

**CITY OF SAN ANTONIO**

**ALAMODOME  
NEIGHBORHOOD PLAN**

**OFFICE OF DOME DEVELOPMENT**

**&**

**DEPARTMENT OF PLANNING**



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Special Projects

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## A RESOLUTION

NO. 93-21-42

### ADOPTING THE ALAMODOME NEIGHBORHOOD PLAN AS A COMPONENT OF THE CITY'S MASTER PLAN.

\* \* \* \* \*

WHEREAS, in June of 1991 the Dome Advisory Committee requested assistance from the City in studying the impact of the Alamodome on the neighborhoods adjacent to and in close proximity to the Alamodome site and developing a plan to minimize the negative effects and encourage a positive influence of the Alamodome on the quality of life within the affected area; and

WHEREAS, in response to such request a special planning team was assembled comprised of selected members of the City's Department of Planning and Office of Dome Development and the planning team undertook the development of a master plan for that area bounded on the north by Nolan Street, on the east by New Braunfels Street, on the south by Aransas Avenue and on the west by Interstate Highway 37; and

WHEREAS, the planning team thereafter scheduled, advertised and conducted several community forums and public meetings and did extensive survey and field work within the designated area in order to target and address the concerns and interests of the citizens in the area and determine how best to mitigate any negative impact from construction and operation of the Alamodome and develop strategies to encourage positive and constructive growth and redevelopment of the area; and

WHEREAS, the findings, conclusions and recommendations of the planning team have been reduced to writing in a document entitled "Alamodome Neighborhood Plan" which has been considered and recommended for approval by the Dome Advisory Committee and its Neighborhood and Business Issues subcommittee, the City's Zoning Commission and Planning Commission; and

WHEREAS, on Thursday, 6 May 1993 at 4:00 o'clock P. M. this Council held a public hearing on the proposed Alamodome Neighborhood Plan and heard oral comments, both pro and con, from a number of interested persons including proponents Marsha Welch and other spokespersons from the Metropolitan Alliance, Ms. P. Walls, Principal of Herff Elementary School, the Reverends Claude Black and Allen A. Perry, and opponents Edwin Rivera, Juanita Camacho, Harold Miller Brenda Garza, Ed Spalden, Walter Brown and John F. Carroll, attorney for the Alamodome East Property Owners Association; and

WHEREAS, subsequent to such public hearing the members of this Council have received and considered written comments from John F. Carroll on behalf of the Alamodome East Property Owners Association and copies of the transcribed testimony heard by the Honorable Andy Mireles, District Court Judge on 14 April 1993 in Cause No. 92 - CI - 15939; and

WHEREAS, it appears that the Alamodome Neighborhood Plan, as proposed, has substantial, though not unanimous, support among the citizens who reside within the boundaries of the plan's proposed application and that it should be adopted as a component of the City's Master Plan; NOW THEREFORE

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

The Alamodome Neighborhood Plan, a true and correct copy of which is attached hereto, is hereby adopted as a component of the City's Master Plan.

PASSED AND APPROVED this 13<sup>th</sup> day of May, 1993.

*Rubon W. Wolff*  
M A Y O R

ATTEST: *Teresa S. Rodriguez*  
City Clerk

APPROVED AS TO FORM: *William S. Gentry*  
for City Attorney

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## ACKNOWLEDGEMENTS

City staff wish to thank the students of Dr. Georgia Zannaras of the University of Texas at San Antonio and Professor Herbert Bailey of St. Philips College for assistance with the door-to-door survey of residents on November 2, 1991.

We also wish to thank Brian Thomas and Henry White of the San Antonio Eastside Economic Development Council for assistance with the survey that Saturday.

Additional thanks to Mack Chambers and Richard Garza of the San Antonio Eastside Economic Development Council for their partnership and assistance in development of economic surveys of the planning area.

Finally, thanks to Kate Martin for training the staffs and students in door-to-door survey techniques and in editing the survey.

## EXECUTIVE SUMMARY

In the spring of 1993, the Alamodome, San Antonio's multi-purpose facility will officially open. The facility is situated on a 57 acre tract of land just east of the Convention Center, HemisFair Park and the central business district. The Alamodome is designed to seat up to 65,000 people and will be completed at an overall project cost of nearly \$177 million. It will host its first major event in July 1993 with the opening ceremonies of the 1993 Olympic Festival.

The Alamodome project is being financed by an additional one-half percent sales tax. This additional sales tax was passed by referendum on January 21, 1989 and will be in effect through April 1994. This facility will include the Alamodome and adjoining transit terminal. The facility will have the ability to host a multitude of events from conventions to sports and entertainment events.

Along with the success of the Alamodome, the facility must bring growth and economic prosperity for the neighborhood that surrounds the site of the Alamodome. Residents and businesses in the neighborhood anticipate that the success of the Alamodome will have a long-lasting positive impact on them as well.

In an effort to better understand the implications of developing this facility in an established neighborhood, the City commissioned the Urban Land Institute (ULI) in December 1989 to do a panel study. ULI studied and made recommendations on how best to mitigate any impact the facility might have on the neighborhood, but more importantly, specific recommendations were made on how the neighborhood might benefit from the positive impacts of the Alamodome.

Throughout the design phase of the facility and the site, it became apparent that there were various issues that interfaced with the surrounding area which required in-depth study. Initially, these issues revolved around traffic access and parking availability.

In response to growing community concern that additional community involvement was necessary to establish a master plan for growth and redevelopment for the residential and business centers in the immediate area, the Neighborhoods and Business Issues Subcommittee of the Dome Advisory Committee took the lead in developing a plan of action.

In the summer of 1991 the City of San Antonio assembled a planning team from the staffs of the Department of Planning and the Office of Dome Development. Assisted by the staff of the Eastside Economic Development Council, the team along with neighborhood

leaders and residents worked to develop this plan. The goals of the plan are:

- \* To enhance the quality of life in the immediate Eastside by providing for additional housing and business opportunities.
- \* To mitigate any negative effects the Alamodome might have related to traffic access and parking in the neighborhood.

To realize these goals, the plan contains specific action strategies for protection and enhancement of Eastside property, recommendations for capital improvements, and long-term plans for economic growth.

Throughout the summer, fall, and winter of 1991, the City planning team hosted three community forums; surveyed area residents, property owners and businesses; collected and studied previous studies of the area; and completed field surveys of current land use and housing conditions. The team also received input from Eastside organizations as well as civic and religious leaders. This information formed the basis for the recommendations found in this document.

The team also worked closely and received its direction from the Neighborhood and Business Issues Subcommittee, a subcommittee of the Dome Advisory Committee. Upon completion of a draft set of recommendations in June 1992, the committee hosted two additional public forums to obtain input on the plan's recommendations. This final document will be presented to the Dome Advisory Committee, the Planning and Zoning Commissions and the City Council for approval.

Certain key questions were identified during the planning process which would lead to identification of options and strategies to be considered for maximizing the positive impact and minimizing potential negative effects. These questions included but were not limited to:

- \* What is the short and long term potential for development in the immediate neighborhood around the Alamodome?
- \* What should be the future character or land use of the surrounding residential neighborhood?
- \* How should property used for industrial, commercial and public service activities within the Impact Study Area be redeveloped in relationship to the Alamodome?
- \* How should the effects of traffic and parking be handled?
- \* What capital improvements are needed to foster redevelopment?

To respond to these major issues, the plan recommends the following strategies:

- \* Designate the residential neighborhood immediately east of the Alamodome as a Neighborhood Conservation District, with the creation of a new section in the Unified Development Code.
- \* Target Commerce Street for redevelopment such as new commercial activity, implementing the East Commerce Street Commercial District Feasibility Studies.
- \* Update the St. Paul Square Urban Redevelopment Plan to include the Alamodome and VIA Transit Terminal development and areas in and around Houston Street.
- \* Adopt the Old San Antonio City Cemeteries Historic District Master Plan.
- \* Implement the Alamodome Transportation Operations Plan.
- \* Prioritize and identify funding sources for those capital improvement projects which have been identified as necessary for the neighborhood.

