



attas
Existing Conditions

EASTSIDE COMMUNITY AREA PLAN



SA Tomorrow Project Overview

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

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

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

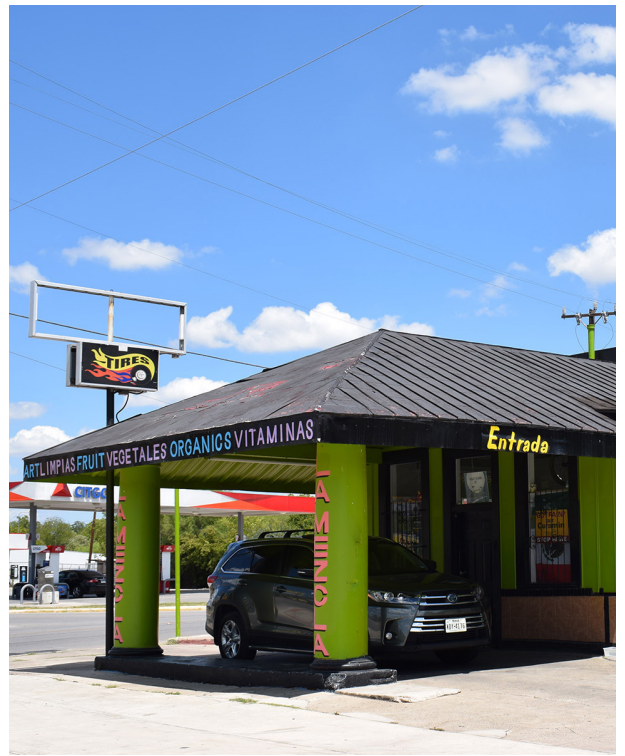


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Citywide Vision and Plans

SA2020

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



VIA's Vision 2040

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



SA Tomorrow Comprehensive Plan

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

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

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



SA Tomorrow Sustainability Plan

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



SA Tomorrow Multi-Modal Transportation Plan

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

SA Tomorrow Sub-Area Planning

Comprehensive Planning Program

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

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

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

San Antonio Sub-Area Planning

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

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

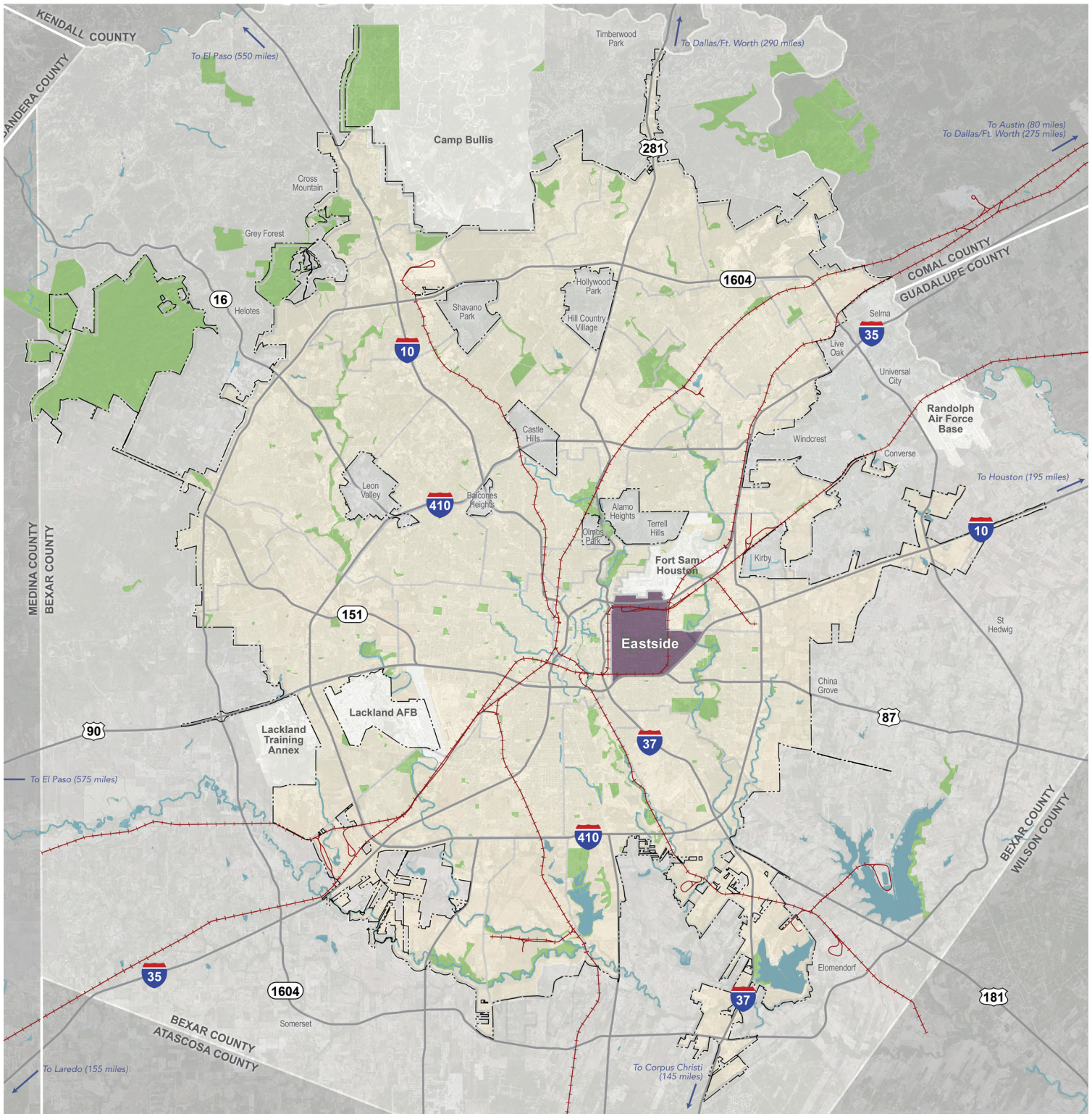
Community Areas form the rest of San Antonio outside of the Regional Centers. These areas comprise many of our existing neighborhoods, grouped by geography and common history, challenges, and opportunities. By proactively directing a higher proportion of growth to our Regional Centers, we aim to limit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

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

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

SA Tomorrow SA Corridors

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



SA Eastside
Community
TOMORROW Plan Area

PLAN LOCATION

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



History of the Eastside Community Area

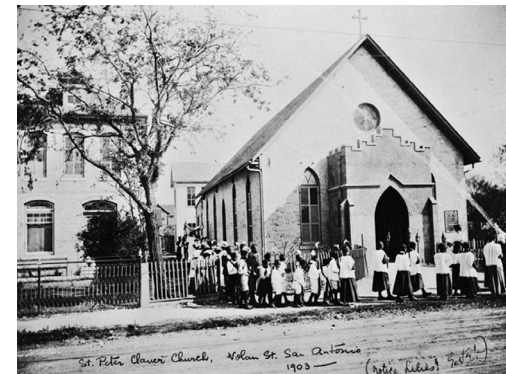
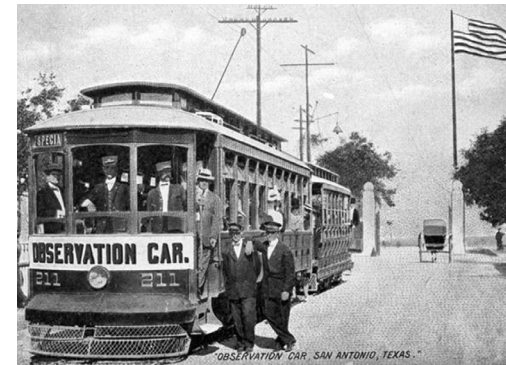
The Eastside Community Area has multiple overlapping histories representative of its diverse communities.

