small-scale multi-family dwellings, 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 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 creating design guidelines 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 future development is pedestrian oriented.
- Deploy incentives for rehabilitating existing commercial structures and attracting new businesses.

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MAJOR ACCOMPLISHMENTS FROM THE ARENA DISTRICT / EASTSIDE COMMUNITY 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/East Meadows 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.	

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Neighborhood Profile and Priorities: Jefferson Heights

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 residents and stakeholders who contributed to this document by meeting with the Planning Department.

Neighborhood Snapshot

NEIGHBORHOOD STRENGTHS AND CHARACTER

Jefferson Heights is a 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 narrow single-story homes referred to as “shotgun houses.”

Jefferson Heights is primarily located between Houston Street and Commerce Street. The registered neighborhood association extends two blocks beyond 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 Frost Bank 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 residents that has started a neighborhood association and organizes small community projects.

NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

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

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representing an area of early African American homeownership. In 2017, the City designated the Tried Stone Baptist Church, located at the northwest corner of East Houston Street and Canton Street, 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 has revived the neighborhood association and is 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 are vulnerable to displacement.
- The aging population struggles to maintain homes and landscaping.
- There is a 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 Plans

The Jefferson Heights neighborhood is located within the boundaries of the Arena District / Eastside Community Plan that was adopted in 2003. The plan, which included multiple other neighborhoods, 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, to create a network of landscaped streets.

The Choice Neighborhood Transformation Plan included most of Jefferson Heights, but 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/East Meadows and Harvard Place/Eastlawn 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 ARENA DISTRICT / EASTSIDE COMMUNITY PLAN

- Some home rehabilitation has occurred, and some new infill houses have been built.

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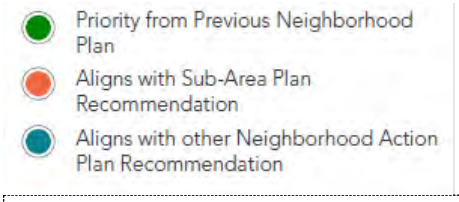
- The neighborhood has retained basic aspects of its character since the Arena District / Eastside Community Plan was adopted.

Neighborhood Priorities



Continue recent efforts to reactivate or create a new Jefferson Heights Neighborhood Association.	
Complete a small community project identified by 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.	
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.	

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Neighborhood Profile and Priorities: Coliseum/Willow Park

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 residents and stakeholders who contributed to this document by meeting with the Planning Department.

Neighborhood Snapshot

NEIGHBORHOOD STRENGTHS AND CHARACTER

Coliseum/Willow Park developed later than other neighborhoods in the Eastside Community Area and is not part of the City's original 36-square mile area. 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, with both newer homes 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 to accommodate more residents. The Echo East project, located just northwest of the neighborhood, includes 192 apartment units and future phases of the project will include commercial uses to serve 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.

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Challenges

- The building at the eastern corner of Dafoste and East Commerce Street is getting vandalized and occupied for illegal activities. Similarly, properties on the west side of Spriggsdale 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 Plans

The Coliseum/Willow Park neighborhood is located within the boundaries of the Arena District / Eastside Community Plan that was adopted in 2003. The plan, which included multiple other neighborhoods, 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 Frost Bank 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, and Martin Luther King Drive.

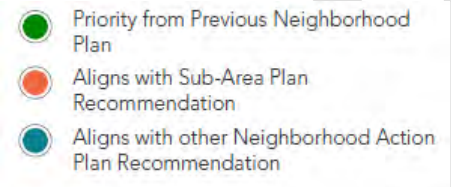
KEY RECOMMENDATIONS FROM PREVIOUS PLANNING EFFORTS

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

MAJOR ACCOMPLISHMENTS FROM THE ARENA DISTRICT / EASTSIDE COMMUNITY 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



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

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6 Implementation

Plan Purpose

This Plan proposes a medium-term vision, recommendations, and strategies for improving and developing the Eastside Area Community 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:

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- *Alamodome Neighborhood Plan (1993)*
- *Dignowity Hill Neighborhood Plan/Eastside Reinvestment Plan (2009)*
- *Downtown Neighborhood Plan (1999)*
- *Government Hill Neighborhood Plan (2001, 2010)*
- *Arena District / Eastside Community Plan (2003)*
- *Eastside Promise Zone Economic Development Strategy*
- *Eastside Choice Neighborhood Transformation Plan*
- *St. Philip's College Master Plan*
- *The Old San Antonio City Cemeteries Historic District Master Plan (1990)*

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*
- *SA Climate Ready Action and Adaptation Plan*
- *VIA's Vision 2040 Plan*
- *SA Corridors Strategic Framework Plan*
- *San Antonio's Housing Policy Framework*
- *Strategic Housing Implementation Plan (SHIP)*
- *San Antonio Parks System Strategic Plan*

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
- *San Antonio's Housing Policy Framework* implementation programs, including *SHIP*
- *San Antonio Sidewalk Master Plan*
- *Vision Zero San Antonio* initiative
- *ConnectSA*
- *San Antonio Bike Network Plan* update
- *San Antonio's Transit-Oriented Development (TOD)* planning initiative

Statutory Requirements

Once adopted by City Council, the Eastside Area Community Plan becomes a component of the City's SA Tomorrow Comprehensive Plan. Where the previously adopted Downtown Neighborhood Plan, Government Hill Neighborhood Plan, Arena District/Eastside Community Plan, and Dignowity Hill Neighborhood Plan 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.

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Implementation – Land Use

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

Strategy 1.1 (Regulatory and Policy)
Initiate and support rezoning requests in areas designated as mixed-use to provide a mix of uses designed to support pedestrians and transit use. For City-initiated rezoning, ensure existing detached single-family residences continue to be permitted by right and are not made nonconforming.

Strategy 1.2 (Regulatory and Policy)
Continue to limit the "D" Downtown District to the central business district, as described in UDC Sec. 35-310.11, to avoid encroachment of the intense zoning district into surrounding community areas. The Downtown Design Guide should be reviewed for possible revisions to create transitions in scale and intensity along the periphery of the "D" zoning district and to complement neighborhoods located adjacent to the central business district.

Strategy 1.3 (Regulatory and Policy)
Develop new mixed-use zoning districts tailored to implementing the mixed-use land use categories adopted into the UDC, including Neighborhood Mixed-Use, Urban Mixed-Use, Regional Mixed-Use, Employment/Flex Mixed-Use, and Business/Innovation Mixed-Use.

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

Strategy 2.1 (Regulatory and Policy)
Explore the adoption of a zoning overlay district to establish specific design standards for new construction in existing neighborhoods. Design standards should complement existing residential development patterns in terms of massing, orientation, setbacks, and building heights.

Strategy 2.2 (Regulatory and Policy)
Encourage and accommodate more home occupations and live/work uses in neighborhoods. Review existing regulations and permitting processes for potential expansion of opportunities and process improvements to ensure there is a clear and feasible pathway for applicants to establish home occupations and live/work uses in Eastside Area development contexts.

Strategy 2.3 (Regulatory and Policy)
Support conditional use rezoning requests to allow Neighborhood Commercial and Light Commercial uses in residential zoning districts when the proposed development complements the surrounding development patterns, especially in neighborhoods west of New Braunfels Avenue. Preferred conditional use development includes:

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

Strategy 2.4 (Regulatory and Policy)

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Support rezoning requests that would add residential dwelling units to or within existing structures, to encourage the preservation and rehabilitation of existing buildings and housing stock.

Strategy 2.5 (Partnerships)
Work with the City's Office of Historic Preservation to help raise awareness about programs, such as ScoutSA and History Here, to research, document, and celebrate the Eastside Community Area's architectural and cultural heritage and history.

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)
Include site and building design standards within any new mixed-use and transit-oriented zoning districts in the Unified Development Code (UDC). New development in mixed-use centers and corridors should incorporate design elements such as windows in street facing walls, primary building entrances that face a street or street-oriented courtyard, and parking located behind the primary structure rather than between the street frontage and building face..

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, Investment, Partnerships)
Reduce or eliminate regulations that require minimum amounts of parking. Where needed, manage parking demand with other tools such as cooperative parking or joint use parking agreements, instead of mandating minimum parking supply.

Implementation – Focus Areas

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

Strategy 1.1 (Partnerships, Investment)
Support grassroots efforts and local business in creating pedestrian-oriented community hubs by increasing public investment in 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, Investment)
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)
Prioritized neighborhood nodes for City-initiated rezoning to support pedestrian-oriented mixed-use places.

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Strategy 1.4 (Regulatory and Policy)
Support rezoning requests that allow for and encourage a residential population large enough to support local businesses in neighborhood nodes.

Focus Areas Recommendation #2: Improve walkability and streetscapes in identified focus areas.

Strategy 2.1 (Partnerships, Investment)
In areas identified as Improved Streetscape in the Focus Area Maps should be priority locations for using Bond Program funding to improve local mixed-use main streets and neighborhood nodes. These areas include:

- Focus Area #1 - Houston Street at intersections with Gevers Street, Walters Street, and Mel Waiters Way;
- Focus Area #2 - Commerce Street from New Braunfels Avenue to Mittman Street;
- Focus Area #3 - New Braunfels Avenue from I-10 to Delmar Street and from Iowa Street to Paso Hondo; and,
- Focus Area #4 – Hackberry Street from Commerce Street to Hays Street.

Strategy 2.2 (Regulatory and Policy)
In areas identified as Priority Street Frontage in the Focus Area Maps should be priority locations for City-initiated rezoning to ensure that future development is pedestrian-oriented, with buildings oriented toward and located close to the sidewalk. These areas include:

- Focus Area #1 - New Braunfels Avenue from Canton to Gulf Street and Houston Street from St. James Street to Polaris;
- Focus Area #2 - Commerce Street from Cherry to Monumental and from New Braunfels Avenue to Mittman;
- Focus Area #3 - New Braunfels Avenue from Paso Hondo to Gulf Street and Houston Street from St. James Street to Polaris; and,
- Focus Area #4 - Hackberry Street from Essex Street to north of Aransas Avenue.

Strategy 2.3 (Partnerships, Investment)
In areas identified as Improved Streetscape and/or Priority Street Frontage, 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, encouraging cooperative or joint parking agreements in areas that have nearby off-site parking availability, and 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 and Prímo services.

Strategy 3.1 (Partnerships, Investment)
Prioritize the completion and enhancement of sidewalk networks near VIA's Advanced Rapid Transit and Prímo services.

Strategy 3.2 (Partnerships, Investment)

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

Strategy 3.3 (Regulatory and Policy)
City-initiated rezoning should include the areas around VIA's Advanced Rapid Transit and Prímo services as priority locations to align the zoning map to support transit-oriented communities.

Strategy 3.4 (Regulatory and Policy)
Support rezoning requests that allow for and encourage a residential population large enough to be transit-supportive and 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, Investment)
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:

- Houston Street from Gevers Street to Walters Street;
- New Braunfels Avenue from Porter Street to Denver Boulevard; and
- Polaris from Center Street to Dakota Street.

Additional analysis of pedestrian, bicycle, and vehicle crash data along with 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, Investment)
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 areas identified as Pedestrian Focus Areas in the Mobility Framework Map; specifically at the intersections of:

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

Strategy 1.3 (Investment, 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, Investment, 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 to Palmetto;
- Commerce Street from New Braunfels Avenue to Salado Creek Greenway; and
- Hackberry Street from Sherman Street through I-10.

Strategy 2.3 (Investment)
Implement on-road infrastructure for priority bicycle routes and balanced multimodal streets, as well as wayfinding projects to improve connectivity to Salado Creek Greenway access points on Houston Street, Commerce Street, and Aransas Avenue, as indicated on the Mobility Framework Map.

Strategy 2.4 (Regulatory and Policy, Investment, Partnerships)
Continue to complete the bicycle and sidewalk networks by implementing priority projects and adding facilities as streets are repaved or reconstructed. The Mobility Framework Map shows Priority Bicycle Corridors along Pine Street, Palmetto, Gevers Street, Mel Waiters Way, Grayson Street and Carson, Sherman Street, Hays Street, Dawson Street, Montana Street, Iowa Street and Martin Luther King Drive, and Aransas Avenue. The map shows Priority Transit/Pedestrian Corridors along New Braunfels Avenue and Houston Street. As the Transportation Department continues with the San Antonio Bike Network Plan update, identifying connections to Salado Creek and Menger Creek should be prioritized for this community area.

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, Investment, 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, Investment, 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 and Prímo services by prioritizing transit-supportive policies and infrastructure near transit stations.

Strategy 4.1 (Regulatory and Policy, Investment, 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, Prímo station areas, and future Advanced Rapid Transit Silver Line 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 improvement areas are in the vicinity of:

- East Houston Street and Cherry;
- East Houston Street and New Braunfels Avenue;
- East Houston Street and Walters Street; and
- East Houston Street and Union Pacific Railroad near the Frost Bank Center.

Strategy 4.2 (Regulatory and Policy, Investment, Partnerships)
When VIA designates Advanced Rapid Transit Silver Line station areas, the City should initiate rezoning 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 (e.g., 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, Investment)
Explore establishment of the grant program within a City department. Establish program guidelines, applications, and procedures, and fund the grant program.

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

Strategy 2.1 (Partnerships, Investment)
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, Investment)
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 (Investment)
Enhance bicycle and pedestrian connections between adjacent neighborhoods and retail areas from North New Braunfels Avenue to Menger Creek Linear Park and from the Downtown Area to the Salado Creek Greenway, with bicycle facilities and complete sidewalk networks.

Strategy 2.4 (Investment)
Identify locations with connectivity barriers and make improvements that will increase access to the Salado Creek Greenway trails. For example, the trailhead off Dafoste increases access to Salado Creek Greenway for residents north of Aransas Avenue and Barlow. However, residents trying to access the trail from south of Barlow cannot easily get to the trail due to existing guard rails and wooden bollards with barrier cables between the trail and roadway. Access to the trail could be increased by providing a point of entry along the line of wooden bollards.

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

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Strategy 3.1 (Partnerships, Investment)
Use green stormwater infrastructure in public street improvement projects and future bond projects.

Strategy 3.2 (Partnerships, Investment)
Use street trees to complement other necessary improvements for pedestrian safety and comfort when completing street projects.

Strategy 3.3 (Partnerships, Investment)
Work with the City's Parks and Recreation Department to identify suitable locations for planting trees and implementing the department's Urban Forestry SA Tree Canopy Investment Fund Program.

Strategy 3.4 (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 (Investment)
Improve pedestrian and bicycle connections between the cemeteries and surrounding neighborhoods, community assets, and the bicycle network.

Strategy 4.3 (Partnerships, Investment)
Incorporate the cemeteries into larger bicycle and pedestrian routes featuring Eastside Community Area historic resources. Any physical improvements near the historic cemeteries will need to comply with the Antiquities Code of Texas, the Texas Health and Safety Code, and Section 106 of the National Historic Preservation Act, as applicable.

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 and to collaboratively design the project.

Strategy 5.2 (Investment)
Provide opportunities for residents to tangibly contribute to public space improvement projects; 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, Investment)

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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. *(See also Strategic Housing Implementation Plan (SHIP) Strategies CHS2, CIH3, and HPRP3)*

Strategy 1.1 (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. Beyond historic district designations, optimize future funding opportunities to support rehabilitation and preservation of existing housing stock within the Eastside Community Area.