In the following chapters of this plan, these general recommendations are defined, and illustrated more specifically. The last chapter of the plan provides a matrix of all the plan's recommendations.

The Alamodome Neighborhood Plan is not an end-state plan, but a snapshot of an ongoing development process for the near Eastside. The plan provides a vision of what this area once was and what it can be again: a vital neighborhood that provides jobs and housing near downtown and supplies the services and activities its residents once enjoyed. That vision also includes a neighborhood that accommodates and is indeed enhanced by Alamodome activities. To that end, the plan provides a framework of recommendations that include action strategies and new policy ideas. Within this framework, civic groups, nonprofit organizations, and private sector firms and individuals may initiate projects independently of the City of San Antonio.

The success of a plan for a neighborhood always lies in what many groups and individuals can do in a multitude of complementary actions once a common vision for a neighborhood is determined. This plan provides that vision.



## INTRODUCTION

### WHY PLAN?

The site for the Alamodome was chosen for its proximity to the Convention Center where it could serve as additional space for large conventions as well as host to new and unique events. The 57 acre dome site will accommodate the facility, and adjoining parking along with the transit terminal. A large portion of the property was acquired from Alamo Ironworks, which relocated to another site in the Eastside. The remaining property for the project was purchased from individual property owners and several smaller businesses. This area is a working class neighborhood that has contributed in many ways to San Antonio's history for over 100 years.

The challenge throughout this planning process has been to assure that the neighborhood will be afforded every consideration possible during the construction of this new facility. Every attempt has been made to identify the different ways in which the neighborhood may be affected by dome activity. These issues include parking, traffic access, pedestrian mobility, event operations, etc. The placement of this facility in the neighborhood has changed the character of the area. Its location on the Eastside gives this community the opportunity to address critical social and economic problems and begin to make a difference in the standard of living and quality of life in the inner city.

To ensure that these inevitable changes to the neighborhood are positive, pro-active planning measures are required. This positive change will then benefit not only the Alamodome and the people who use it, but also the nearby community and the people who live, work and own property there. The Alamodome Neighborhood Plan is a pro-active plan that provides a framework of issue identification and analysis, along with ideas and recommendations for positive change.

Unlike other plans developed through the City's Neighborhood Planning Process, this plan for the Alamodome area is a special neighborhood plan initiated by the City because of the anticipated effects of the Alamodome. The near Eastside has been studied intensively for 20 years and many of the recommendations of those studies are included within this plan.

Implementation will require action on the part of the City, but it will also require cooperative action on the part of the many organizations and agencies who are already working for change within the Eastside. Coordination of work between the City, established agencies and neighborhood organizations is essential. This plan identifies those opportunities for cooperation and coordination.

The Alamodome Neighborhood Plan is written to address two general goals:

- \* To properly link the success of the Alamodome to the betterment of the surrounding neighborhood, strengthening the quality of life on the Eastside.
- \* To moderate the effects of the Alamodome as they may impact the neighborhood.

#### WHO IS THE PLAN'S CLIENT?

The client of this plan is the neighborhood (its residents and businesses). The foundation for the recommendations which are outlined in this plan has been the numerous public meetings, surveys and data gathered identifying the needs of this community. The recommendations reflect the desire of this community to create a thriving, prosperous neighborhood and business center.

#### WHO PREPARED THE PLAN?

In June of 1991, the Dome Advisory Committee requested that the Office of Dome Development in coordination with the Department of Planning assist in the preparation of a plan for the neighborhood immediately adjacent to the Alamodome site. The staff of the Department of Planning assembled a special, in-house planning team with expertise in parking, zoning, and neighborhood planning. Other City agencies and departments that have participated in this planning process include the San Antonio Development Agency, Economic Development Department, Office of Community Development, Public Works Department, and Building Inspections Department.

The staff of the Eastside Economic Development Council also assisted in developing survey instruments, conducting surveys, analyzing data, attending public meetings, interpreting previous studies, providing historical perspectives on the community and, ultimately, developing the plan recommendations.

#### WHO ADOPTS THE PLAN?

With the team assembled by July 1991, the staff made presentations to the Dome Advisory Committee (DAC), the Planning Commission, and the Neighborhood and Business Issues Subcommittee on the basic components of the plan's work program. Other presentations were made to civic and business groups as well (see Appendix 1).

The Neighborhood and Business Issues Subcommittee is a standing advisory committee to the Dome Advisory Committee. Created as an advocate for the neighborhoods and businesses that surround the dome site, its membership includes representatives of local businesses, churches, community organizations and the local state

legislative district. Charged with oversight of the plan's development, the subcommittee makes recommendations to the DAC and the Planning Commission regarding the plan's adoption. In turn, the Planning Commission will review and recommend to the City Council the plan's suitability for adoption as a component of the City's Master Plan as a special area plan. The Zoning Commission will also be asked to endorse the plan. The Zoning Commission's support is key to the plan's rezoning recommendations. Final review and approval of the plan as part of the City's Master Plan will rest with the San Antonio City Council.

#### WHAT'S IN THE PLAN?

The Alamodome Neighborhood Plan includes six chapters. Chapter One inventories the general characteristics of the neighborhood planning area. This chapter also assesses the overall impact of the Alamodome activities on the neighborhood. Issues of general concern such as traffic and parking, and capital improvements are listed and general recommendations are made. The methodology for plan development is also discussed.

Chapters Two and Three of the plan are concerned with specific geographic areas of the neighborhood, specifically those nearest the Alamodome site. These sectors of impact are shown on Map 7. Chapter Two looks at the impact of the dome on the residential area immediately east of the the Alamodome, while Chapter Three considers implications of dome activities on the commercial and economic activity of areas along Commerce Street and around the St. Paul Square area.

Chapter Four addresses the issues related to the impact of traffic access and parking needs on the Eastside. Recommendations are also made regarding pedestrian traffic management as well as vehicular traffic and the need to manage and minimize the parking activity in the neighborhood.

Chapter Five reviews the need for certain capital improvements in the impact area, such as streets and sidewalks and makes recommendations regarding the funding of such items. The last chapter of the study summarizes the plan's recommendations in a matrix and also lists a recommended schedule for plan implementation.

## CHAPTER 1

### AREA CHARACTERISTICS, GENERAL ISSUES AND RECOMMENDATIONS

#### PART 1: PLANNING AREA CHARACTERISTICS

##### Alamodome Neighborhood Plan Area Boundaries

The boundaries of the Alamodome Neighborhood Plan are:

- \* Interstate Highway 37 on the west
- \* Nolan Street on the North
- \* New Braunfels Street on the East
- \* Aransas Avenue on the South