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

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

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

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



Eastside Community Area Infrastructure and Institutions

Major Landmarks and Infrastructure

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

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

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



St. Gerard's School

Neighborhoods and Institutions

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

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

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



St. Philip's College

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

Major institutions in and adjacent to the plan area include:

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

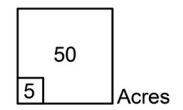
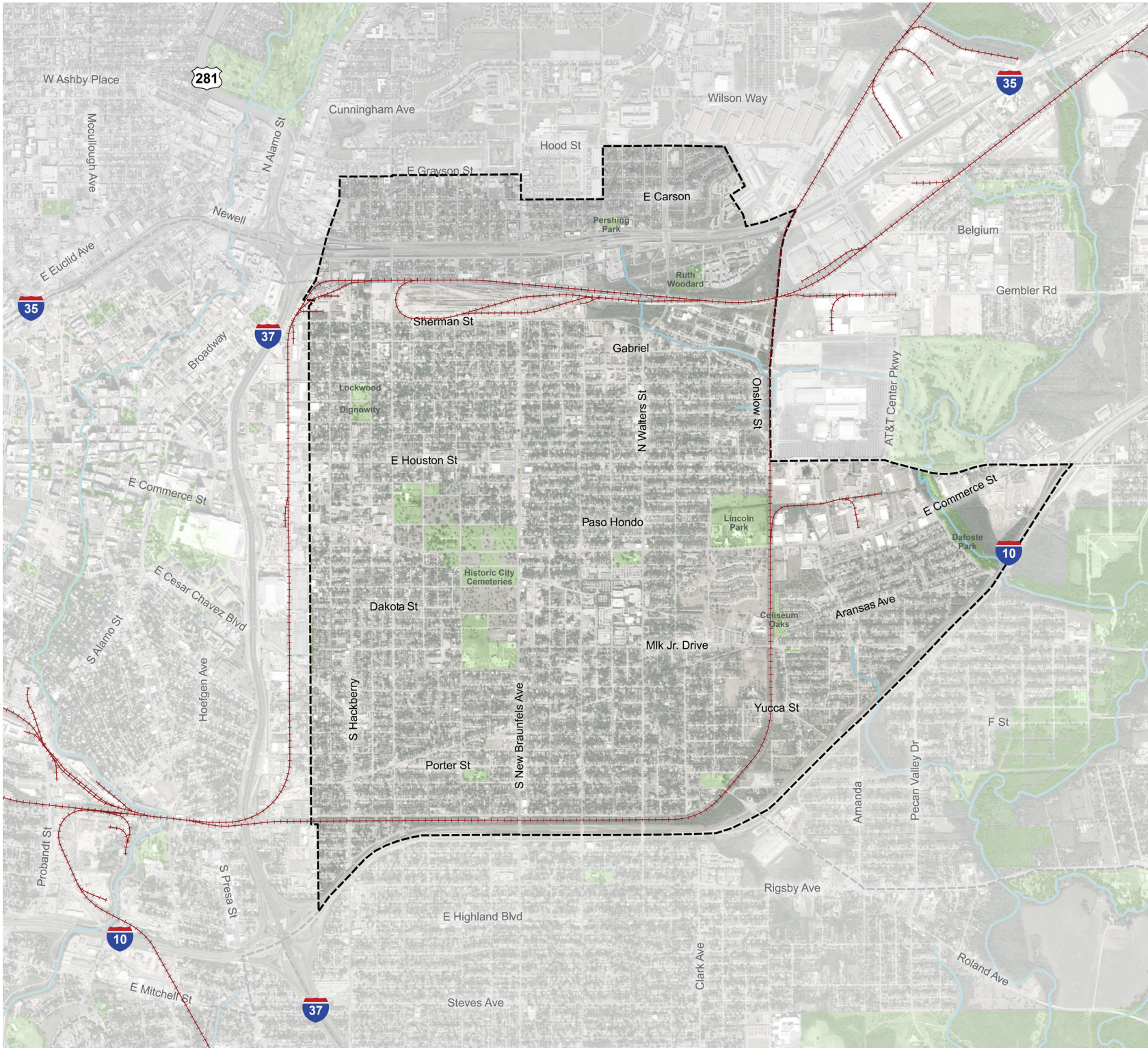


Downtown landmarks visible from Alamodome Gardens.

Eastside
COMMUNITY AREA
PLAN

STUDY AREA

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



Demographics and Economic Profile

Area Overview

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

Overall, the Eastside Community Plan Area:

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

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

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

People

Population and Households

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

Age

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



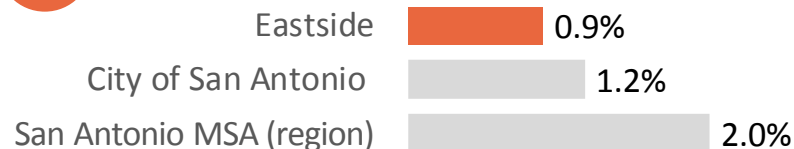
Median Age

32.6 years

34.0 years - City of San Antonio Average



Annual Population Growth | 2010-2018



Demographics and Economic Profile

Race and Ethnicity

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



Race and Ethnicity

24% Black/African American

Income

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



Average Household Income

\$38,600

45% lower than City of San Antonio

Education

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

Demographics and Economic Profile

Housing

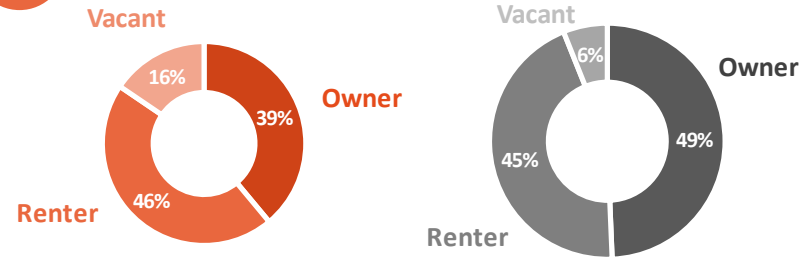
Housing costs on average are lower in the Eastside Community Plan Area than the County overall. The median home value estimated for the 78202 zip code area is \$76,000. However, the values of homes in the plan area vary greatly, with neighborhoods closer to downtown having higher values. The median value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

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

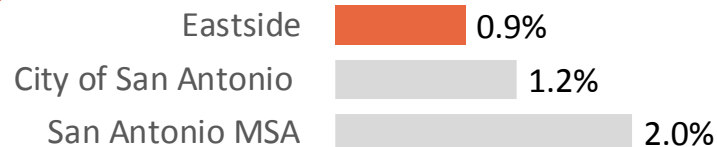


32% in the City and 24% in the region.