Strategy 1.2 (Regulatory and Policy)
Allow additional dwellings or secondary uses on lots with existing buildings, to support the preservation of the existing buildings and increase opportunities for housing options that are affordable to different residents.

Housing Recommendation #2: Empower existing residents to share in the Eastside Community Area's increasing prosperity. *(See also SHIP Strategies CHS 7, CHS8, CIH3, CIH5, HPRP3, HPRP9, PPN3, PPN6)*

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, Investment)
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)
Explore land banking opportunities and work with housing development partners to identify potential locations for older adult-oriented housing projects and establish/promote house-sharing platforms (such as SilverNest and Nesterly), including projects with affordable units for older adults.

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

Housing Recommendation #3: Create a community land and housing trust focused in the Eastside Community Area. *(See SHIP Strategy CIH7)*

Strategy 3.1 (Investment, 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 (Investment, 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 nodes.

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, Investment)
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, Investment)
Invest in and support streetscape improvements to create attractive places where people will want to spend time working, playing, 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 and/or lower costs for businesses to experiment (e.g., business incubators, public open spaces, vacant commercial and industrial buildings, parking lots).

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

Strategy 2.1 (Regulatory and Policy, Investment, Partnerships)
Support efforts and provide resources to address cleanliness and safety perceptions for commercial and employment areas.

Strategy 2.2 (Investment, Partnerships)
Actively promote and market employment-oriented development sites in the Eastside Community Area to prospective businesses, site selectors, and economic development entities to attract additional employers to the areas with Neighborhood Mixed-Use, Urban Mixed-Use, Regional Mixed-Use, Employment/Flex Mixed-Use, Business/Innovation Mixed-Use, and Light Industrial future land use designations. These areas can support more employment with higher wages and better career pathways than that provided in typical retail and food service establishments.

Strategy 2.3 (Investment, Partnerships)
Continue to support organization that provide programs to aid in providing access to equity for businesses and incentives for small businesses to locate and grow in the Eastside Community Area.

Strategy 2.4 (Partnerships)
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 such as SAGE, St. Philip's College, and schools in the Eastside Community Area to create opportunities and programs for job skill training and workforce education.

Strategy 3.2 (Partnerships)
Work with the City's Workforce Development Office and other workforce development entities to raise awareness among youth and future leaders about programs such as San Antonio Ready to Work or the new pilot internship program to prepare Eastside residents for current and future employment opportunities.

Strategy 3.3 (Regulatory and Policy, Investment, Partnerships)
Invest in enhanced transportation and transit connections — including VIA Metropolitan Transit's Advanced Rapid Transit system — to the Eastside Community Area to improve access to employment centers for area residents.

DRAFT

Appendix: Maps, Figures, and Exhibits

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

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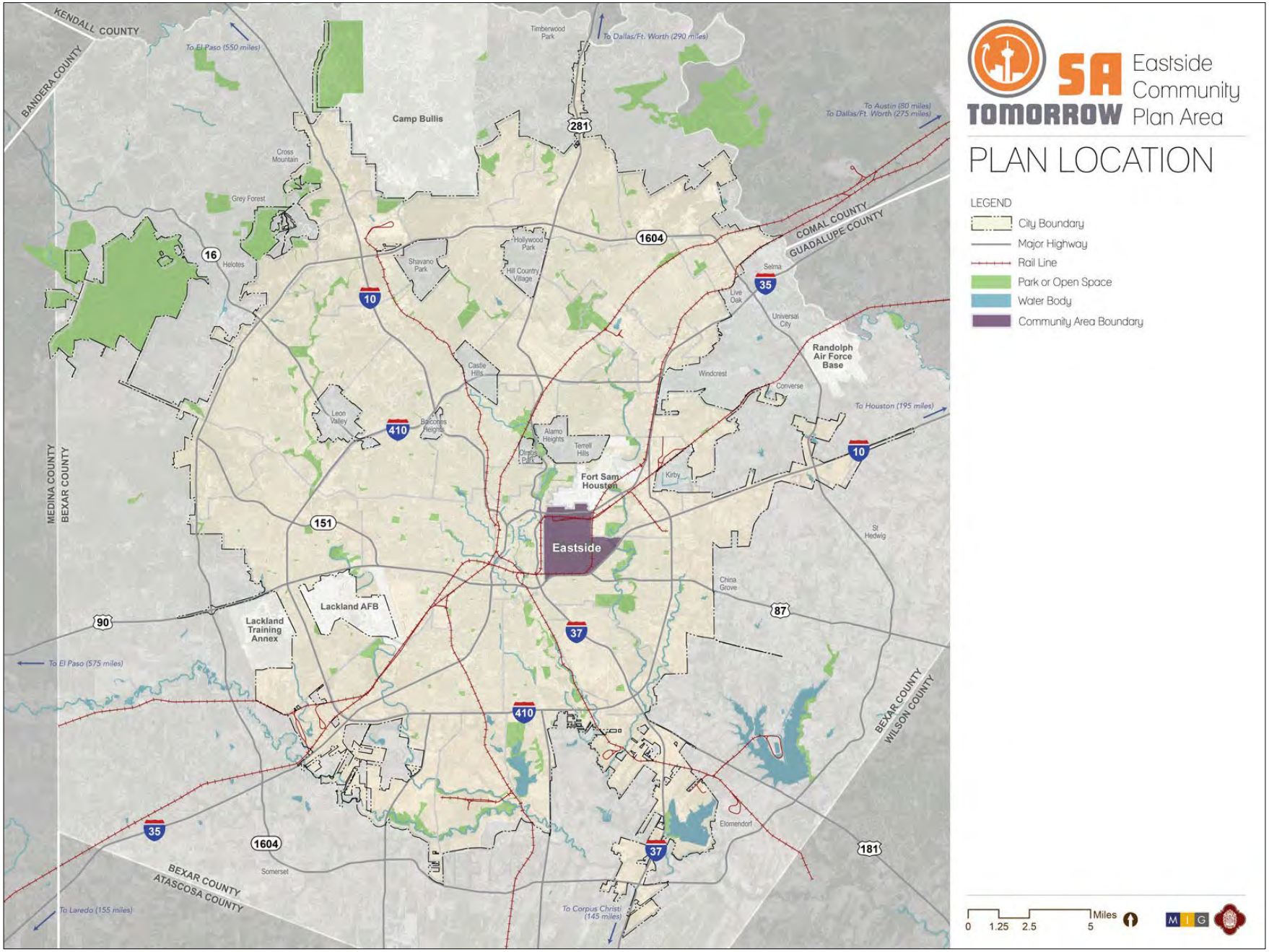

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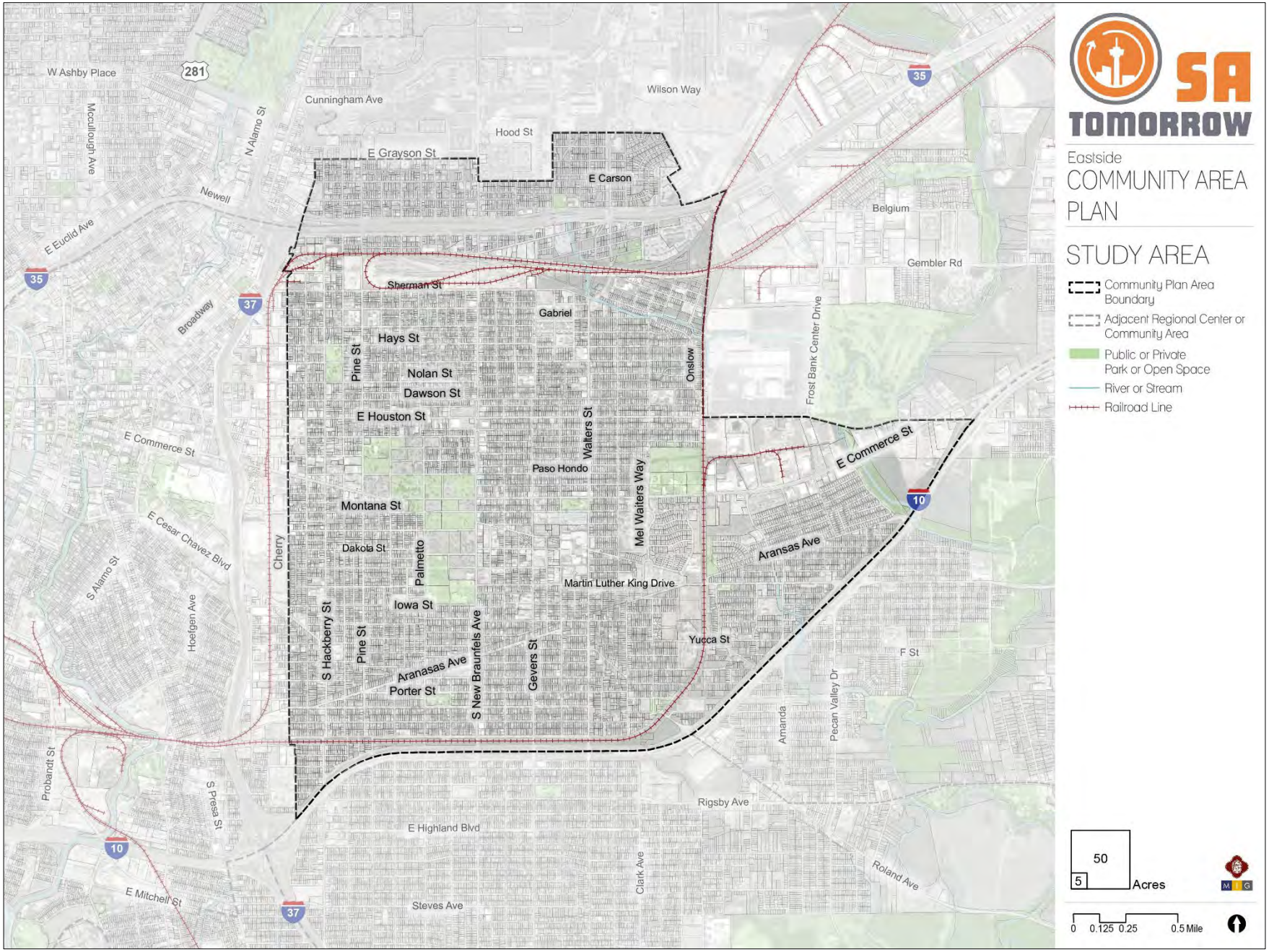

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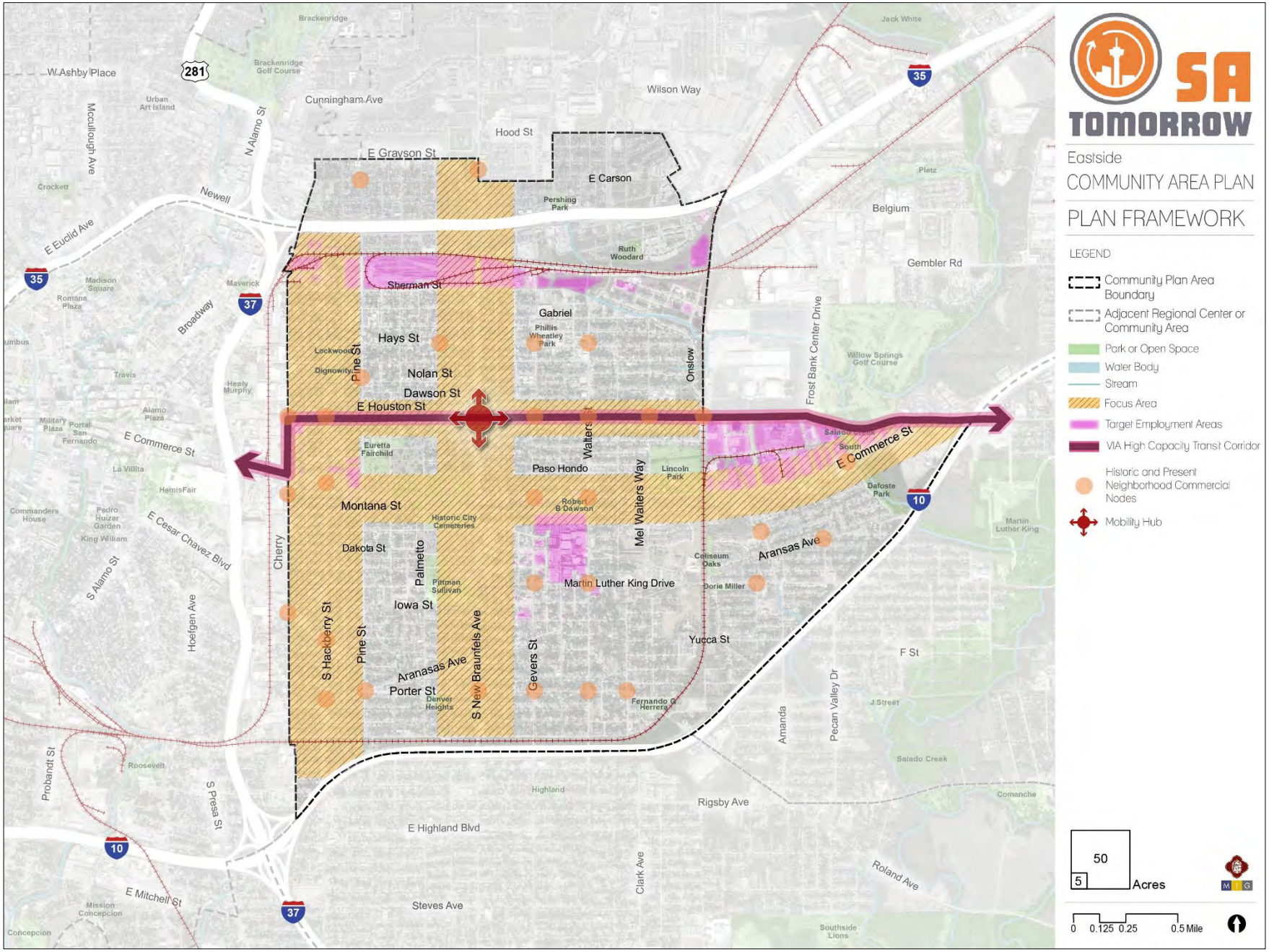