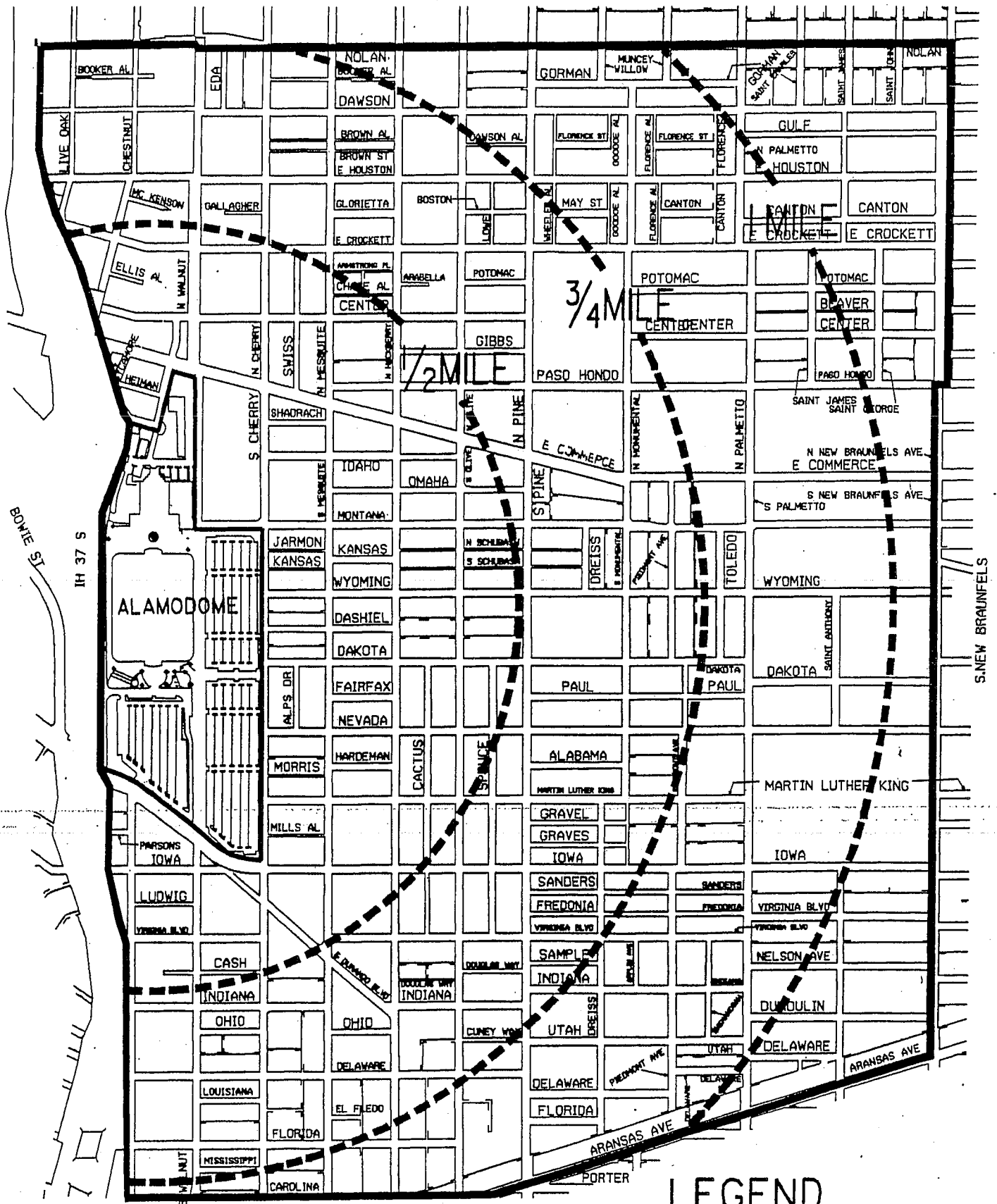
Selection of these boundaries for the study was based on a number of factors. Map 1 shows that there are certain geographic sectors of impact from Alamodome activities. Nolan Street on the north and Aransas Avenue on the south are approximately three quarters of a mile, respectively, from the dome site. It is expected that physical changes to the neighborhood will occur as a result of dome activities. Important portions of the Dignowity Hill Historic District and the entire St. Paul Square Historic District are included in the study by using Nolan as the northern boundary.

The eastern boundary of the study was identified a mile east of the dome site to New Braunfels Street. This was done because New Braunfels is a major north-south commercial artery through the Eastside and an important boundary of the neighborhood. New Braunfels Street is a major gateway into the Eastside from Ft. Sam Houston and is the eastern boundary of the historic eastside cemeteries. Inclusion of the cemeteries in this study is important as recommendations are made later in the study regarding economic development. The western boundary, Interstate 37, is a physical boundary between downtown San Antonio and the Eastside.

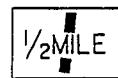
Thus, these boundaries were chosen to include primary and important districts and sites on the Eastside, such as St. Paul Square, the Cemeteries, the Southern Pacific Depot, and other familiar Eastside landmarks.

##### History and Character of the Plan Area

The development history of the area which comprises the Alamodome Neighborhood Area reaches back to the very early origins of the City of San Antonio. Beginning with the earliest periods of settlement, the area now designated the St. Paul Square Area was once part of the farmland of the Mission San Antonio de Valero, later made famous as the Alamo.



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DEPARTMENT OF PLANNING  
CITY OF SAN ANTONIO



DISTANCE FROM  
ALAMODOME AS  
INDICATED

East Commerce Street is part of the roadway system laid out by the Spanish in 1805, but called "The Alameda" in reference to the groves of cottonwood trees that lined it. Later, it was called "La Garita", referring to Powderhouse Road, because it led to a powderhouse constructed by the Spanish around 1805 for the manufacture of gun powder. In the 1880's the street was officially called "East Commerce" and since then has served as a major entrance way into the city while generating activity, business, and prosperity. The major focus was trade with lumber yards, boarding houses, retail shops, and wagon yards operating near or along the street.

The first railroad arrived in San Antonio in 1877 and renderings of the 1880's depict the area around Commerce Street as having increased settlement and the addition of railroad tracks. The first depot facilities were constructed in 1902. Farther east in the area, the powderhouse was a landmark on the most prominent hill east of the city for many years. Located in the vicinity of Pine, Montana and Commerce Streets, Powderhouse Hill was the site of manufacture and storage of gunpowder until 1896. Early paintings of the area show a barren and brushy expanse of land between the downtown and the rise of land to the site of the powderhouse until after the Civil War.

The only mid-19th century development east of town occurred in 1853 when the first sales of city land were made from a survey of 20 acres on the "hill northwest of the powderhouse" for use as burial sites. This culminated the process begun in 1850 by the city fathers to establish a cemetery outside the center of town. For reasons of isolation, various shooting societies adjoined the cemeteries and the powderhouse in occupying the area. In 1857, the San Antonio Shooting Society established its range on the hill and maintained its presence there until 1880.

It was after the Civil War that San Antonio and the Eastside began to experience population growth. Residential development of the oldest areas date primarily to the 1880's and later, with much of the street system extended to the area around 1890. In 1891, electric street car service was extended down East Commerce and labeled, appropriately, the "Cemetery Line". North of the cemetery location, Dr. Anthony M. Dignowity purchased large tracts of land, making his home on the next hill north of Powderhouse Hill -- Mount Harmony or Dignowity Hill as it became known.

By the turn of the century, the area surrounding the historic cemetery complex was well developed. The neighborhood businesses that surrounded the cemeteries were cemetery-related such as funeral homes and monument and floral shops. One could expect to find owners and workers living in close proximity to their businesses.

In 1902, the Southern Pacific Passenger Depot was constructed at E. Commerce and Walnut Streets to serve the Sunset Line. The station greatly increased commercial and residential development activity

in the area and generated an intense period of physical development that continued through two World Wars. A multitude of businesses sprang up catering to the increasing numbers of tourists, railroad employees, and residents. Restaurants, hotels, boarding houses, saloons, dry good stores, groceries, hardware stores, barber shops, and doctors offices were established along Commerce Street by the turn of the century.

Returning briefly to 1884, that is the year that George Holmgreen became the principal partner in the Schuhle and Nixon Foundry. A year later, he purchased the business and relocated it to a one acre site "out in the mesquite brush." In April, 1885, the Alamo Iron Works opened at its new site on Montana Street. The site included a foundry, machine and pattern shop, and a small office. Alamo Iron Works prospered there and eventually expanded to a 17 acre site. For over 100 years it experienced both the development and decline of the near Eastside until its site was bought out for inclusion in the dome site. The familiar whistle blew for the last time at the site on June 29, 1990.

The socio-economic characteristics of the community in the planning area have been working class and ethnically diverse. Early records indicate that Germans, Hispanics and Blacks were among the first property owners and businessmen. City directories between 1877 and 1902 list occupations for residents within what is now the dome site as the following: blacksmith, tinsmith, machinist, contractor, builder, carpenter, painter, decorator, warehouseman, shipping clerk, bookkeeper, clerk, grave digger, bartender, coachman, musician and writer. Ties to the Eastside for San Antonio's Black community are especially strong. For many years it was the heart of civic, business, cultural and religious activities. St. Paul United Methodist Church was established on North Center Street in 1870 and had a predominantly Black congregation. Mt. Zion First Baptist Church, organized for more than 100 years and now located at Hackberry Street and Martin Luther King Drive, has a continuous history of positive interaction with the neighborhood.

The importance of the Black community on the Eastside also attracted famous Black entertainers to popular places of entertainment on Commerce Street. The Avalon Grill and the Mona Lisa Club featured Count Basie and Louis Armstrong. The Carver Community Cultural Center has continued some of the cultural traditions of the area.