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.

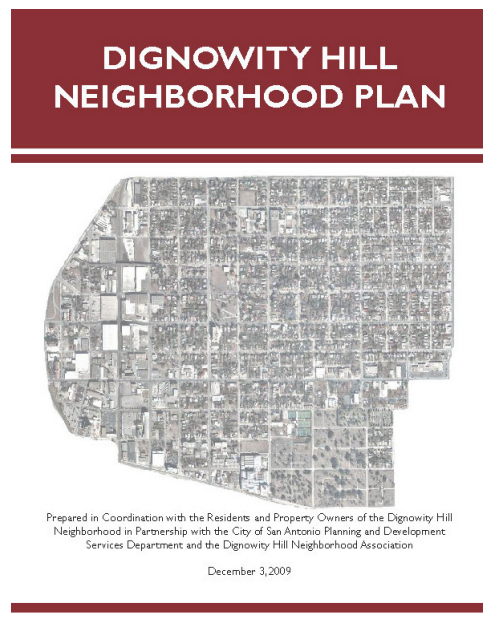
Previously Adopted Plans

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.

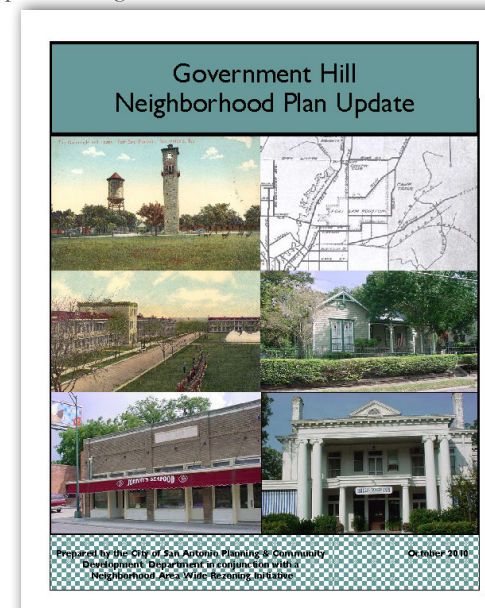
The Dignowity Hill Neighborhood Plan called for “Low Density Mixed-Use” development along Houston Street and adjacent to Cherry Street, and “High Density Mixed-Use” adjacent to New Braunfels Avenue and the north side of Commerce



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

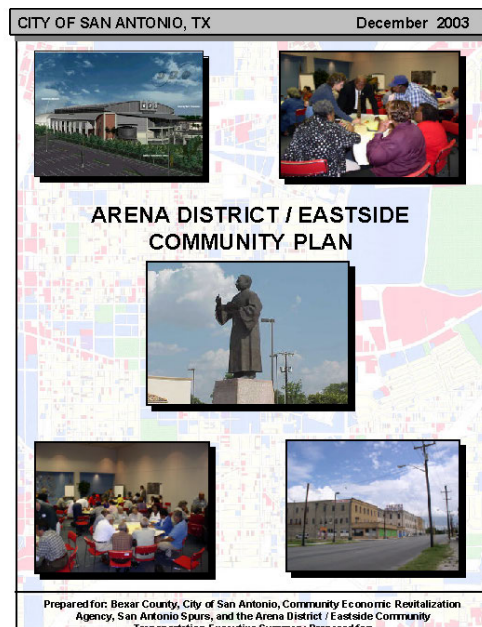
multimodal connections, connecting the neighborhood with Downtown and the Salado Creek Greenway, and identified locations for public art, gateway identification, and placemaking.



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

Previously Adopted Plans

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



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

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

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

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

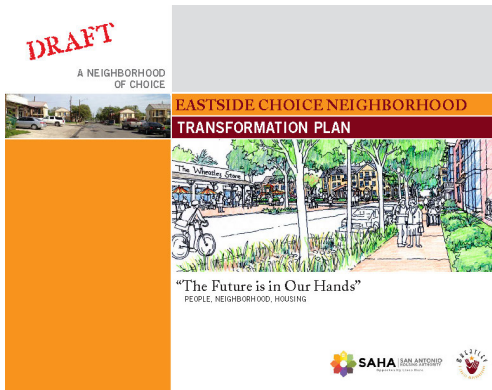
Choice Neighborhood, Promise Zone, and Other Plans and Initiatives

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

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

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

Previously Adopted Plans



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

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

St. Philip’s College Master Plan

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

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

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

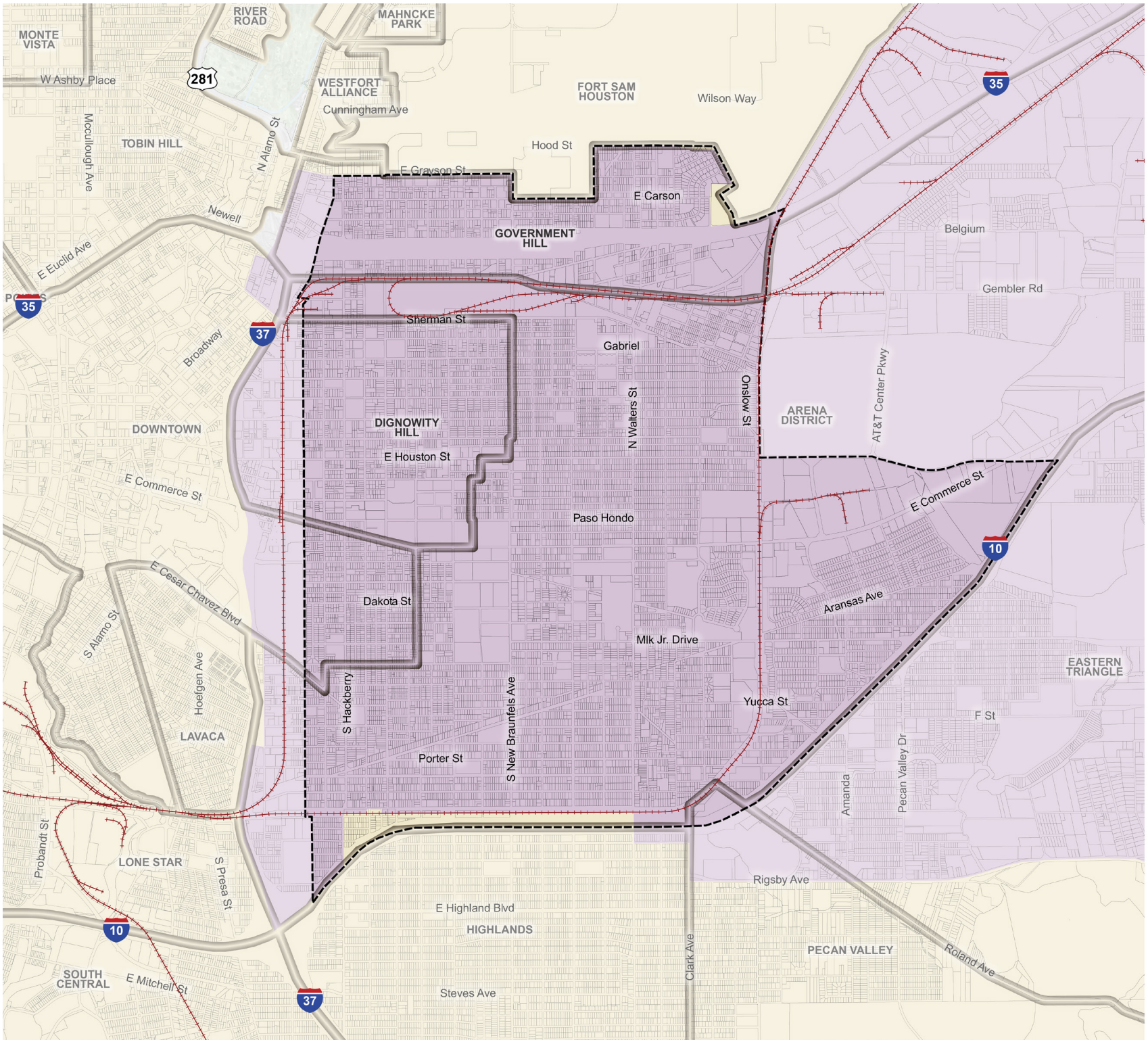
The plan concluded that in order to implement its goals, the City of San Antonio should form a Cemetery District Administration that would be guided by a Board of Directors comprised of the cemetery owners. The Cemetery District Administration would form a Perpetual Care Trust to pool financial resources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