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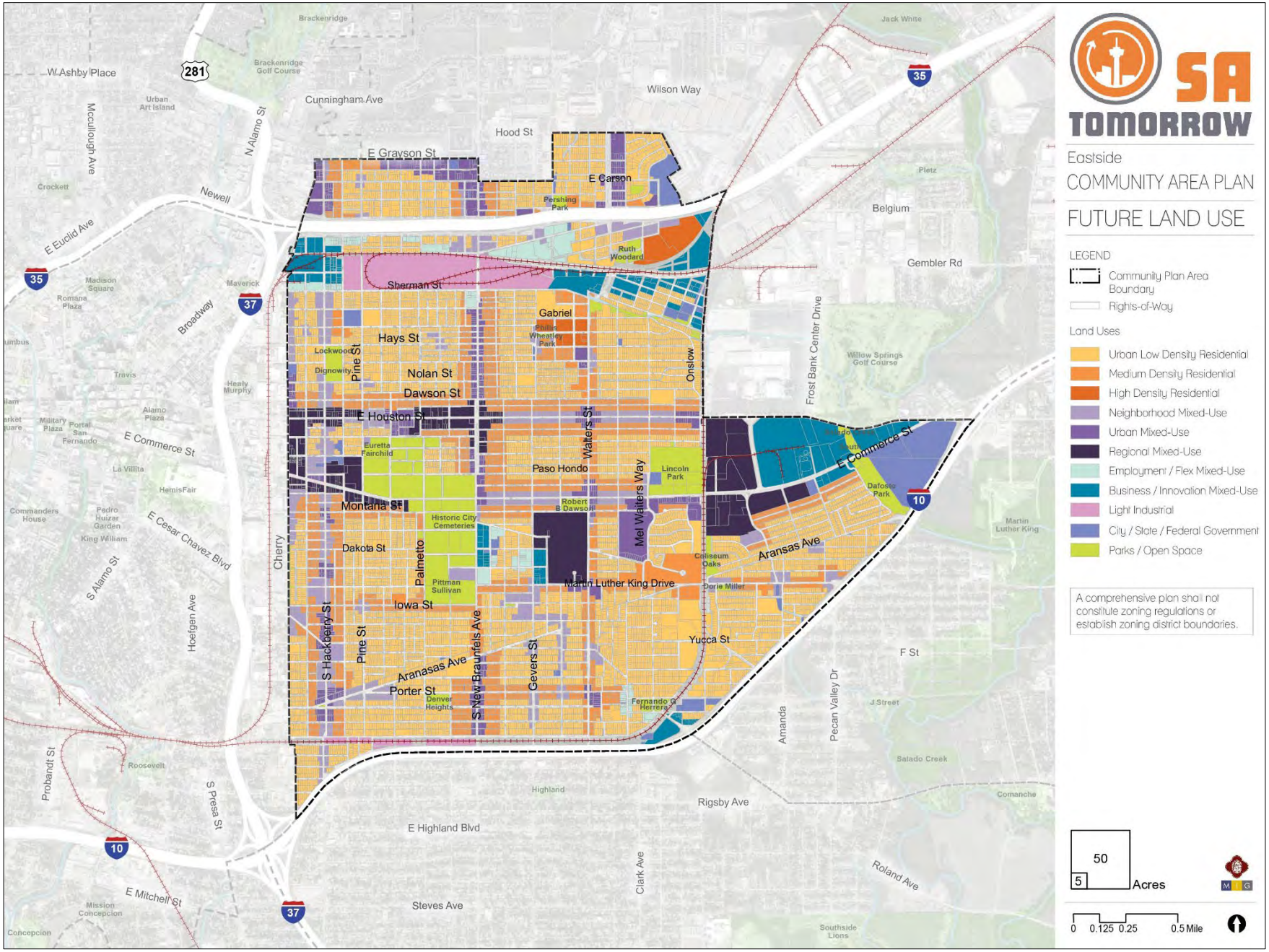

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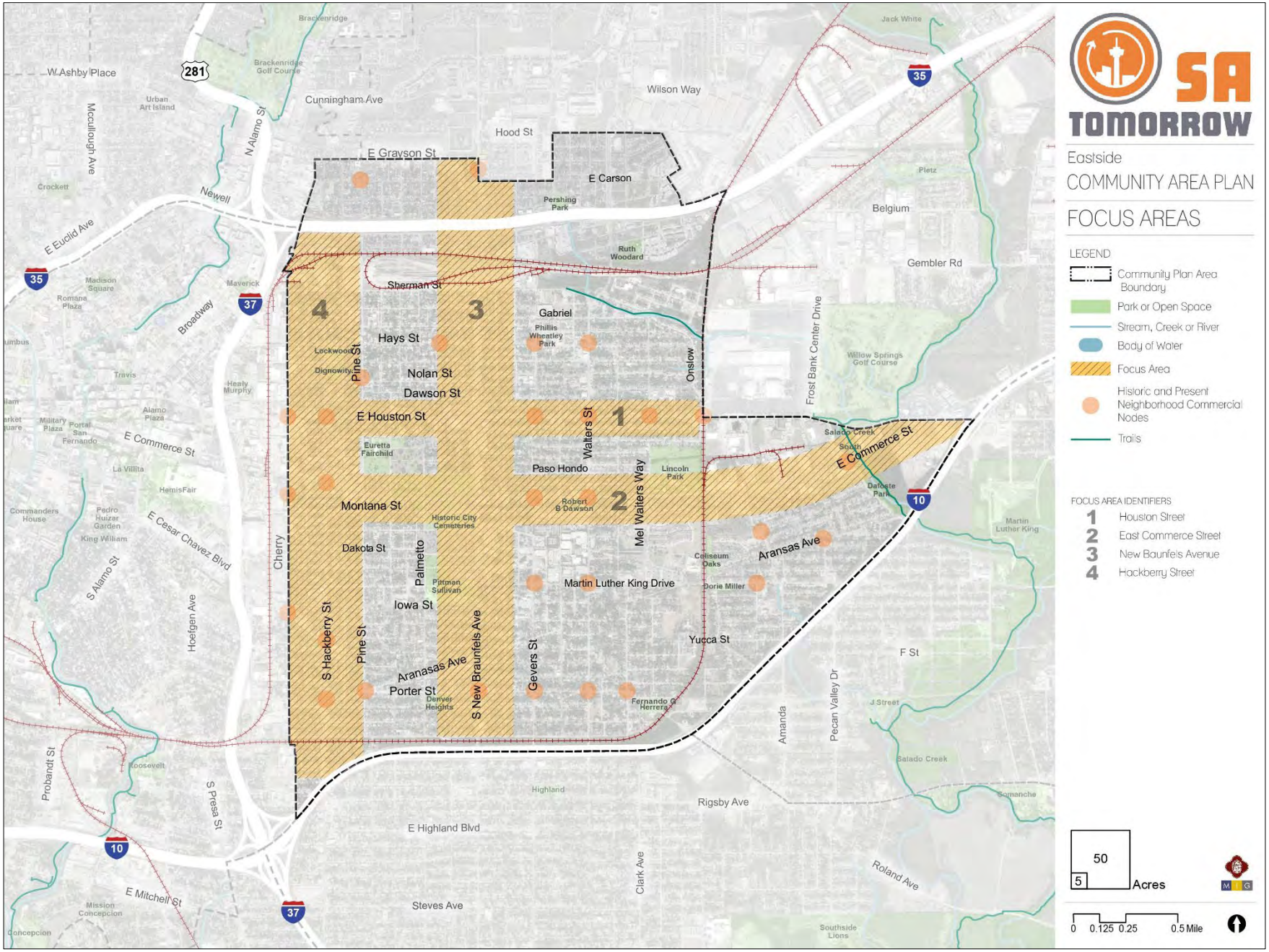

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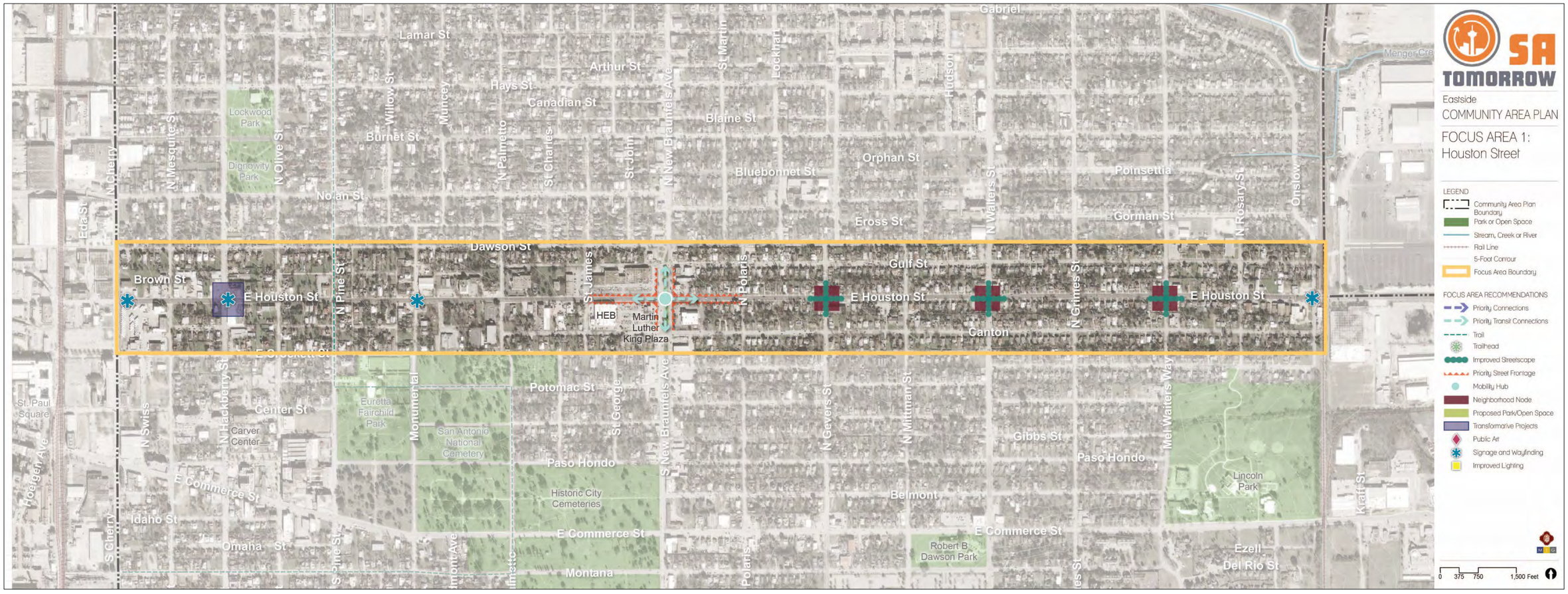

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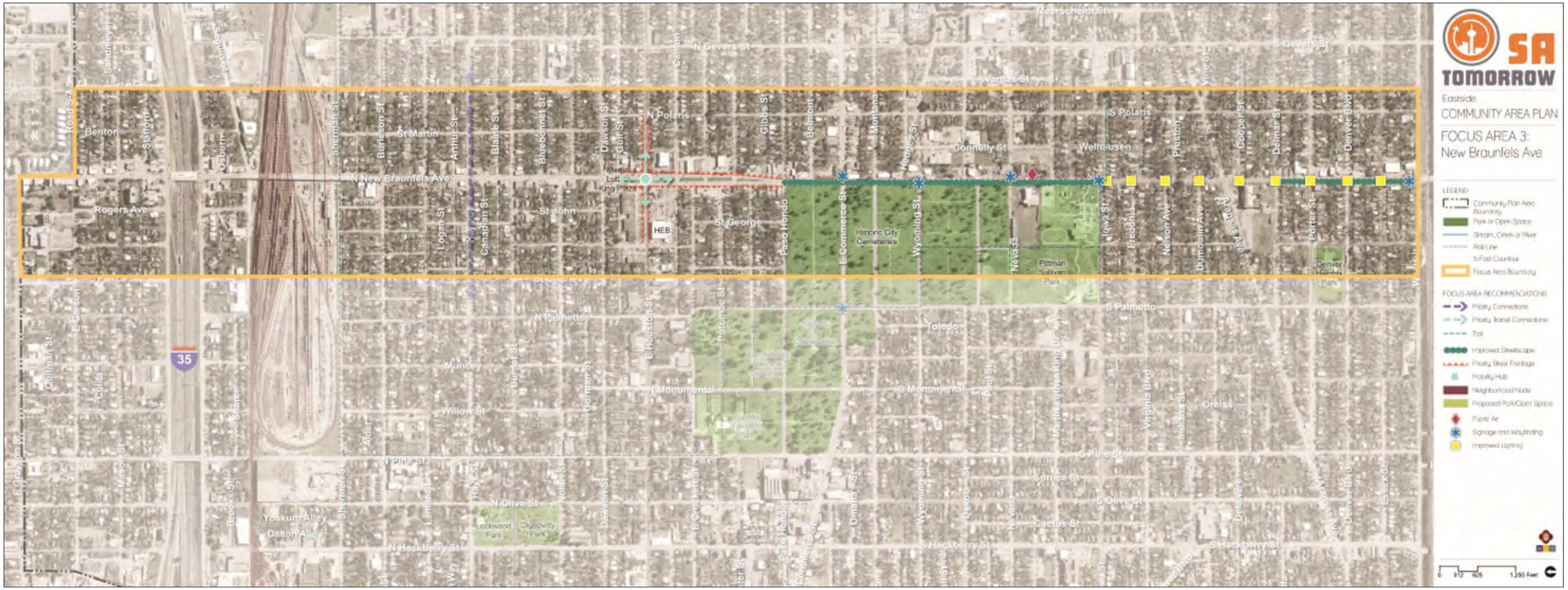

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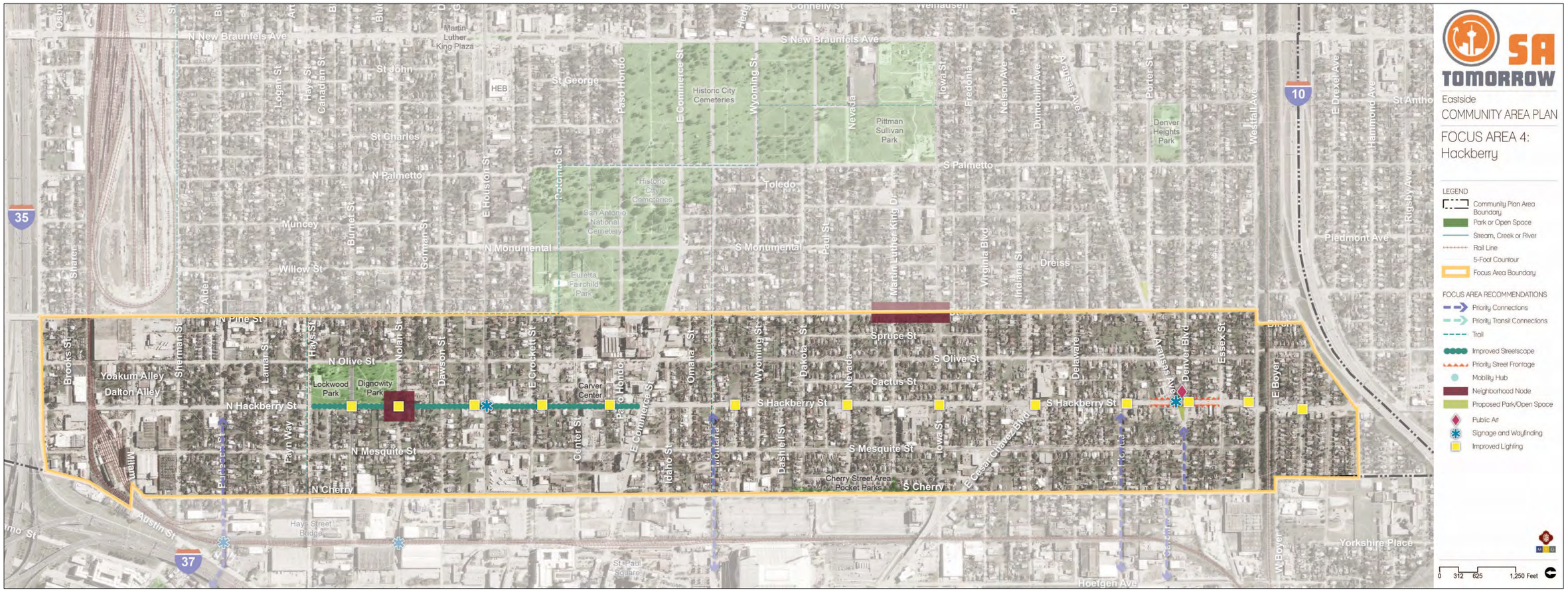