Successes as a result of integration also provided new business, employment, and residential opportunities on a city wide basis for Blacks. However, it had the effect of dispersing much of Black commercial and civic energy into the rest of the city, causing the decline of commerce in the Eastside. Subsequently, the construction of Interstate Highway 37 in 1967 cut off the near Eastside from downtown. Blocked both physically and psychologically from the downtown, the Eastside began to experience the stagnation that often plagues older, inner-city neighborhoods.

On the other hand, public investment in the Eastside since the 1970's has been substantial. Use of Community Development Block Grant funds by the City has resulted in capital improvements ranging from new sidewalk and drainage projects to improvements to the Carver Cultural Community Center and the Eastside YMCA. Implemented plans have included the creation of the St. Paul Square Historic District and the Fairchild Park and Tennis Complex. The Alamodome is the latest addition to the area.

### Land Use and Zoning of the Plan Area

Maps 2 and 3 show current land use and zoning for the plan area. The Alamodome Neighborhood Area is primarily residential in character with the majority of the dwelling units as single-family, one story, detached structures on lots averaging 50 feet by 100 feet. However the largest open space in the area is the historic cemetery complex which contains 103 acres of private and public burial grounds and is over 130 years old. The next largest single land use is the Alamodome site, containing 57 acres. Major commercial arteries through the area are Commerce Street, Houston Street, Hackberry Street and Durango Street. New Braunfels Street is also a commercial artery that is the eastern edge of the plan area. The major shopping complex to serve this area is at the corner of New Braunfels Street and Houston Street, containing an HEB grocery store and other retail stores.

Two historic districts are within the planning area: Dignowity Hill Historic District, just north of Commerce Street, and St. Paul Square Historic District, which surrounds the Southern Pacific Depot at Commerce Street and the railroad tracks. Two large recreational facilities are also found in the area. Fairchild Park and Tennis Complex includes 14 tennis courts, a swimming pool and clubhouse. Pittman-Sullivan Park, comprised of 18 acres, contains the Eastside YMCA facility. Major industrial activity is found between IH-37 and the railroad tracks in the southwestern part of the planning area.

Current zoning of the planning area is a mix of classifications from the 1938 code and the post-1965 code (see Appendix 2 for an explanation of zoning classifications). North of Commerce Street in the Dignowity Hill Historic District, the zoning has been updated to the post-1965 code. The St. Paul Square area is zoned B-4. However, the area south of Commerce Street retains the 1938 zoning classifications for the most part.

### Demographics and Housing

Tables 1 and 2 list the demographics and housing occupancy data of the census tracts containing the planning area which are indicated on Map 4. The information indicates that population densities are not high because the large majority of area structures are single



**TABLE 1**  
**POPULATION STATISTICS**  
**FOR THE ALAMODOME IMPACT AREA CENSUS TRACTS**

COUNT	TOTALS SHARE		CHANGE 1970-1990 %		ANALYSIS FOR THE PAST 20 YEARS:
'70 POPULATION	22,031				SIGNIFICANT LOSS OF POPULATION
'80 POPULATION	19,390				
'90 POPULATION	16,964		-5067	-23%	
<b>ETHNICITY</b>					
'70 HISPANIC	10,254	47%			SIGNIFICANT CHANGE IN ETHNIC COMPOSITION (NOW PREDOMINATLY HISPANIC)
'80 HISPANIC	11,501	59%			
'90 HISPANIC	11,375	67%	1121	11%	
'70 BLACK	9,593	44%			LOSS OF BLACK POPULATION EQUAL TO AREA TOTAL POPULATION LOSS
'80 BLACK	6,553	34%			
'90 BLACK	4,678	28%	-4915	-51%	
'70 ANGLO	1,995	9%			ANGLO AND OTHER POPULATION NOW ONLY A MINOR PORTION OF THE TOTAL POPULATION
'80 ANGLO	1,227	6%			
'90 ANGLO	778	5%	-1217	-61%	
'70 OTHER **	189	1%			(ALL FOLLOWING CHARACTERISTICS REFLECT A STABLE SHARE OF THE POPULATION OVER THE TIME PERIOD LOSS OF YOUNG POPULATION
'80 OTHER **	109	1%			
'90 OTHER **	133	1%	-56	-30%	
<b>AGE</b>					
'70 <18YRS	7,574	34%			LOSS OF ELDERLY BUT SHARE OR % IS HIGH (CITY = 10% IN 1990)
'80 <18YRS	6,451	33%			
'90 <18YRS	5,610	33%	-1964	-26%	
'70 65+YRS	3,301	15%			DECREASE IN # OF FAMILIES
'80 65+YRS	3,267	17%			
'90 65+YRS	2,783	16%	-518	-16%	
<b>HOUSEHOLD TYPE</b>					
'70 FAMILY	5,132	69%			DECREASE IN # OF NON-FAMILIES
'80 FAMILY	4,499	67%			
'90 FAMILY	3,781	67%	-1351	-26%	
'70 NON-FAMILY	2,258	31%			OVERALL DECREASE IN HOUSEHOLDS
'80 NON-FAMILY	2,214	33%			
'90 NON-FAMILY	1,831	33%	-427	-19%	
'70 HOUSEHOLDS	7,390				
'80 HOUSEHOLDS	6,713				
'90 HOUSEHOLDS	5,612		-1778	-24%	

SOURCE: 1970, 1980, 1990 U. S. CENSUS

\* SHARE REPRESENTS THE PERCENTAGE OF THE POPULATION WITHIN THE AREA

\*\* OTHER REPRESENTS NON-WHITE POPULATION OF ASIAN & AMERICAN INDIAN DESCENT

**TABLE 2**  
**HOUSING STATISTICS**  
**FOR THE ALAMODOME IMPACT AREA CENSUS TRACTS**

	TOTALS	SHARE	CHANGE 1970-1990	%	ANALYSIS FOR THE PAST 20 YEARS: (ALL THE FOLLOWING REFLECTS A STABLE SHARE OF THE HOUSING OVER THE TIME PERIOD)
<b>COUNT</b>					
'70 TOTAL UNITS	8,119				
'80 TOTAL UNITS	7,508				
'90 TOTAL UNITS	6,782		-1337	-16%	SIGNIFICANT LOSS IN TOTAL UNITS
<b>HOUSING TYPE</b>					
'70 SINGLE FAM.	5,527	68%			
'80 SINGLE FAM.	5,425	72%			
'90 SINGLE FAM.	4,771	70%	-756	-14%	LOSS OF SINGLE FAMILY UNITS
'70 MULTI FAM.	2,592	32%			
'80 MULTI FAM.	2,083	28%			
'90 MULTI FAM.	2,011	30%	-581	-22%	LOSS OF MULTI-FAMILY UNITS
'70 VACANT UTS.	729	9%			
'80 VACANT UTS.	795	11%			
'90 VACANT UTS.	1,170	17%	441	60%	SIGNIFICANT INCREASE IN VACANT UNITS
<b>TENURE</b>					
'70 OWNER OCC.	3,416	46%			
'80 OWNER OCC.	3,052	45%			
'90 OWNER OCC.	2,540	45%	-876	-28%	AREA CONTINUES TO HAVE AN EQUAL MIX OF OWNERS TO RENTERS
'70 RENTER OCC.	3,974	54%			
'80 RENTER OCC.	3,661	55%			
'90 RENTER OCC.	3,072	55%	-902	-23%	
<b>VALUE \$</b>					
'70 VALUE INDEX	0.74				
'80 VALUE INDEX	0.58				
'90 VALUE INDEX	0.62		-0.12	-16%	INDEX REFLECTS A DROP IN VALUE AS COMPARED TO THE CITY(=1.00)