Regional Plans with Recommendations for the Eastside Area

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

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

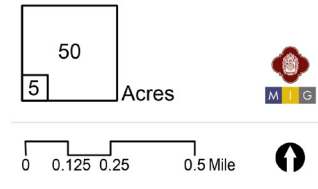
The SA Corridors Strategic Framework Plan (2018) included a Station Area Concept for the area around the intersection of Houston Street and New Braunfels Avenue, where future premium VIA transit service routes may intersect. The concept recommended sidewalk improvements for both streets within a quarter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



Eastside
**COMMUNITY AREA
PLAN**

**NEIGHBORHOODS
& PRIOR PLANS**

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





Historic and Neighborhood Conservation

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

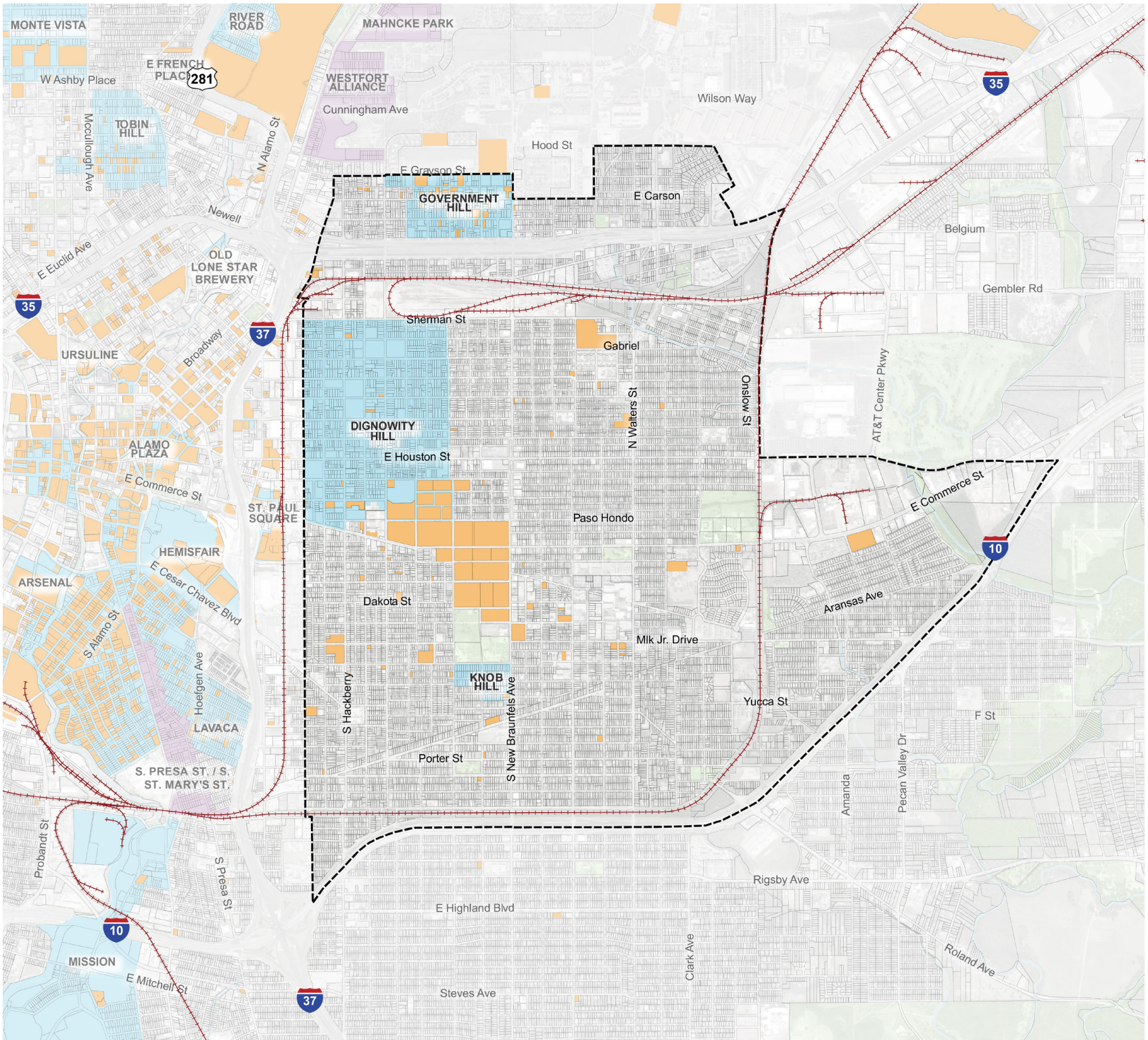
City of San Antonio Historic Districts

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

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






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

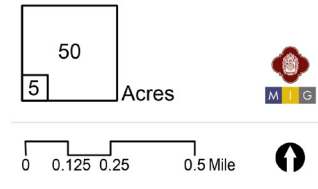




Eastside
**COMMUNITY AREA
PLAN**

DISTRICTS

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





Natural Systems

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

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

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

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


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




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