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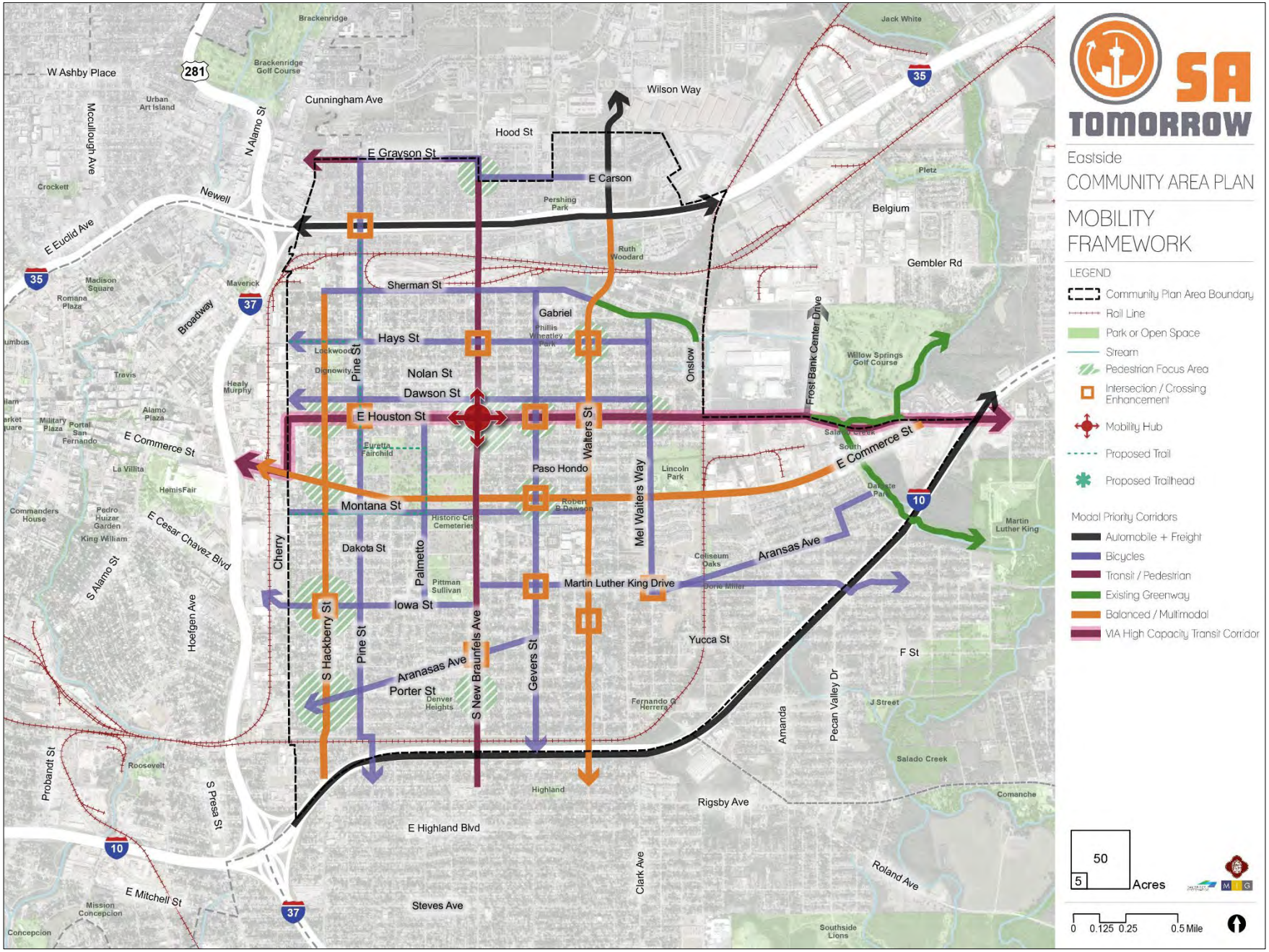

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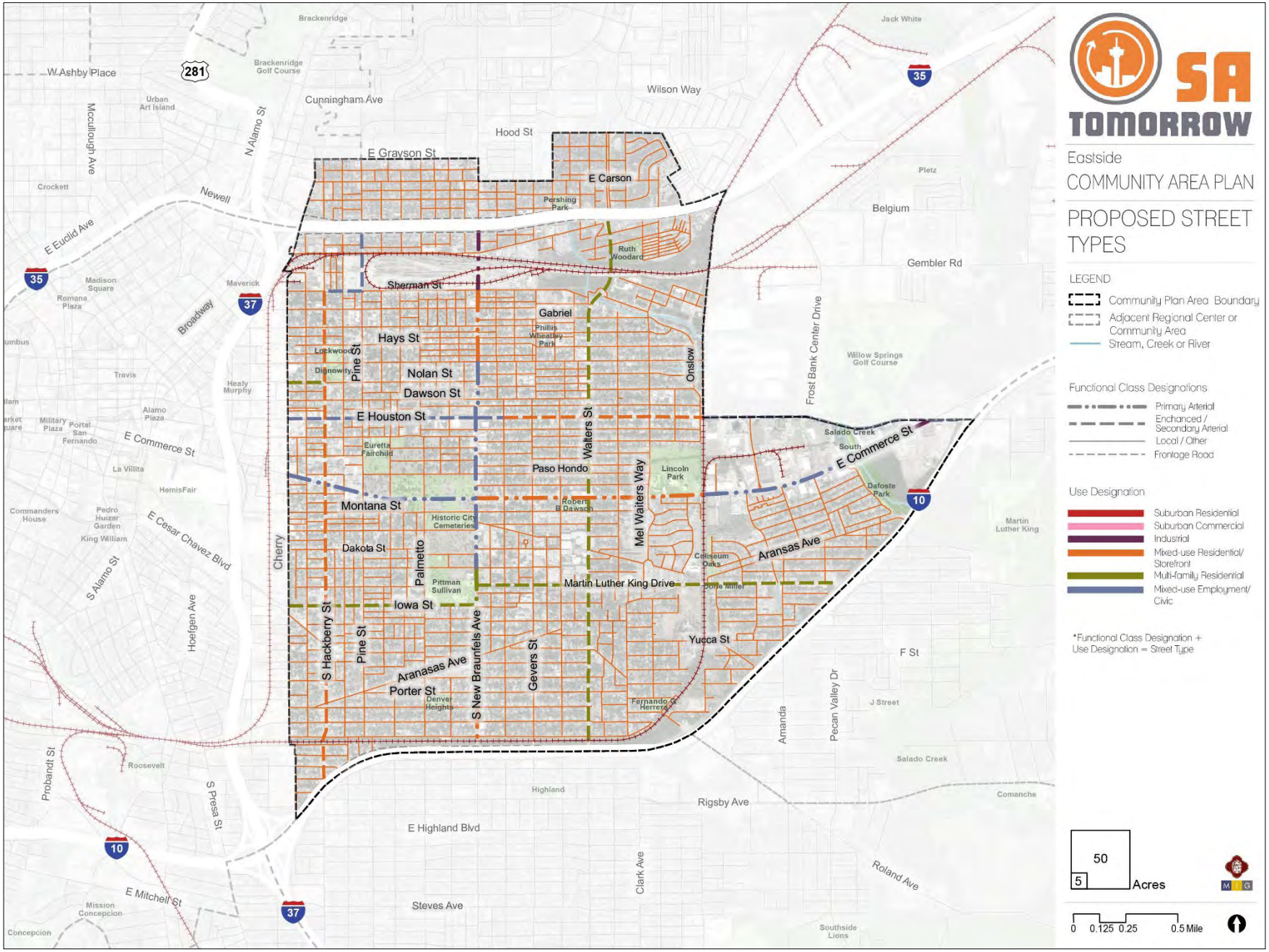

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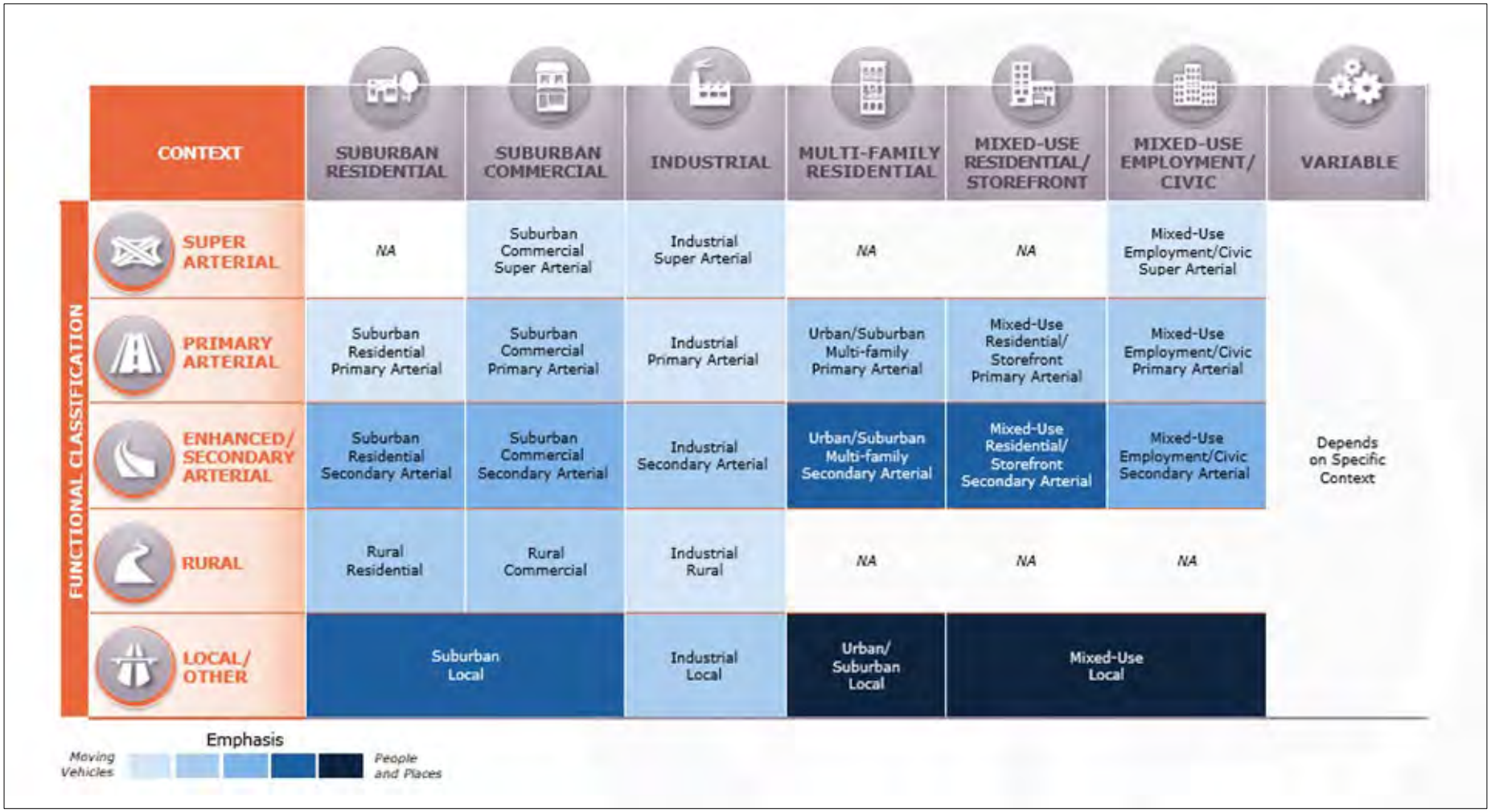

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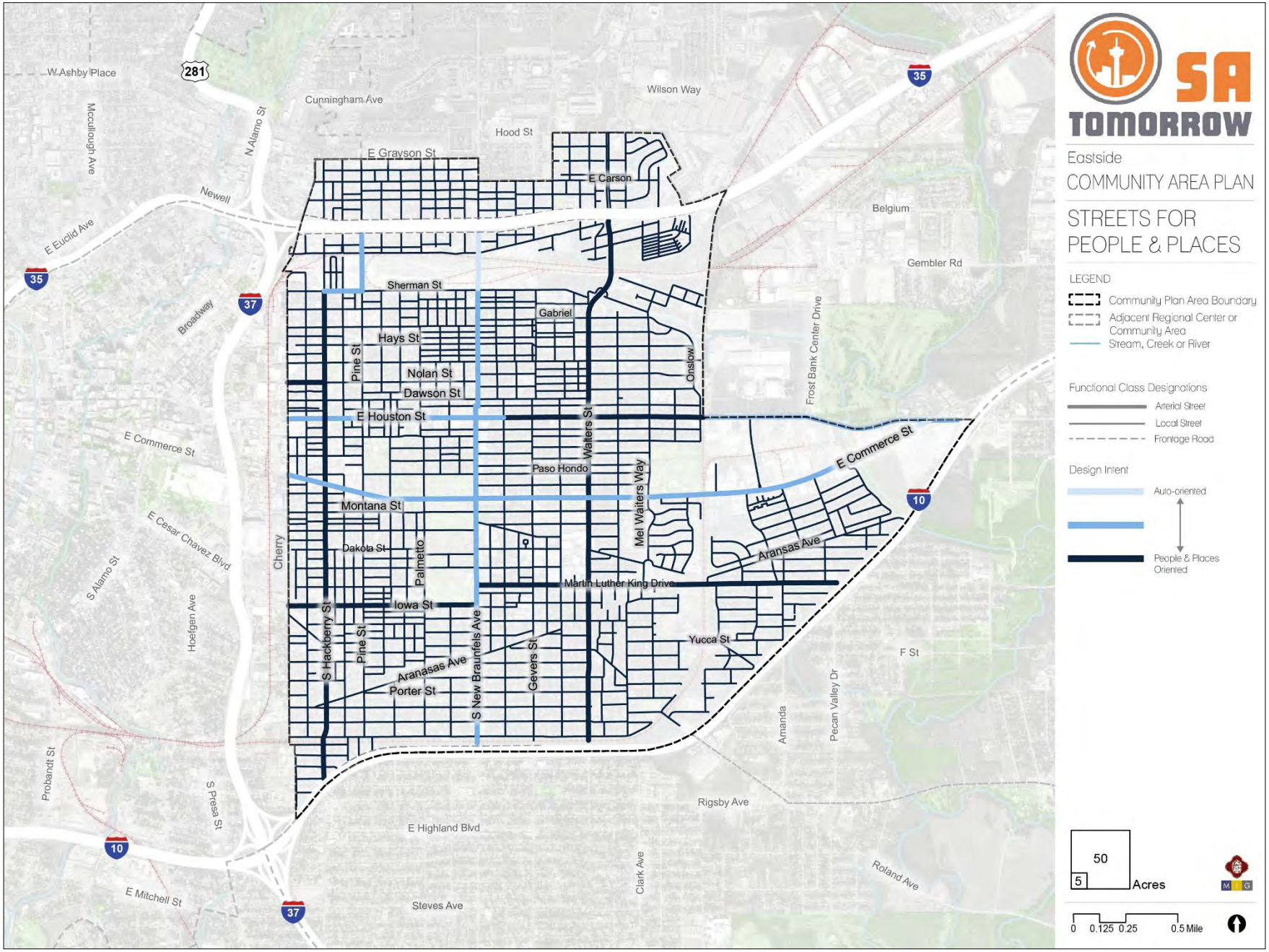