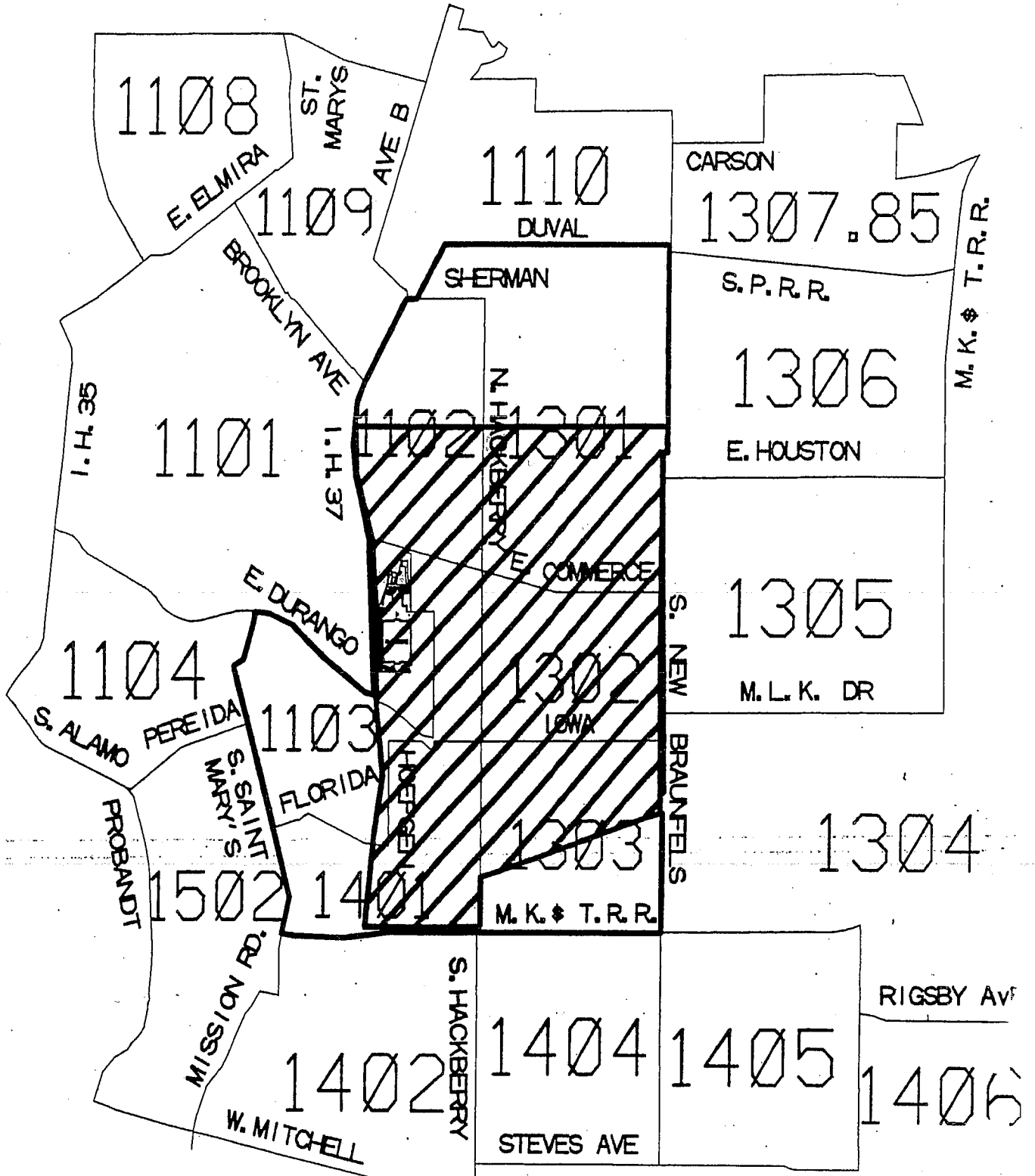
SOURCE: 1970, 1980, 1990 U. S. CENSUS

AREA HAS BEEN IN A STATE OF DECLINE FOR THE PAST 20 YEARS WITH A LOSS IN HOUSING DUE TO DEMOLITIONS AND LITTLE NEW HOUSING TO REPLACE THESE UNITS. THE HIGH NUMBER OF VACANT UNITS AND THE DECREASE IN VALUE OF EXISTING OWNER OCCUPIED HOUSING ALSO REFLECTS THIS DECLINE.

\* SHARE REPRESENTS THE PERCENTAGE OF THE HOUSING WITHIN THE AREA

PREPARED BY DEPT. OF PLANNING-COMPREHENSIVE DIV-DATA JUNE '92

# MAP 4



PREPARED BY:  
PLANNING DEPARTMENT



## LEGEND

-  PLAN AREA
-  CENSUS TRACTS CONTAINING PLANNING AREA

story. Resident ethnicity is predominantly Hispanic and Black. The total 1990 residential population of the area is 7,733, a ten percent decrease from the 8,610 people counted in the 1980 census. The ethnic composition of the area is 53% Hispanic, 43% Black and 4% Anglo and other. The area contains 3,264 housing units, a decrease from 3,784 units in 1980, for a loss of nearly 13% of the housing stock. Map 5 indicates the condition of housing units as compiled by the planning team.

### Street Conditions, Circulation and Access

Map 6 shows the condition of streets in the planning area. For the most part this area is similar to other inner-city neighborhoods with respect to the condition of its infrastructure. Inner-city neighborhoods require improvements that are costly and often tend to be constructed in phases over the long term. Many of the streets in the area require resurfacing and in some cases complete reconstruction. A study of the needs of the area including streets, sidewalks, and other improvements is outlined in Chapter Five.

Access to the Eastside will be enhanced with the depression of Montana Street in the heart of the Alamodome project. Also additional improvements such as the Cherry Street Drainage Project will improve access to the immediate area. Highway improvements to IH-37 will also provide increased access to the Eastside and downtown. These improvements are designed to separate pedestrian and vehicular traffic in this area.

### PART 2: WHAT ARE THE GENERAL ISSUES REGARDING DOME DEVELOPMENT?

The Alamodome is expected to have a positive overall impact on the downtown and surrounding neighborhoods. However, due to its size and the many events it will house, careful planning is necessary to maximize its integration into the neighborhood. To facilitate this integration, this plan addresses such issues as increased economic activity, increased pedestrian and vehicular traffic, parking availability, security, residential redevelopment, and capital improvements.

Questions regarding the dome's impact identified during the planning process include the following:

- \* What is the short and long-term potential for development in the immediate neighborhood around the dome?
- \* What should be the future character or land use of the surrounding neighborhood?
- \* How should property used for industrial, commercial and public service activities within the neighborhood area be redeveloped in relationship to the Alamodome?

- \* How should the effects of additional traffic and parking be mitigated or minimized?
- \* What capital improvements are needed to foster redevelopment?

### PART 3: GENERAL METHODOLOGY FOR PLAN DEVELOPMENT.

The planning team employed a number of methodologies to collect and analyze data for the study. Various other studies regarding this neighborhood were consulted by the staff during this planning process. The most recent and relevant studies considered were the Cherry Street Redevelopment Plan, the Old San Antonio City Cemeteries Historic District Master Plan draft, and the Urban Land Institute Report on Dome Development. The ULI Report had a number of recommendations that were reconsidered in this plan, including how to:

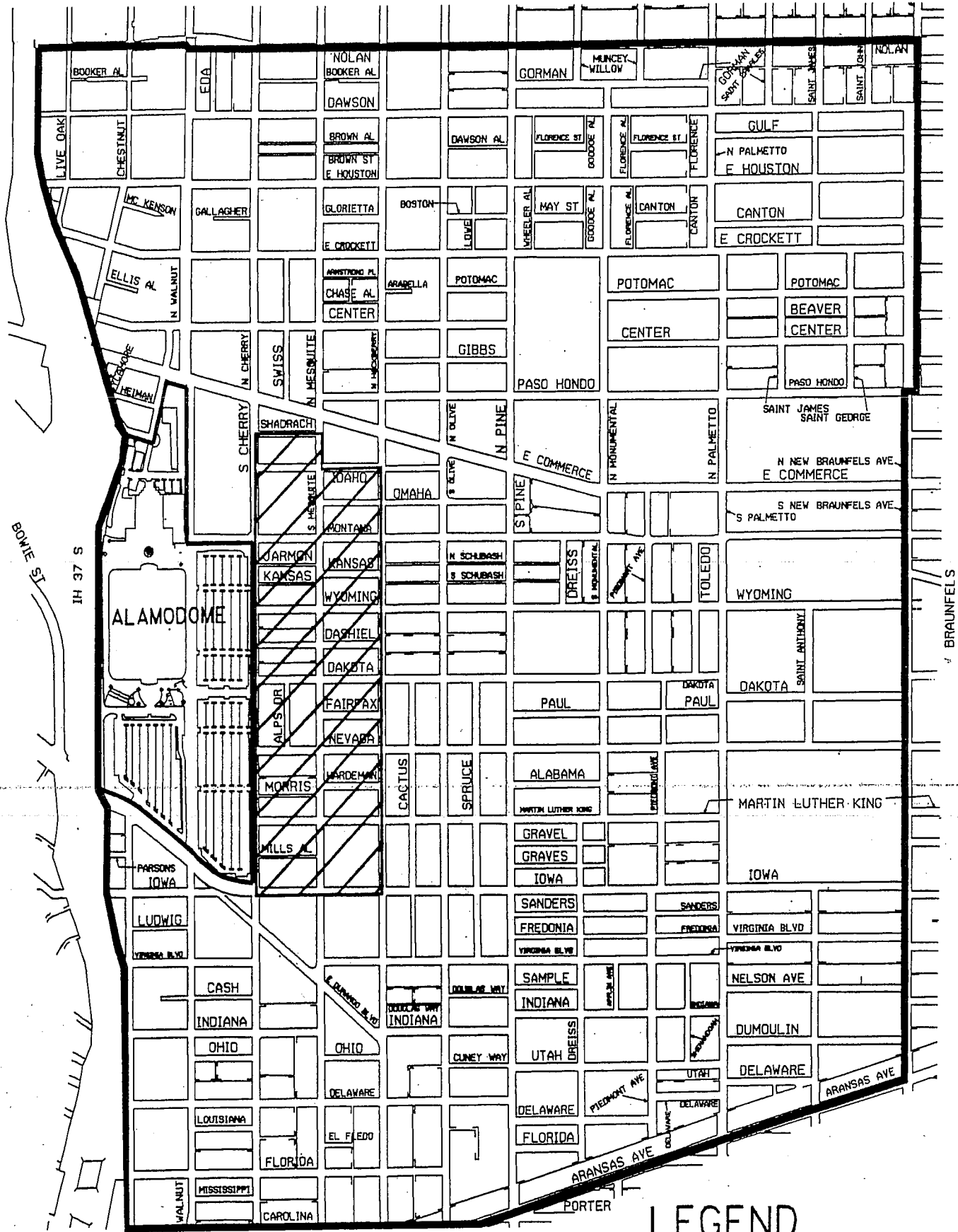
1. Revitalize the residential neighborhood east of the dome site and establish certain design standards.
2. Develop space along East Commerce Street in St. Paul Square with commercial activity of an entertainment theme.
3. Plan neighborhood commercial development in the area and along both sides of Commerce Street, east of Cherry Street.
4. Create an mechanism that will protect inner-city neighborhoods from major event parking in vacant lots and in front yards.
5. Create a buffer of landscaping along Cherry Street east of the dome site.

The staff also designed and administered an independent survey of adjacent home owners and tenants regarding their concerns about neighborhood redevelopment, economic development, traffic and parking (see Appendix 3). Those residents immediately adjacent to the Alamodome were interviewed door-to-door, while those residents between Mesquite Street and Hackberry Street were surveyed by mail (see Appendices 4 and 5). Map 7 shows the areas that were surveyed by the team. Absentee property owners were also surveyed by mail.

#### Business Survey

In conjunction with the surveys of residents and property-owners, businesses along Commerce, Houston and Hackberry Streets were surveyed by staff of the Eastside of San Antonio Economic Development Council. Results of the survey of Commerce Street are found in Appendix 6. The survey was sent to all businesses along East Commerce Street and a 78% response rate indicated that the following types of businesses are included in the area..

# MAP 1



PREPARED BY:  
DEPARTMENT OF PLANNING  
CITY OF SAN ANTONIO



NORTH



SURVEY AREA

## LEGEND

Sales/service:	58%
Retail sales:	31%
Distribution, manufacturing, construction:	10%
Other:	1%

These business firms employ a total of 244 people. Approximately one half of the business premises are operator-owned while the other half are leased. The market areas for 51% of these firms is city wide. The remaining firms view their market as neighborhood (20%), regional (17%), downtown (6%), and international (3%).

When asked, "What are the most urgent problems in the neighborhood where you conduct your business?", the lack of public improvements such as sidewalks and curbs ranked the highest. Drug use/sales, vandalism, crime, and prostitution ranked second among the problems in the target area. In addition, the majority of the businesses believe that night clubs/pool halls have a negative impact on their business.

Just over half of the businesses surveyed have immediate plans to make improvements to their property. These improvements include remodeling of inside and outside of their business, as well as parking lot expansion. Most businesses in the Commerce Street Commercial District believe that the Alamodome will create parking problems.

Eighty-two percent (82%) of business owners in this area show a willingness to coordinate efforts with other businesses to spruce up the area. To combat these negative impacts and revitalize the surrounding commercial area, business operators would like to see public improvements such as: reconstruction of streets with sidewalks and new curbs, new vapor street lighting, street beautification project (planting trees and other foliage), improved drainage and a police sub-station. Furthermore, business owners would like to see more tourist related retail stores and restaurants as well as fast food operations develop in the area.

A moratorium on rezoning, platting and permitting was imposed on the area during the development of the plan. Three community wide forums were held in the summer of 1991 to assess neighborhood sentiment regarding redevelopment (residential and economic) and parking and traffic. Two additional community forums were hosted by the Neighborhood and Business Issues Subcommittee in the summer of 1992 to present the plan's recommendations to residents and property owners.

#### PART 4: GENERAL PLAN RECOMMENDATIONS

The following recommendations are based on consideration of the above mentioned studies, the survey results, field surveys of land use and housing, input from residents, neighborhood leaders and organizations, and local planning expertise. The essential theme

of the recommendations is to strengthen the existing neighborhood character so that a complete neighborhood is redeveloped; one that is capable of supplying all the services and activities its residents once enjoyed. Large scale demolition has never been advocated in the studies which were reviewed and is not proposed as an option in this process. Some renewal is needed to strengthen land use themes that already exist. Where residential activity currently exists, it should be strengthened and fostered. Commercial activity that occurs as a result of the dome activities should be targeted and directed to Commerce Street and Houston Street where it can augment the economic activities already in place there. It is also proposed that additional economic activity that would serve the neighborhood be encouraged along Commerce Street.

The majority of the recommendations address the immediate area surrounding the dome site because this area is most likely to experience the effects of Alamodome activity in the initial years of operation. This area includes property within a half-mile radius of the dome site.

#### General Policy Recommendations for City Council Consideration:

- 1.1 Establish a new special district that would define land uses for the immediate neighborhood; a Neighborhood Conservation District.
- 1.2 Target Commerce Street for commercial redevelopment by implementing the East Commerce Street Commercial District Feasibility Studies.
- 1.3 Adopt an updated St. Paul Square Plan in light of Alamodome and VIA Transit Terminal development.
- 1.4 Adopt and implement the Old San Antonio City Cemeteries Historic District Master Plan.
- 1.5 Implement the Alamodome Transportation Operations Plan.
- 1.6 Prioritize capital improvement projects to be funded through bond issues, annual street maintenance and/or Community Development Block Grant funds.



## CHAPTER TWO

### RESIDENTIAL AND NEIGHBORHOOD REDEVELOPMENT

#### Statement of Issue: Residential Land Use and Development

What should be the future character or land use of the surrounding residential neighborhood?

#### Summary of Existing Conditions:

Much of the residential development in the Alamodome area is just over 100 years old. It is primarily composed of small, single-family, wood frame cottages that housed working class families, many once employed at the nearby Alamo Iron Works and the Southern Pacific Railroad yards and depot. According to the 1990 census, the planning area contains 3,264 housing units. A little less than half of the area's housing stock is owner-occupied. Median rent is approximately \$200 per month. Parts of the planning area are within the Dignowity Hill Historic District, a residential historic district, that was recently rezoned to the post-1965 zoning classifications.