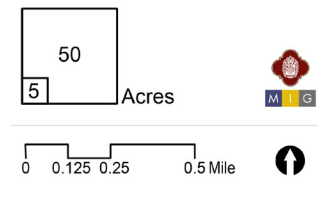
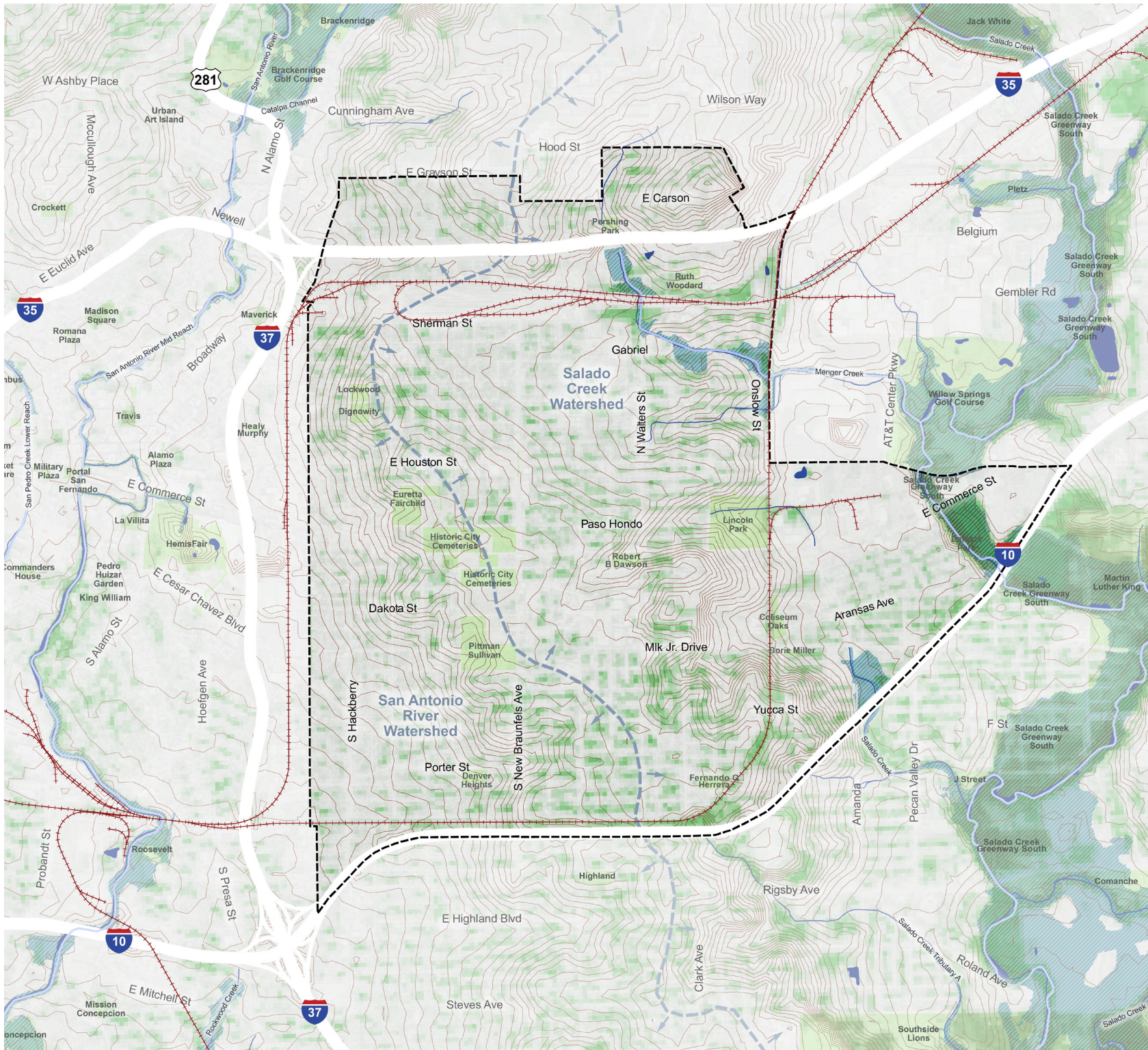
Traditional development patterns have left room for large canopy trees to grow and survive over the last several decades amidst homes and small apartment buildings. There is room for substantially more tree canopy in residential neighborhoods. Most areas in the Eastside Community Area have average tree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

Eastside COMMUNITY AREA PLAN

NATURAL SYSTEMS

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

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





Land Use and Development Patterns

General Development Patterns

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

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

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

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



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

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

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

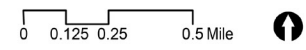
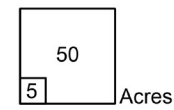
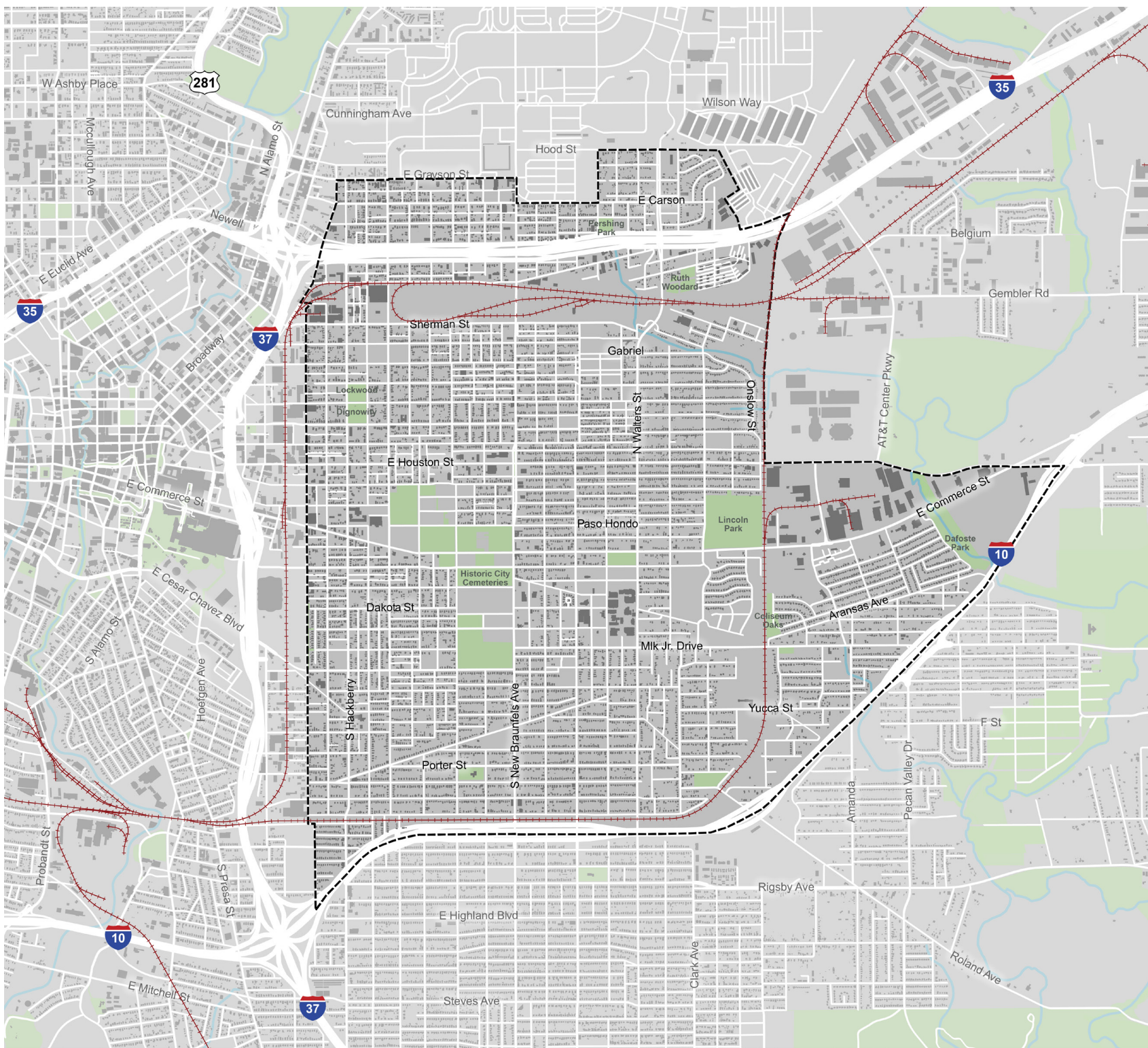
Addressing the above and other land use issues may benefit from considering design solutions for the physical form and orientation of new development, as much as from considering policies on which land uses (commercial or residential for example) or densities (households per acre) are supported in any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