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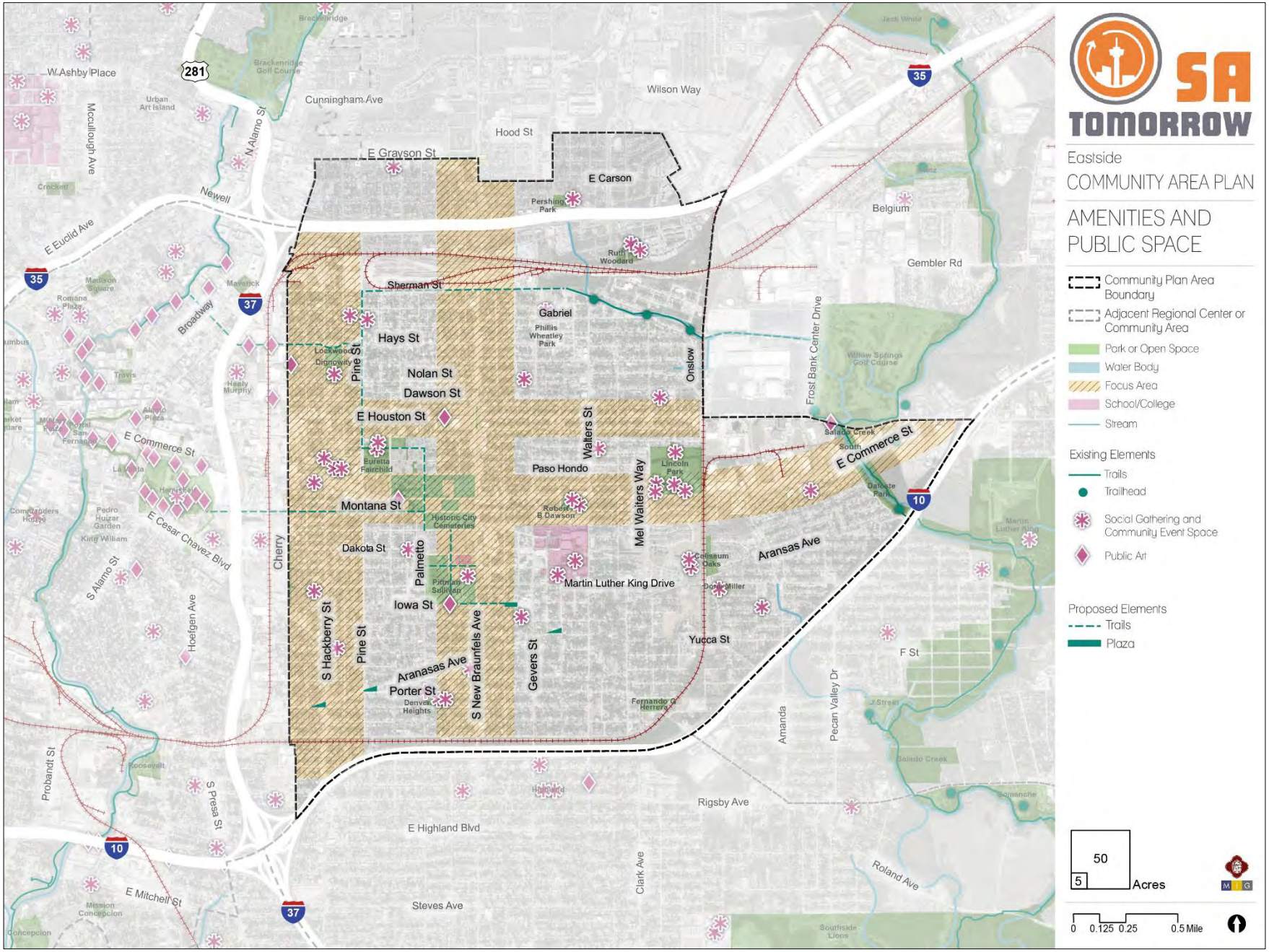

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Figure 27: Housing Snapshot

HOUSING SNAPSHOT

Total Population | 33,423

Total Households | 10,784

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

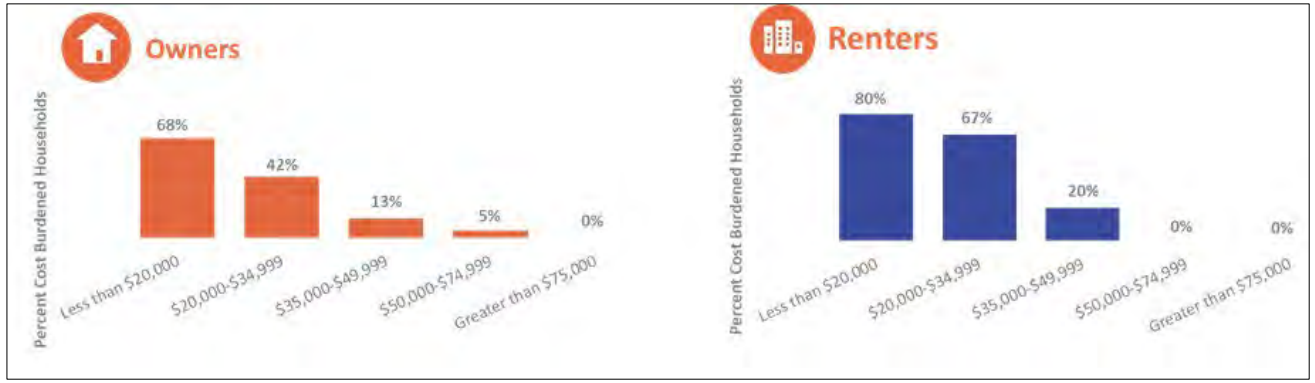
Average Household Size | 3.04 persons (COSA | 2.71)

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

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

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

Figure 28: Cost-Burdened Households by Income and Tenure, 2017



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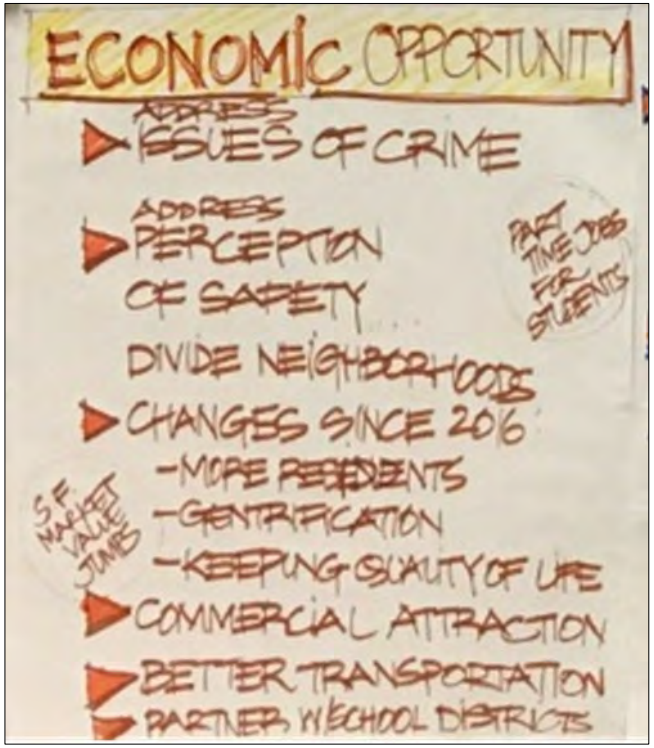
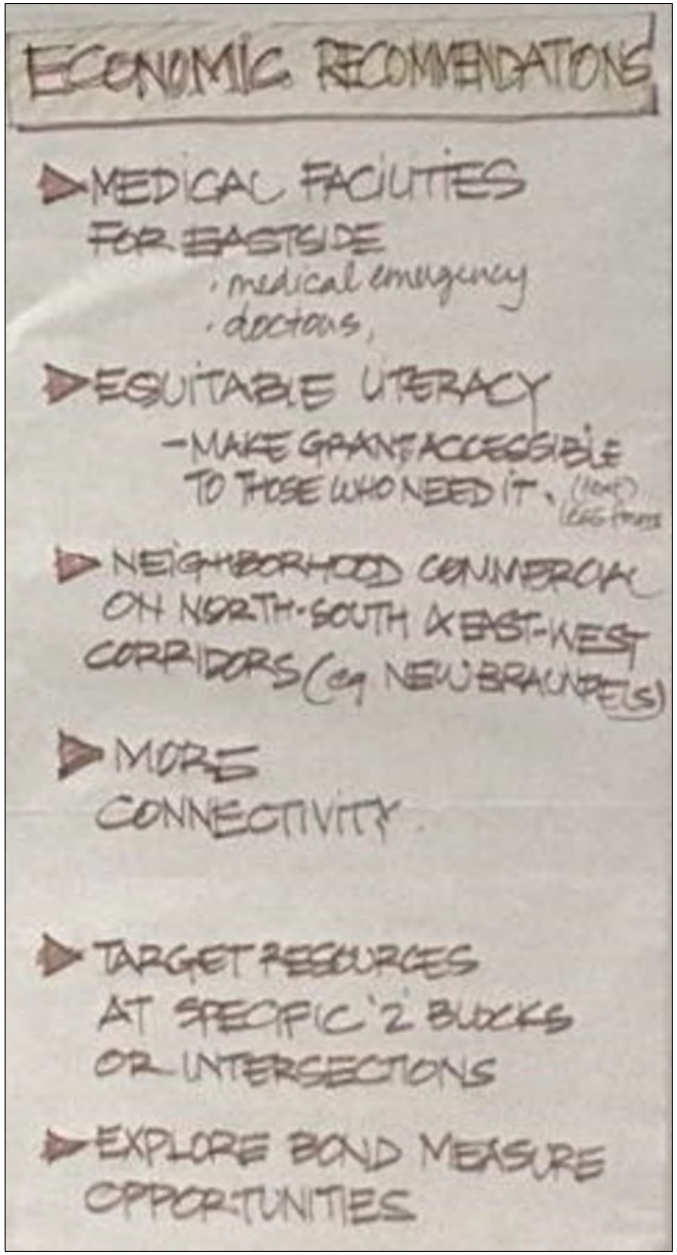




atlas

Existing Conditions

EASTSIDE COMMUNITY AREA PLAN

MONASTERY
OF
OUR LADY OF
CHARITY
210-1

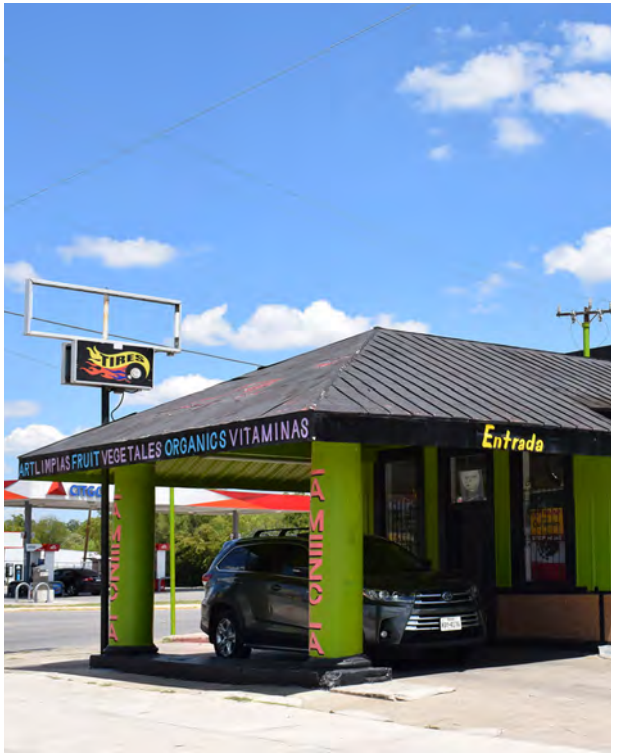
SA Tomorrow Project Overview

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 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 reccomendations and implementation and investment priorities.

ST. GERARD
CATHOLIC
CHURCH


ARTLIMPIAS FRUIT VEGETALES ORGANICS VITAMINAS
Entrada

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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.

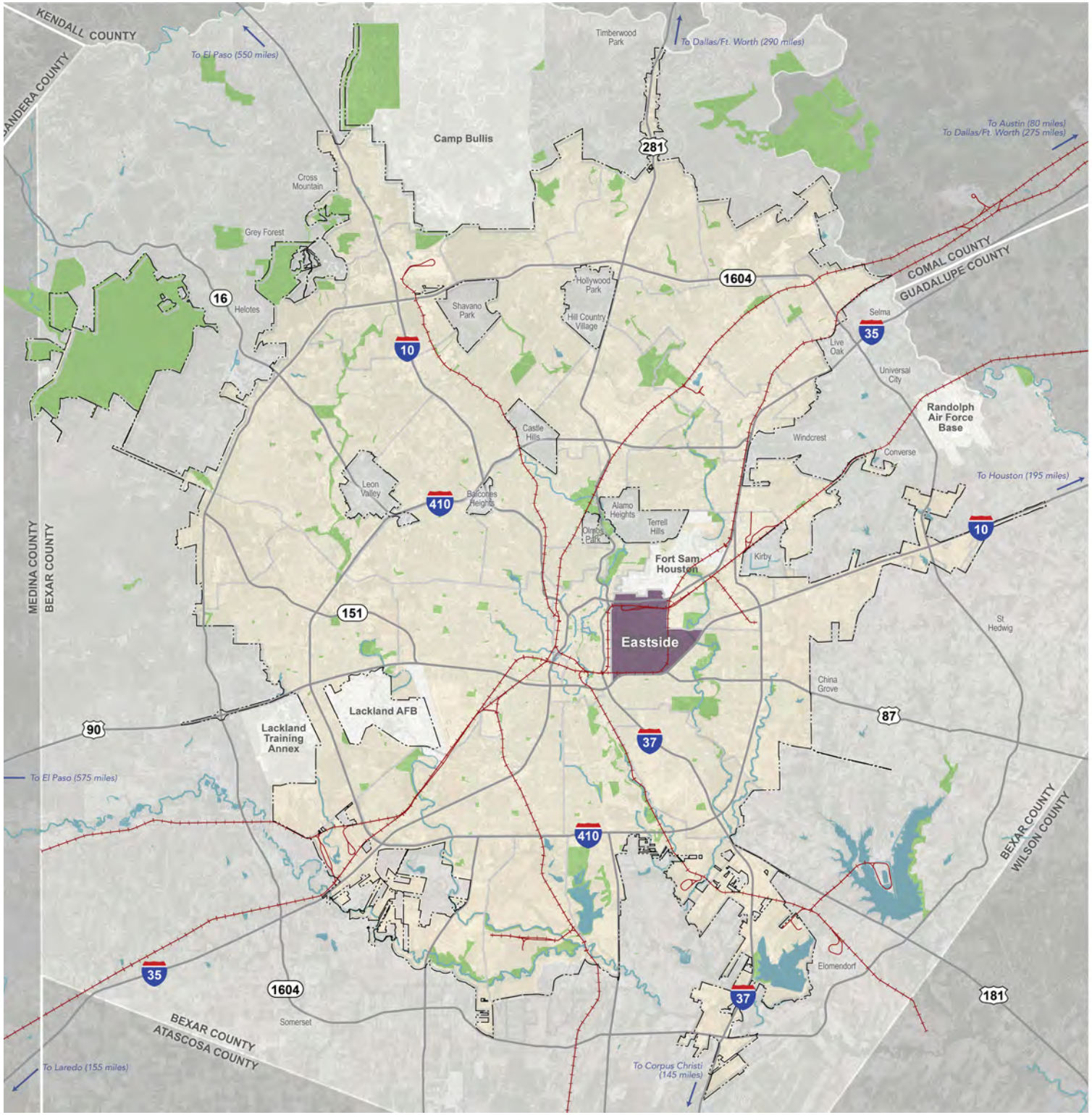
Regional Centers are one of the major building blocks of San Antonio's city form and a focus of the overall SA Tomorrow effort. While most cities have one or two larger employment centers, we have 13. This provides challenges and opportunities. A major organizing principle of the City's Comprehensive 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 TOMORROW