Housing conditions in the planning area are indicated on Map 5. This map was developed by the planning team and classifies housing into three categories: "good" meaning standard or nearly standard condition; "fair" indicating that renovation work is needed; and "poor" indicating that demolition may be required. Overall, 78% of the housing stock in the planning area was rated "good," 18% was rated "fair" and 3% was rated "poor."

The immediate neighborhood, three blocks east of the dome site, is composed of small, single-family wood frame cottages and has provided housing for the past century for working class families. This area is not a historic district even though areas in close proximity are designated as such. No single unit in this area has unique architectural distinction, but as a whole the Victorian-age style of the units, densely sited on small lots creates a pleasant residential atmosphere. This area has been the focus of intense study and survey and is the subject of the majority of the recommendations that follow in this chapter. Table 3 reflects the census information about the area and compares it to the overall planning area.

#### Survey Findings:

Surveys of residents and property owners have reflected a vision of their neighborhood as a vital, moderate-income neighborhood with

TABLE 3

ALAMODOME NEIGHBORHOOD PLAN DEMOGRAPHICS--1980 vs. 1990  
THE OVERALL PLAN AREA

	1980		1990		CHANGES	
	# of persons	% of Total	# of persons	% of Total	# of persons	% of Total
ETHNICITY						
Hispanic	3467	40.3%	4088	52.9%	621	17.9%
Black	4701	54.6%	3335	43.1%	-1366	-29.1%
Anglo	417	4.8%	257	3.3%	-160	-38.4%
Other	25	0.3%	53	0.7%	28	112.0%
TOTAL POPULATION	8610	100.0%	7733	100.0%	-877	-10.2%

TOTAL HOUSING	1980	1990	CHANGES	
			#	%
	3784	3264	-520	-13.7%

## SURVEY AREA IN 1980

	AREA I		AREA II		TOTAL OF I & II	
	# of persons	% of Total	# of persons	% of Total	# of persons	% of Total
ETHNICITY						
Hispanic	258	55.0%	190	43.5%	448	49.4%
Black	181	38.6%	220	50.3%	401	44.3%
Anglo	28	6.0%	27	6.2%	55	6.1%
Other	2	0.4%	0	0.0%	2	0.2%
TOTAL POPULATION	469	100.0%	437	100.0%	906	100.0%
TOTAL HOUSING	212		201		413	100%

## SURVEY AREA IN 1990

	AREA I		AREA II		TOTAL OF I & II	
	# of persons	% of Total	# of persons	% of Total	# of persons	% of Total
ETHNICITY						
Hispanic	281	68.2%	253	55.7%	534	61.7%
Black	123	29.9%	175	38.6%	298	34.4%
Anglo	8	1.9%	25	5.5%	33	3.8%
Other	0	0.0%	1	0.2%	1	0.1%
TOTAL POPULATION	412	100.0%	454	100.0%	866	100.0%
TOTAL HOUSING	156		183		339	100%

NOTE: OVERALL STUDY AREA = IH-37, NOLAN ST., NEW BRAUNFELS & ARANSAS AVE.

AREA I = SHADRACH, MESQUITE, IOWA, & CHERRY STREETS

AREA II = COMMERCE, HACKBERRY, IOWA, & MESQUITE STREETS

File: domearea

Source: Dept. of Commerce, Bureau of Census, P.L. 94-171 Release, 1980 & 1990.

Prepared by: City of San Antonio, Department of Planning, Comprehensive Division; 10/91

affordable housing near downtown and Eastside jobs. The highlights of the residential survey responses were as follows:

1. Residents live in the neighborhood because it's affordable and near downtown.
2. Residents expect the dome opening to have a positive impact on the neighborhood.
3. Residents want single family, mixed use and commercial development in the neighborhood.
4. The majority of respondents were homeowners who had lived in the neighborhood for more than 10 years and indicated a desire to live there in the future.

#### Recommendations:

The plan's objective is to redevelop the neighborhood so that it is capable of supplying the local services and activities its families need while providing affordable housing for its residents.

- 2.1 Protect and stabilize the residential character of the neighborhood through designation of the immediate area as a Neighborhood Conservation District, which would function as a new, special district. Regulatory guidelines would not follow the strict design mandates of an historic district nor the more flexible standards affixed to a regular zoning district. Instead, there would exist a mechanism that would have, for example, the flexibility to accommodate commercial development with features that would protect residential areas.
- 2.2 Develop vacant lots, particularly corner lots, in viable blocks of the neighborhood with rehabilitated and relocated housing from the immediate area to improve the concentration of similar housing.
- 2.3 Provide for new, single family housing in the area north of Durango between Cherry and Mesquite
- 2.4 Treat Recommendation 2.3 above as a pilot project and package it with a private developer. Selecting one tract for full concentration of efforts would showcase this new housing initiative.
- 2.5 In the form of a demonstration project, review local development codes regarding possible relaxation or modification to permit less costly redevelopment and construction.
- 2.6 Propose a wider right-of-way on Cherry Street from Commerce Street to Iowa which would contain public improvements such as

landscaping and sidewalks since blocks located on Cherry Street will be rebuilt with housing or commercial development.

- 2.7 Develop separate design standards with the establishment of the district which would emphasize architectural attributes of the existing housing stock and St. Paul Square architectural themes. Design standards would assure appropriate landscaping of infill, mixed-use development.
- 2.8 Propose a design review mechanism which would oversee conformance to the district design standards. This mechanism would include area residents and owners as well as business and religious leaders.

#### Analysis of Recommendations:

The most critical overarching recommendation in this chapter is Recommendation 2.1 to designate the residential neighborhood immediately east of the Alamodome as a neighborhood conservation district.

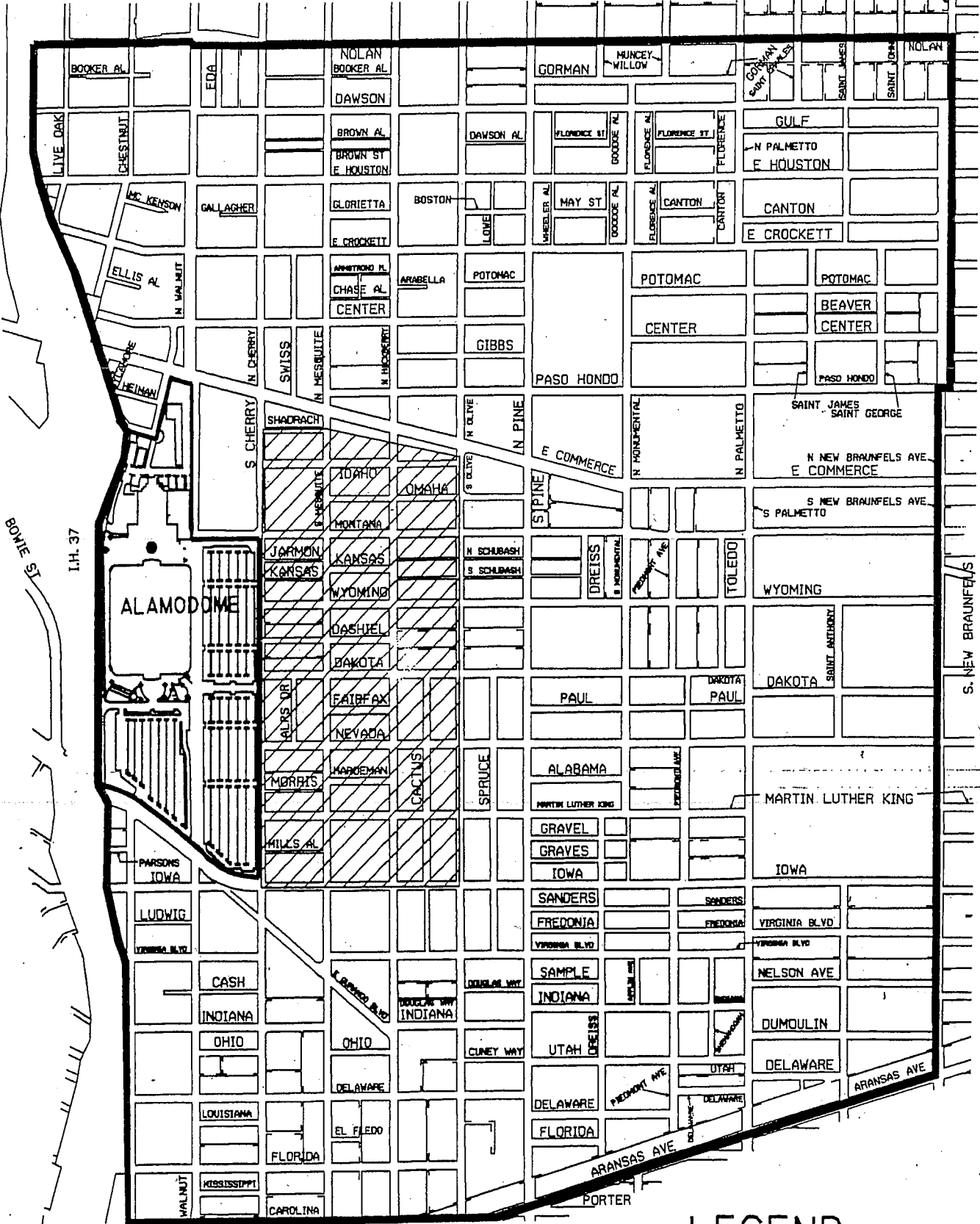
The recommended boundaries for this special district are just south of Commerce Street on the north, Cherry Street on the west, Iowa Street on the south and Olive Street on the east (see Map 8). History has shown that whenever a new institution, such as a medical, religious, educational or public facility is located in a residential area, the result to the character of the neighborhood can be devastating. In certain instances vacant lots/dwellings emerge along with private parking areas and subsequently a deterioration of the housing stock occurs.