Eastside COMMUNITY AREA PLAN

DEVELOPMENT PATTERNS

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



Land Use and Development Patterns

Distribution of Uses

Residential Use

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

Commercial Use

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

Industrial Use

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

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

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

Institutional Use

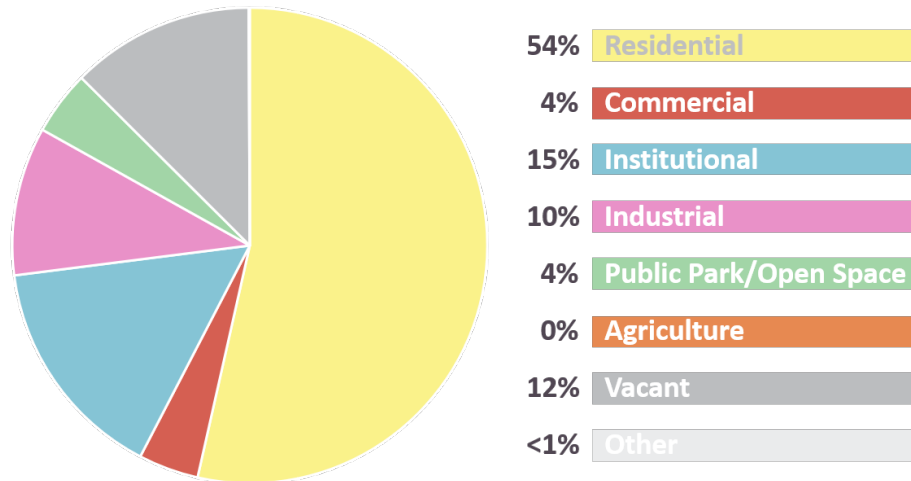
St. Philip's College is a significant part of the Eastside Community Area. The college provides educational opportunities to community residents and is an activity anchor to attract other complementary uses. Other institutional uses include churches, educational services, community centers and city cemeteries.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

Parks and Open Spaces

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

Vacant Property

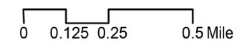
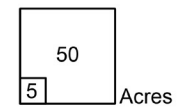
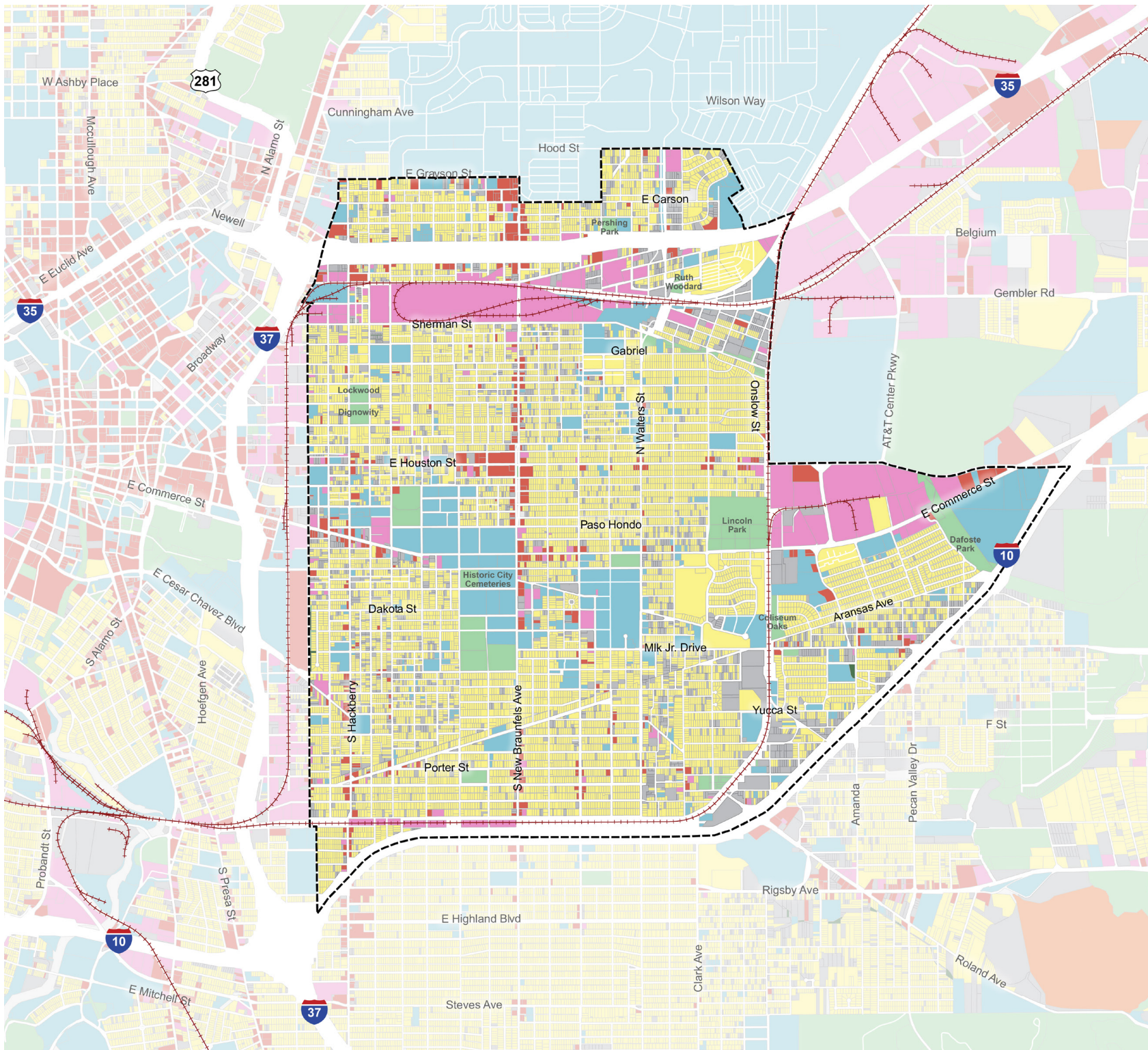
Although 12% of the land in the plan area is vacant, most of this is distributed as smaller vacant lots, positioned for incremental infill development. There are a few larger vacant parcels available along the rail lines, but these have complications with access.