Eastside Community Plan Area

PLAN LOCATION

LEGEND

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

0 1.25 2.5 5 Miles

MIG

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:

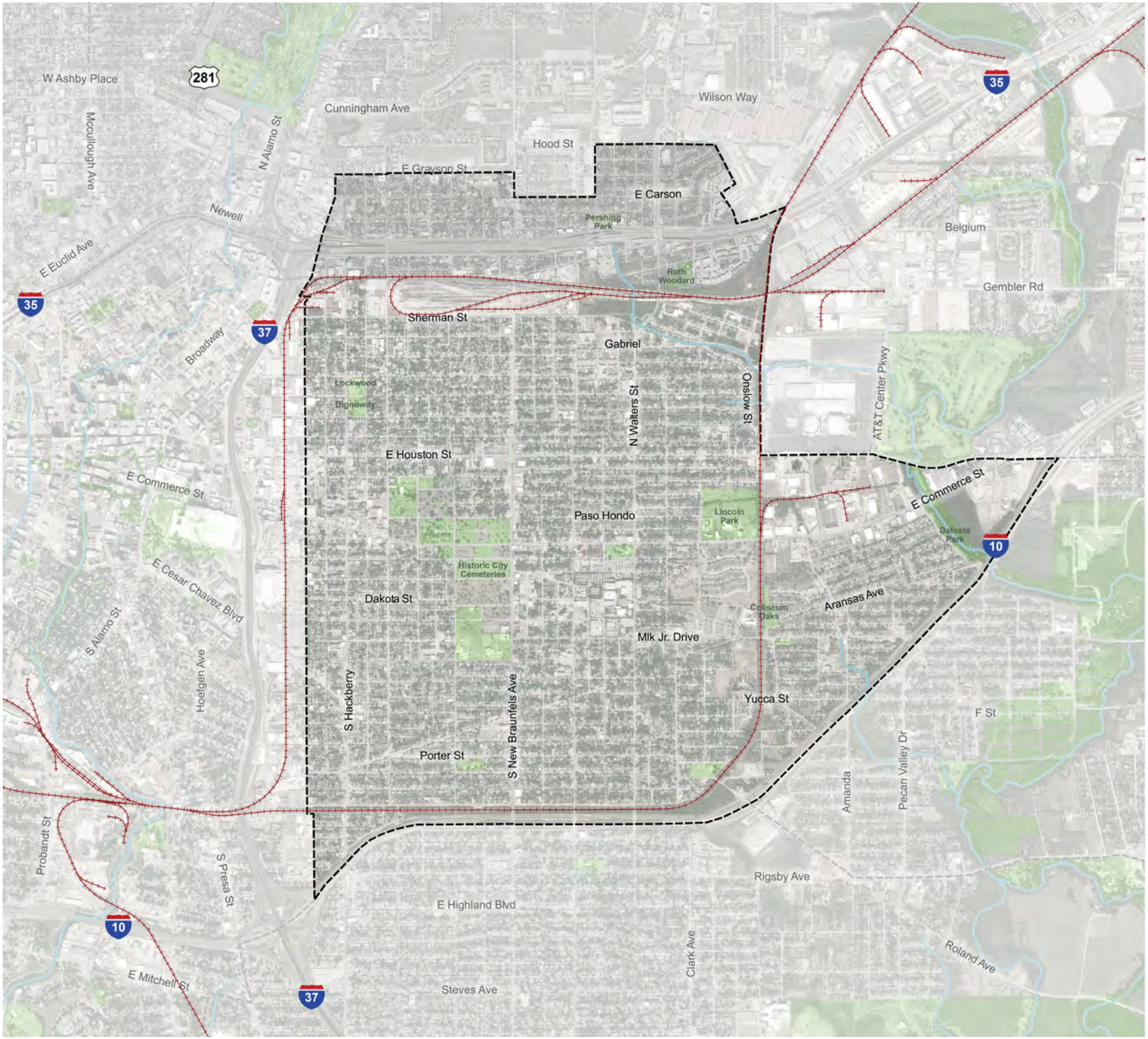
St. Philip's College

- 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.



SA TOMORROW

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

50
5
Acres

0 0.125 0.25 0.5 Mile

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**

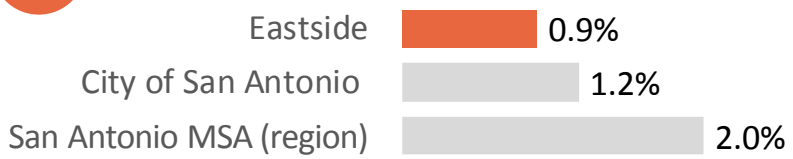
People

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.

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.

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).

Race and Ethnicity

24% Black/African American

Average Household Income

$38,600

45% lower than City of San Antonio

Demographics and Economic Profile

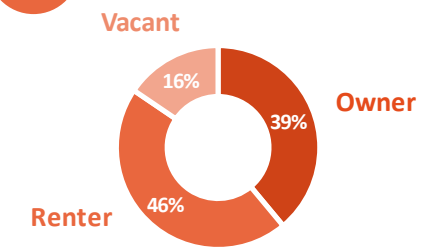
Housing

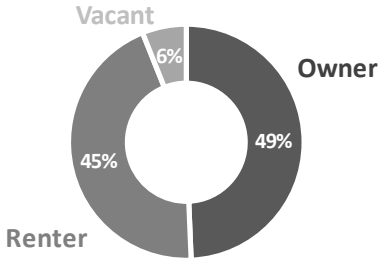
Housing costs on average are lower in the Eastside Community Plan Area than the County overall. The median home value estimated for the 78202 zip code area is $76,000. However, the values of homes in the plan area vary greatly, with neighborhoods closer to downtown having higher values. The median value 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 Whealty 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

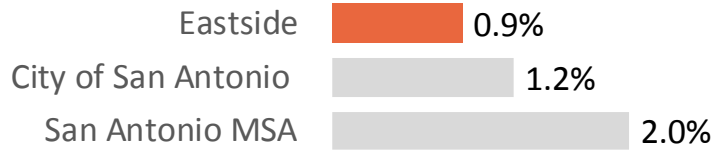




32% in the City and 24% in the region.

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.

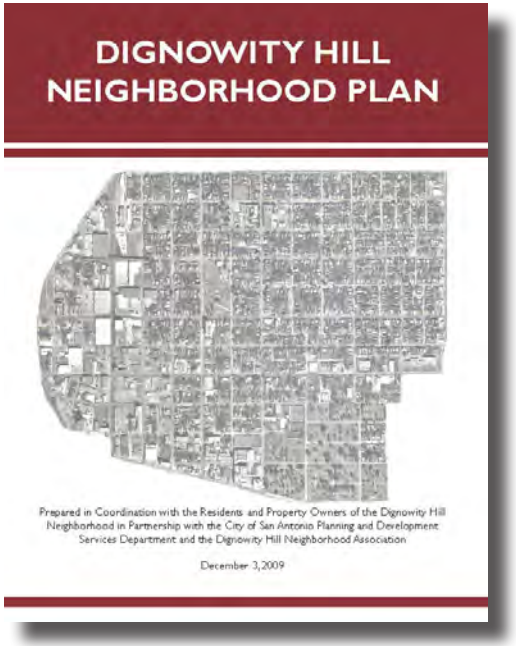
Previously Adopted Plans

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.

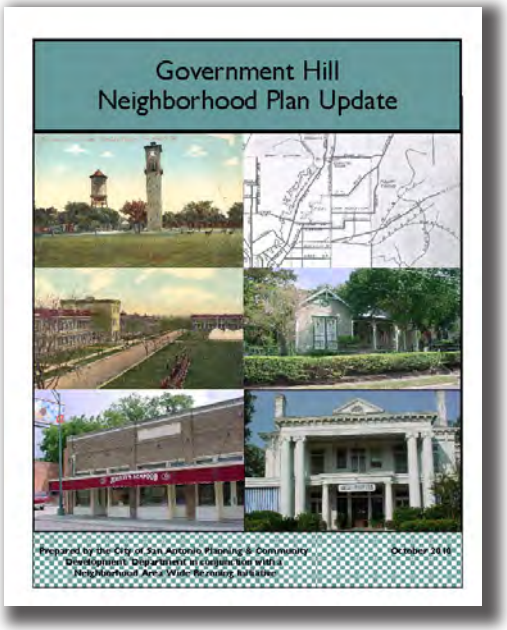
The Dignowity Hill Neighborhood Plan (2009) designated most neighborhood residential areas for fine grained neighborhood residential development, typically to take the form of single family homes, though also encouraging the continued use of existing duplexes, triplexes and multifamily housing. The plan 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



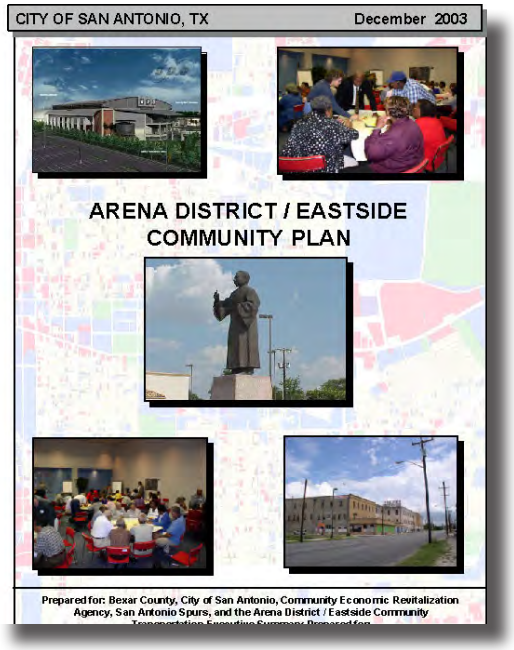
Street. In all of the identified mixed-use areas, the plan called for new development that is pedestrian oriented. The plan also identified "Transit Oriented Development" areas within ¼ mile of major transit stops that existed or were planned at the time. Neighborhood commercial nodes were acknowledged 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.



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

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.

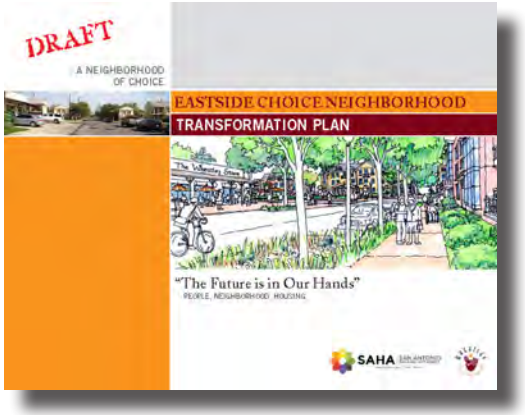
Choice Neighborhood, Promise Zone, and Other Plans and Initiatives

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.

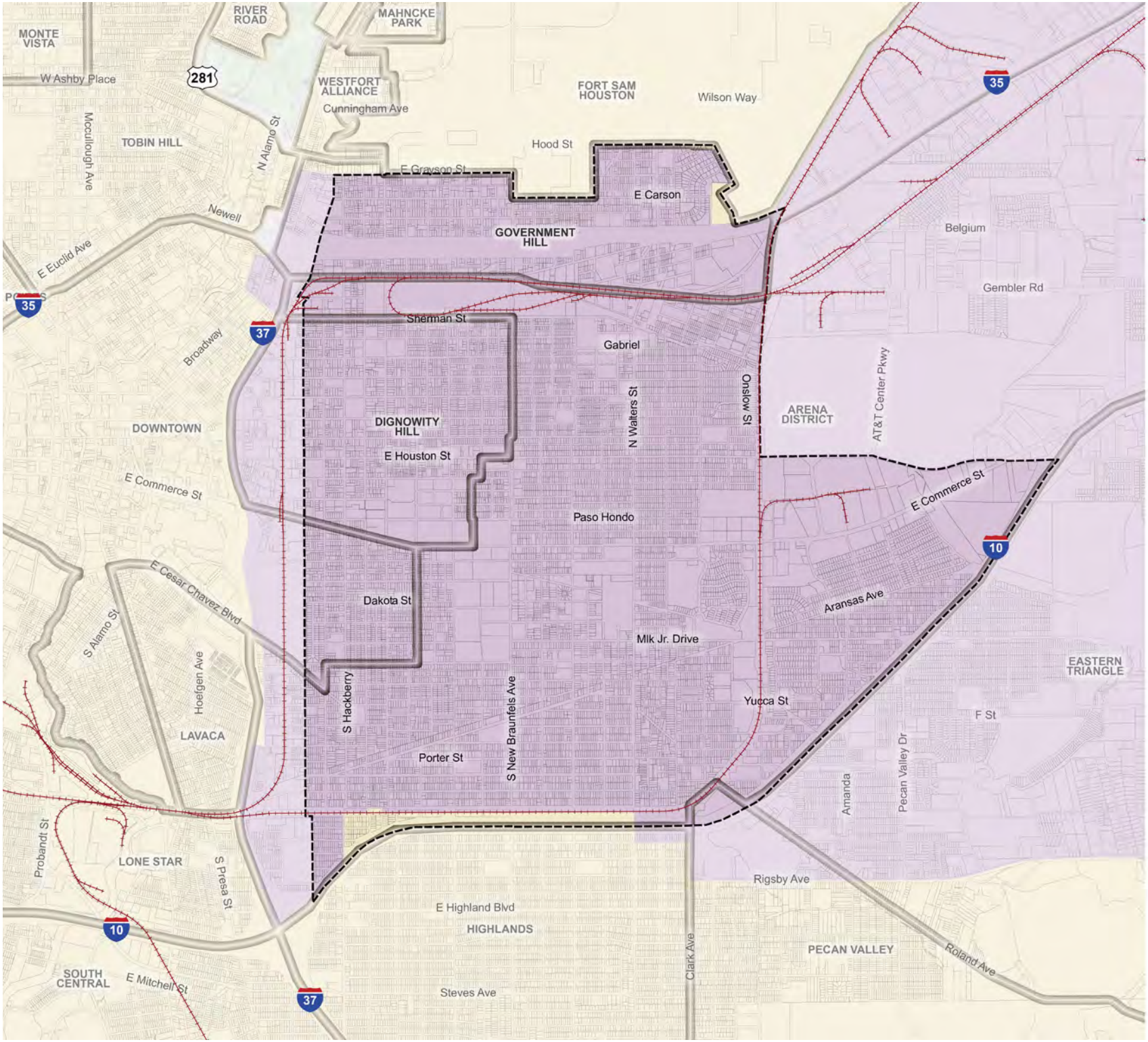
The plan concluded that in order to implement its goals, the City of San Antonio should form a Cemetery District Administration that would be guided by a Board of Directors comprised of the cemetery owners. The Cemetery District Administration would form a Perpetual Care Trust to pool financial resources 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.