Eastside
COMMUNITY AREA
PLAN

EXISTING LAND USE

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





Mobility

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

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















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

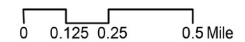
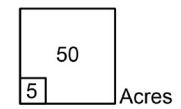
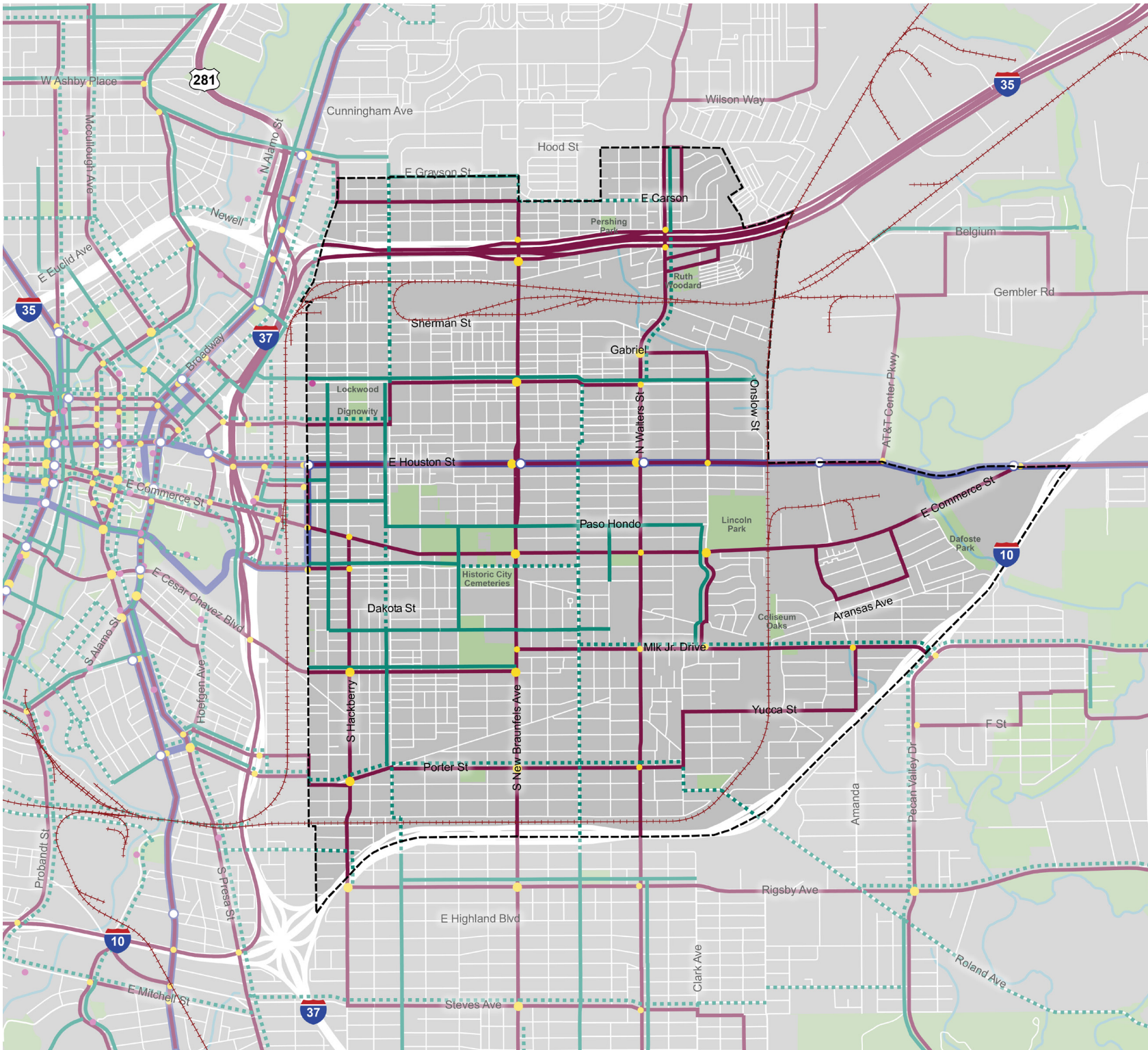
Some of the same characteristics that make the plan area good for walking also make it relatively good for biking compared with most San Antonio communities. There are four bicycle lanes, and several other bicycle routes that do not include bicycle lanes. There are opportunities to improve these and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

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

Eastside COMMUNITY AREA PLAN

MOBILITY MAP

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





Amenities and Access

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

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

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























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

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

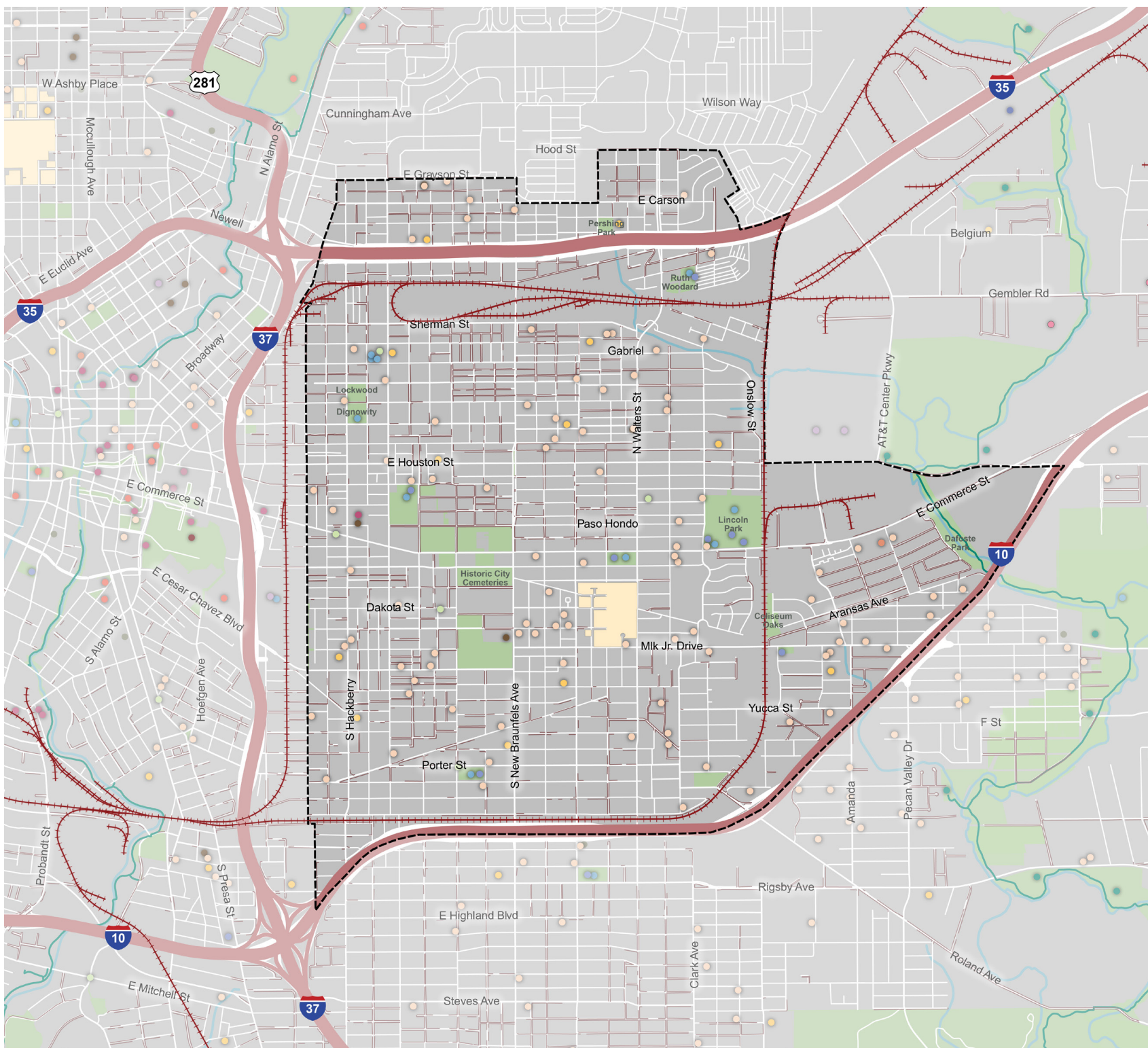
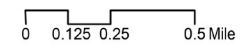
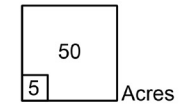


Eastside
COMMUNITY AREA
PLAN

AMENITIES AND
ACCESS

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

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





Public Investments

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

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

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







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


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

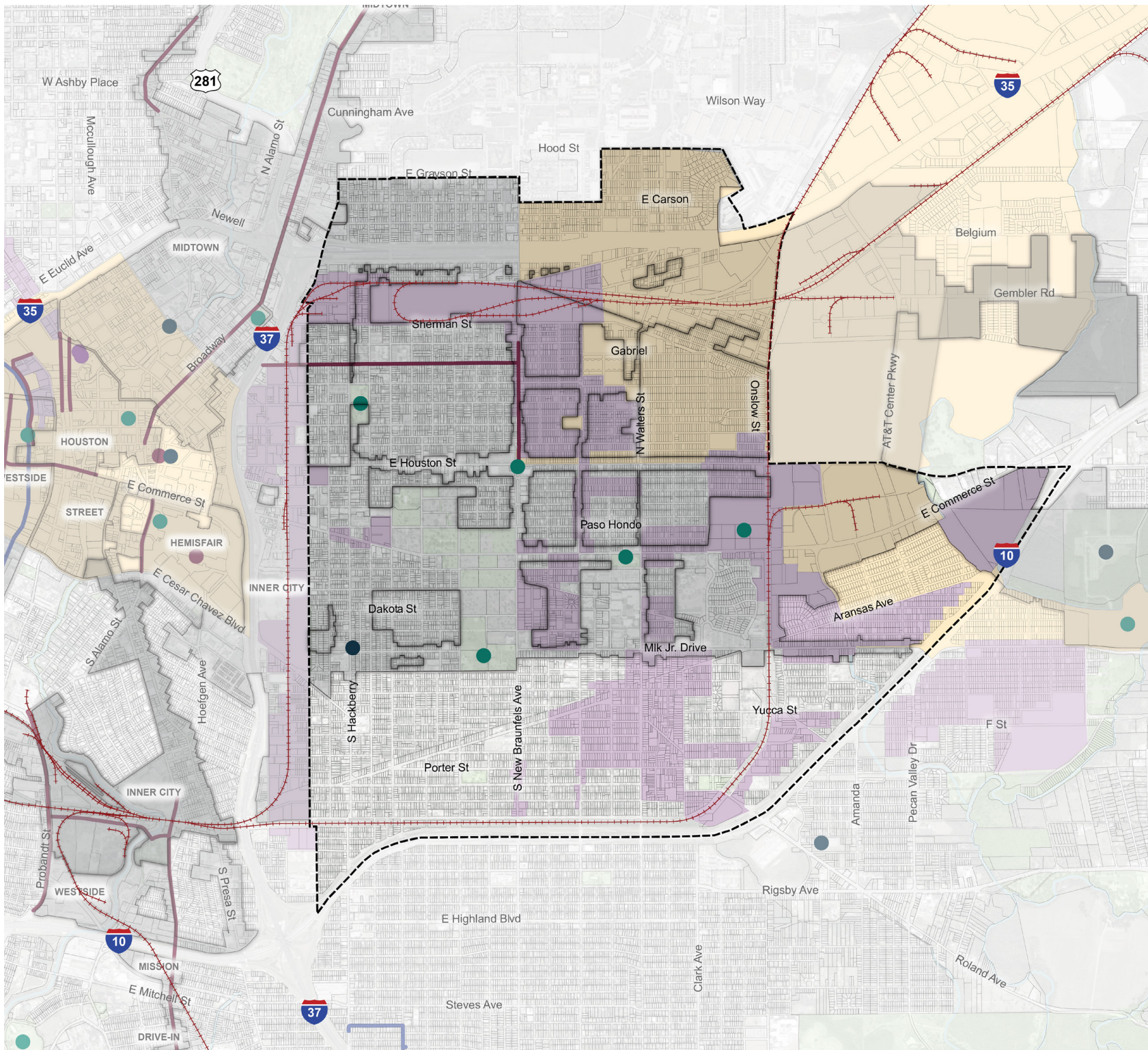
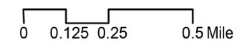
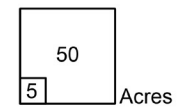
The San Antonio Fee Waiver Program, City Center Housing Incentive Program, and Inner City Tax Increment Reinvestment Zone (#11) have all contributed in the last decade to housing and employment growth in the area. Public investments just outside of the plan area are also resulting in new investment in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

Eastside
COMMUNITY AREA
PLAN

PUBLIC
INVESTMENTS

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

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





M I G