SA TOMORROW

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

50
5
Acres

0 0.125 0.25 0.5 Mile

Historic and Neighborhood Conservation

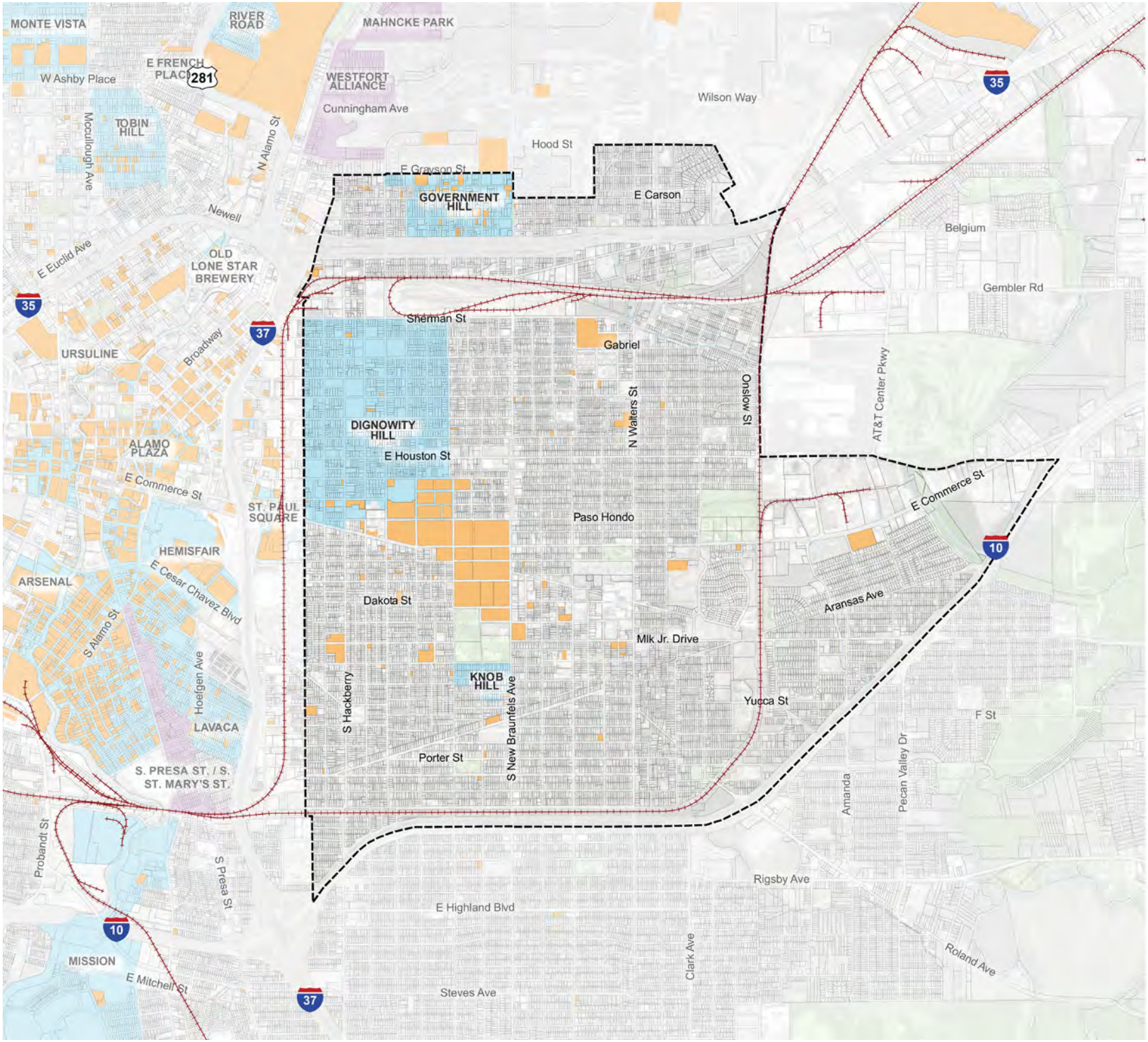
No neighborhood conservation districts have been established in the Eastside Community Area. There are around a dozen places on the National Register of Historic Places, together with hundreds of contributing buildings and structures. There are over 75 City of San Antonio designated historic landmark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



SA TOMORROW

Eastside
COMMUNITY AREA PLAN

DISTRICTS

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

50
5
Acres

0 0.125 0.25 0.5 Mile

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.

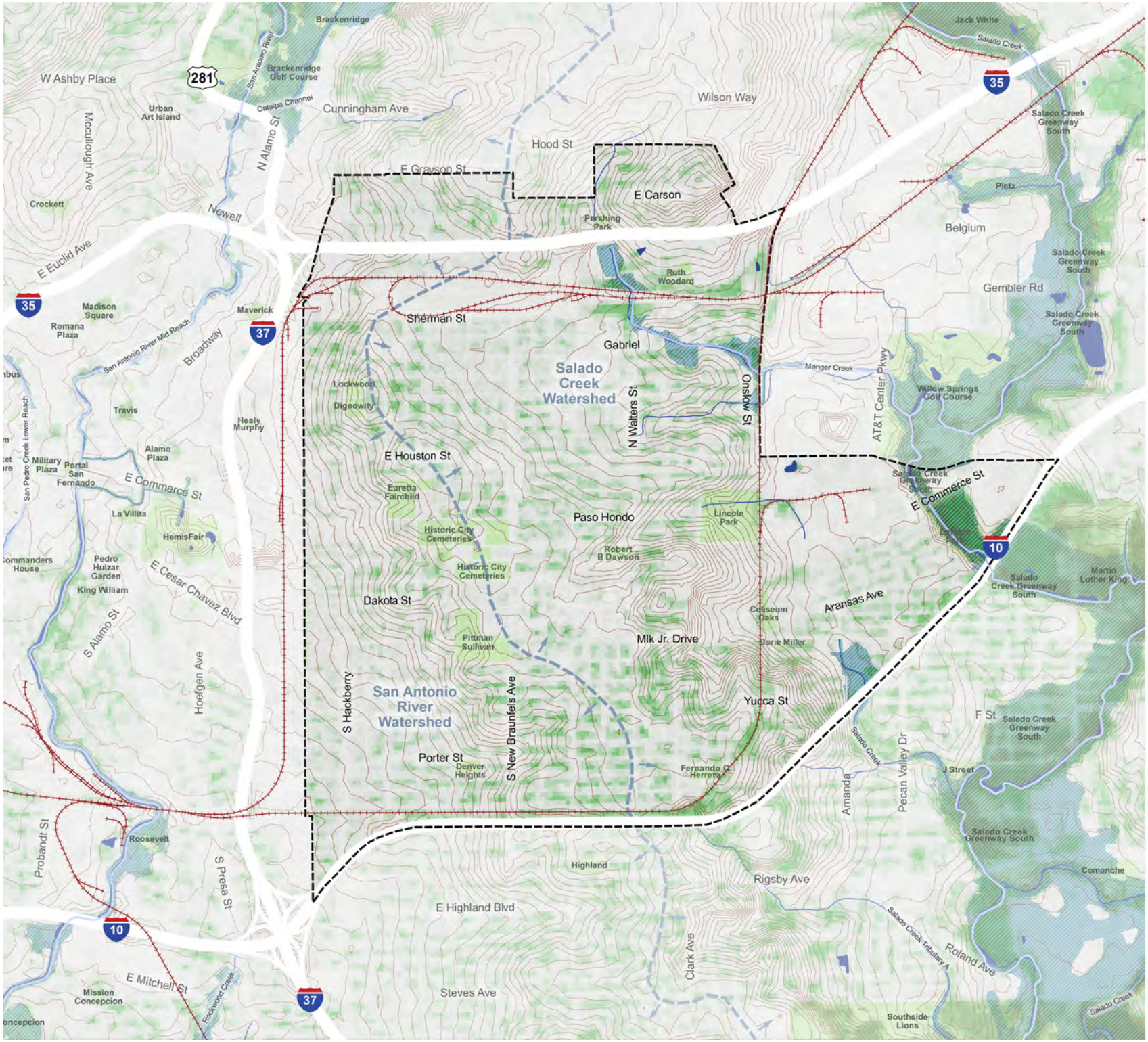
The Eastside plan area is part of both the San Antonio River Watershed and the Salado Creek Watershed, although the San Antonio River itself does not pass through the plan area, and only a short segment of Salado Creek passes through the plan area east of Coliseum Willow Park neighborhood. The high ground 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.



SA TOMORROW

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

50 Acres

0 0.125 0.25 0.5 Mile

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.

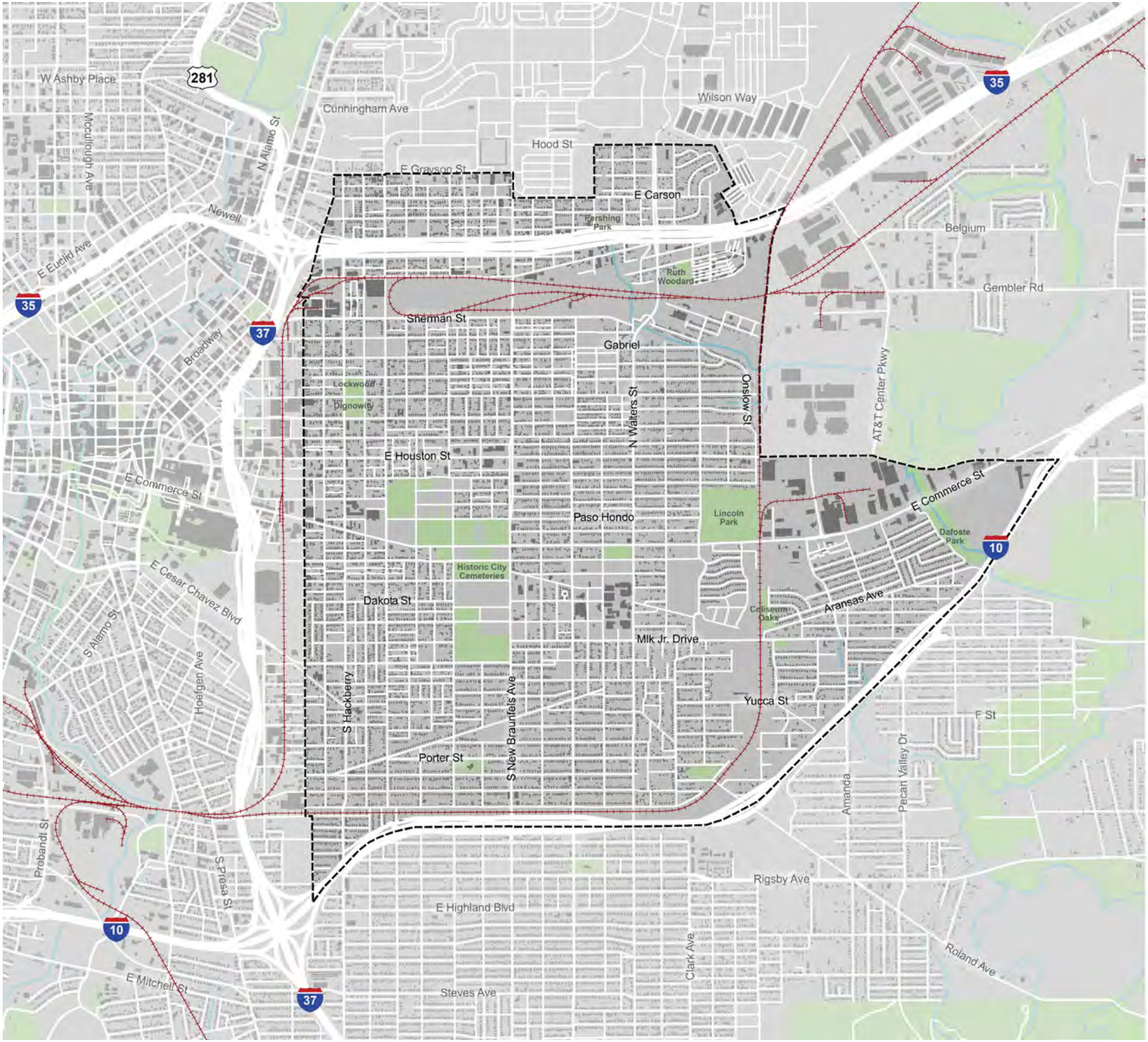
With the exception of the properties bounding I-35 and the properties south and east of the AT&T Center, the Eastside Community Area functions as an enclave, with railroad infrastructure creating barriers on all four sides. This attribute has done much to shape the character and development activity 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.



SA TOMORROW

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

50
5
Acres

0 0.125 0.25 0.5 Mile

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

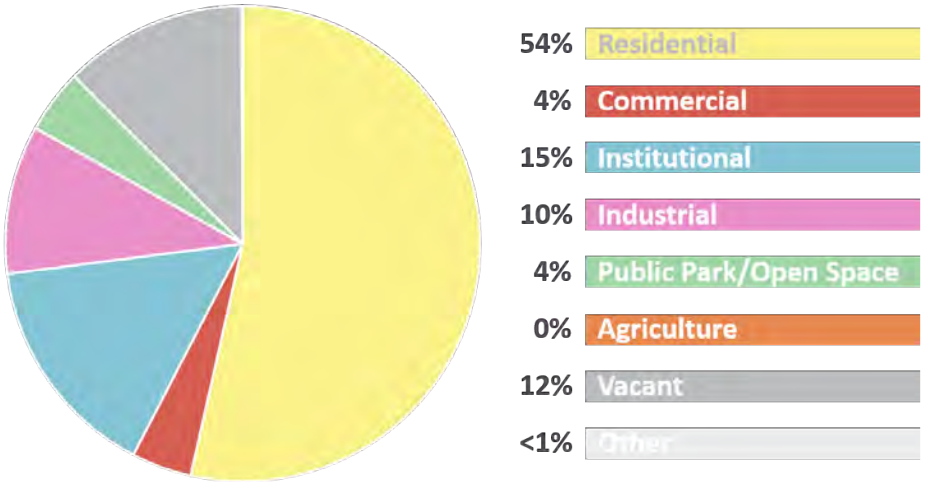
St. Philip's College is a significant part of the Eastside Community Area. The college provides educational opportunities to community residents and is an activity anchor to attract other complementary uses. Other institutional uses include churches, educational services, community centers and city cemeteries.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

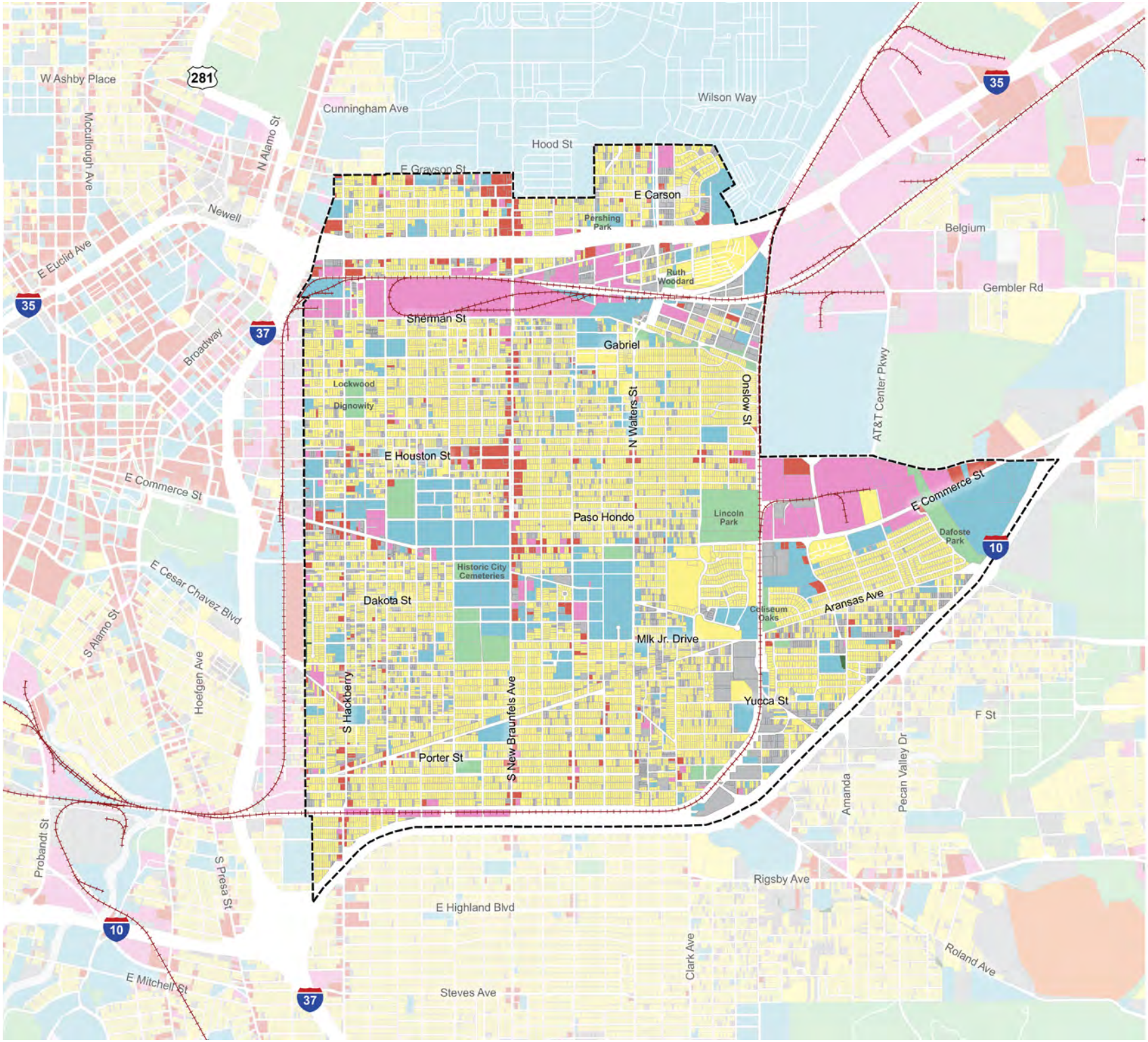
Parks and Open Spaces

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.





SA TOMORROW

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

50
5
Acres

0 0.125 0.25 0.5 Mile

Mobility

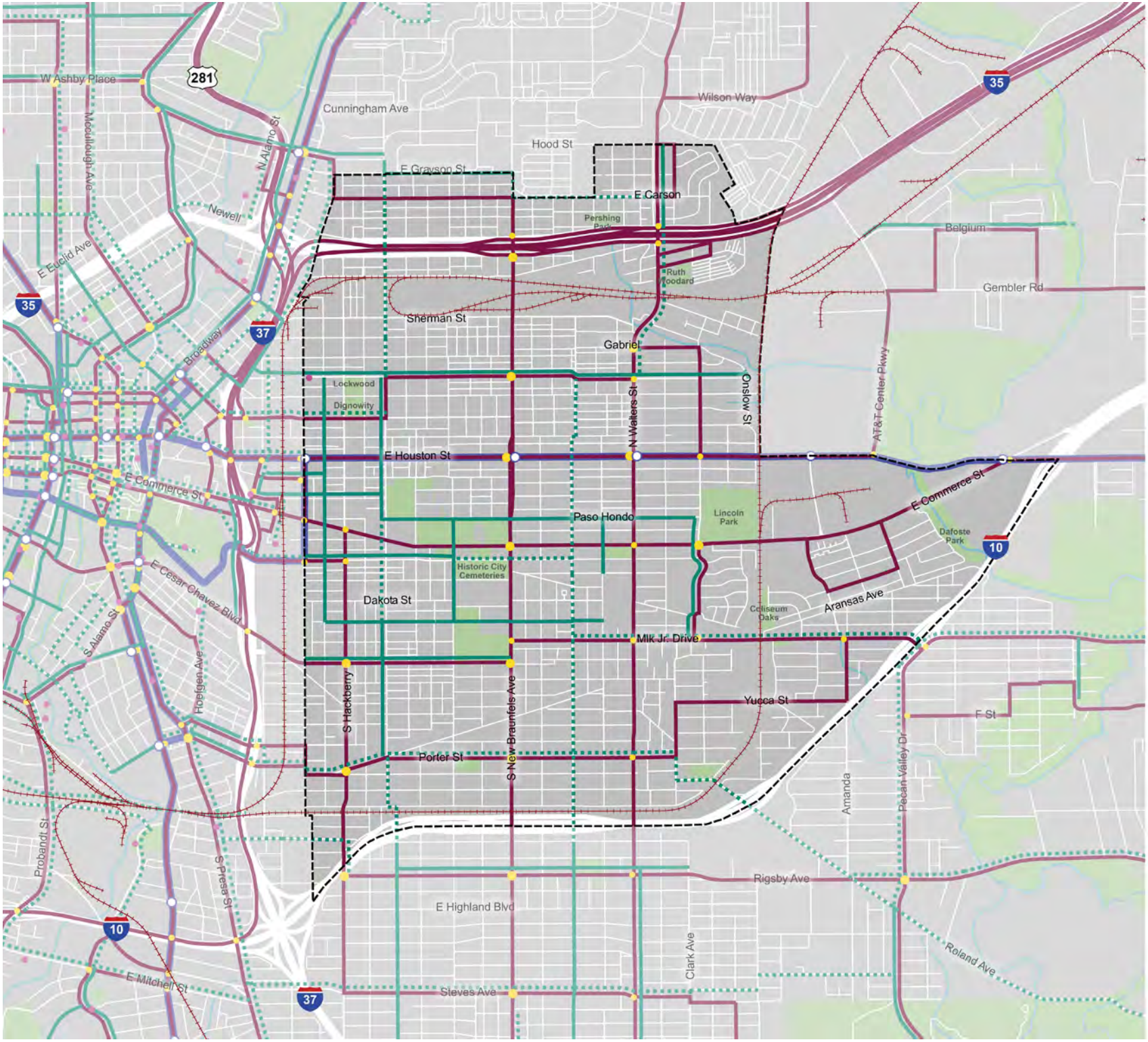
The Eastside Community Area is served by a grid pattern of streets reflecting the eras of initial platting and development. Prominent streets designed to convey larger volumes of automobile traffic, such as Hackberry Street, New Braunfels Avenue, and Walters Street, are spaced at ½- to 1-mile intervals. 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.



SA TOMORROW

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

50
5
Acres

0 0.125 0.25 0.5 Mile

Amenities and Access

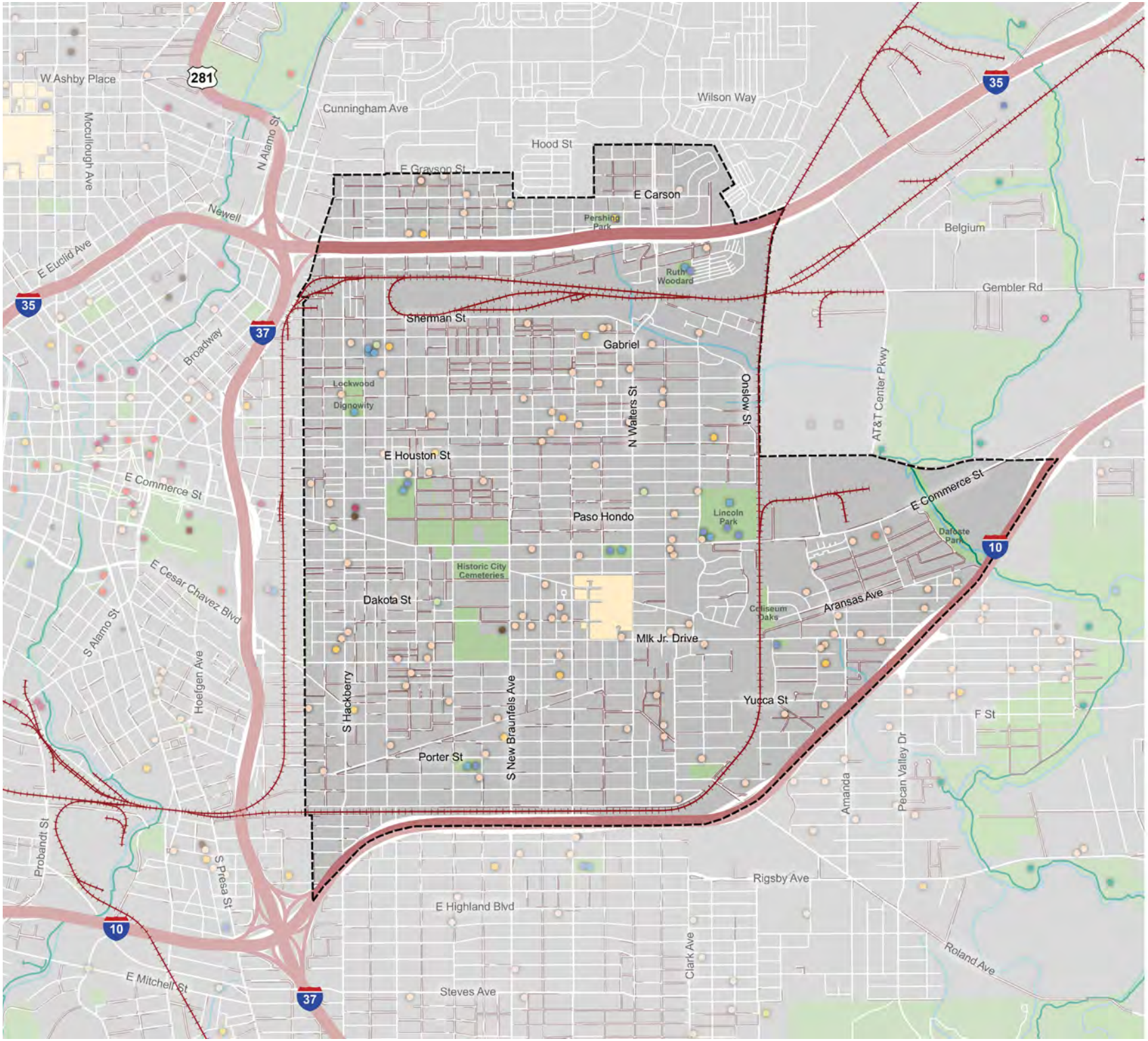
The Eastside plan area's amenities are primarily oriented to local residents, although several serve a citywide or regional role. The Neighborhoods and Institutions section of this Existing Conditions Atlas highlights several community, education, and recreation centers interspersed throughout the plan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



SA TOMORROW

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

50
5
Acres

0 0.125 0.25 0.5 Mile

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.

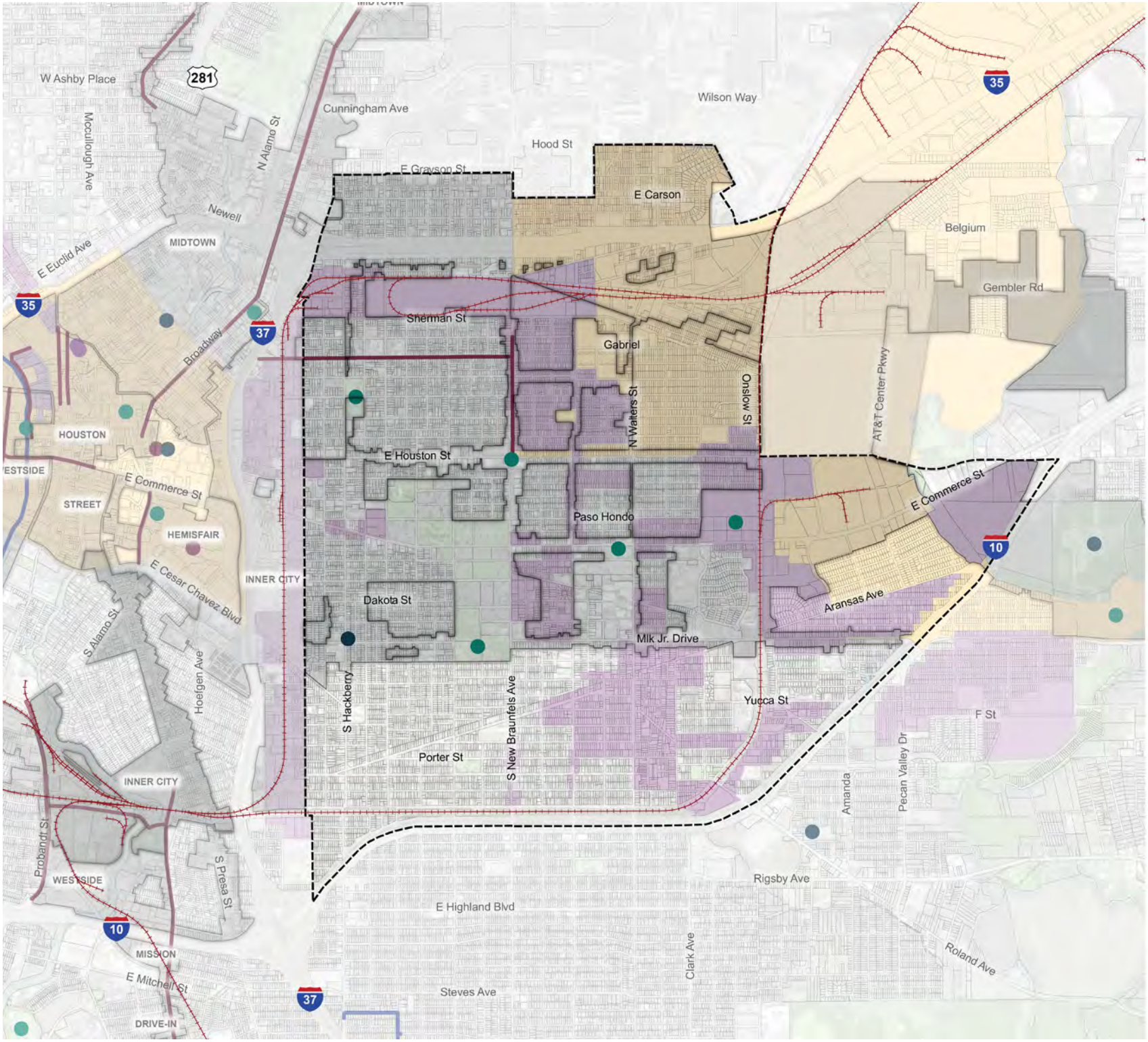
The 2012 Bond Program for Menger Creek that reduced flooding in downstream areas was recently completed. San Antonio's 2017 Bond includes the following projects in the Eastside plan area:

- 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.



SA TOMORROW

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

50
5
Acres

0 0.125 0.25 0.5 Mile

M I G