In general, the condition of the housing within the proposed neighborhood conservation district is poorer than that of the rest of the planning area. Only 47% of the area's units were rated in good condition, 41% were found to be in fair condition, and 12% were rated as in poor condition. Thus, the most proactive approach to enhancing and redeveloping the area is to create a neighborhood conservation district that could be applied to this neighborhood. Such a district could be tailored to protect and stabilize the residential character of the neighborhood, while allowing existing businesses to co-exist and expand.

The regulatory levels in this new conservation district would not equal the strict design mandates of an historic district such as King William or Dignowity Hill. Instead the new district would have more flexibility to encourage mixed use development along Cherry Street and additional residential development in the neighborhood.

This neighborhood contains nearly all the needed infrastructure to continue as a community for families. Frederick Douglass Elementary School is in the heart of the proposed neighborhood conservation district and currently enrolls children grades 3

# MAP 8



BOWIE ST  
I.H. 37

PREPARED BY  
PLANNING DEPARTMENT  
CITY OF SAN ANTONIO



**LEGEND**  
PROPOSED NEIGHBORHOOD  
CONSERVATION DISTRICT

through 5. Enrollment has increased since 1987 from 329 children to 345 children. There are numerous churches in the area representing a variety of denominations. There are over 100 churches in the Eastside area, including 5 in the proposed conservation district area. However, the community requires additional housing opportunities for its residents to live comfortably and affordably. The existing housing stock cannot support any new growth of families and residents.

#### Implementation of Recommendations:

Three actions are proposed to implement these recommendations:

- \* Rezone the entire planning area to the current (post-1965) zoning classifications.
- \* Write and adopt a neighborhood conservation district ordinance and apply it to the proposed conservation district area.
- \* Implement the HOME Project in the area north of Durango between Cherry and Mesquite Streets.

The City would target this area for new single family construction. Under the HUD, Home Program the City will acquire, relocate residents and clear it for the development of new housing. The HOME Program has allocated over \$7 million dollars to San Antonio in this first project year. Of that \$7 million, \$1 million has been targeted for this area. To implement this project, an Urban Renewal Plan will be required.

## CHAPTER THREE

### ECONOMIC AND COMMERCIAL REDEVELOPMENT

#### PART 1: GENERAL COMMERCIAL AND ECONOMIC DEVELOPMENT

##### Statement of Issue: Overall Commercial Land Use and Economic Development

How should the property used for industrial, commercial and public service activities within the planning area be redeveloped in relationship to the Alamodome?

##### Summary of Existing Conditions:

Many areas of commercial, industrial and public use activity in the Alamodome Neighborhood Area are more than 100 years old. Alamo Iron Works and the Southern Pacific Railroad Depot were built just prior to the turn of the century or immediately thereafter. The City Cemetery complex, the largest single land use within the planning area (103 acres), is also the oldest. In 1853 the City of San Antonio began selling City land to church and fraternal organizations for public and private burial grounds. Each activity generated jobs for the surrounding neighborhoods: floral shops, monument works, mortuaries, restaurants, hotels, warehouses, and shipping facilities. Many of these businesses no longer exist.

The area was also once the center of business and commerce for the City's Black community. Contained by segregation in past years, the area was the hub of Black businesses, community and civic activities. Integration provided new opportunities but also had the effect of dispersing much of that commercial and civic energy into the rest of the city.

Map 9 shows the cemetery complex, St. Paul Square, and vacant manufacturing and warehouse space available for redevelopment. The Alamodome and VIA Transit Terminal are the newest additions to the Eastside and are expected to generate economic activity in the area.

##### Recommendations:

- 3.1 Encourage commercial development and redevelopment immediately north of St. Paul Square in the warehouse district centered around Houston Street for mixed use development to include housing.

- 3.2 Adopt and implement the Master Plan for the Old San Antonio City Cemeteries Historic District.
- 3.3 Capitalize on the potential of the historic cemetery district concept as a tourist destination and link it with the St. Paul Square area.
- 3.4 Channel and concentrate any new development onto the four block strip of Commerce Street between the historic cemeteries and St. Paul Square.
- 3.5 Develop reuse strategies for the old Friedrich Air Conditioning complex. A mixed use redevelopment of the structure could serve as an anchor at the eastern end of Commerce Street to draw people through St. Paul Square and down Commerce Street. Such a complex could also anchor the tourist potential of the historic cemetery complex.
- 3.6 Encourage new parking development in areas immediately north of Commerce Street which would serve the needs of existing and new businesses along Commerce Street and potential overflow parking needs of the dome.
- 3.7 Encourage new parking lot development south of Durango Street along existing commercial zones.

#### Analysis of Recommendations:

A comparison of the economic activity generated by other dome facilities indicates that they have brought additional economic benefits to existing commercial areas. The warehouse district north of Commerce Street has a great deal of potential for economic redevelopment. The Spaghetti Warehouse is a recent addition to this area. This district could support more commercial activity and housing which would add pedestrian traffic to St. Paul Square.

Along Commerce Street, there are opportunities to establish businesses along the short, four block walk from the railroad tracks to the old Friedrich Air Conditioning building. New commercial activity, serving both nearby residential neighborhoods and dome entertainment needs, can be channeled and concentrated along this four block stretch. There exists ample vacant land as well as available office and building space.

Further east along Commerce Street, the Friedrich Air Conditioning building presents another opportunity for growth. Spanning nearly six acres, the building complex has numerous potential reuse strategies. A mixed use redevelopment of the site can serve as an eastern anchor to draw people through St. Paul Square down Commerce Street.

The historic cemeteries complex is comprised of more than 100 acres of open space and years of history. Much of San Antonio's history



is buried in this complex. For example, the mausoleum of Clara Driscoll who saved the Alamo as one of San Antonio's premier historic sites, is one of many interesting sites in the cemetery located across the street from the Friedrich building. The Cemetery Master Plan recommends that the cemetery complex be designated as a national historic district and be unified with a lighting and landscaping plan. The master plan was written in September of 1990 by a consultant under contract with the Eastside Economic Development Council and the City of San Antonio using CDBG funds. The plan also recommends establishment of an Eastside Cemetery Foundation that would begin fund-raising activities, increase public awareness, and work toward a comprehensive maintenance program. A visitor information center is also recommended. Interested tourists could first visit an information center, and then follow a self guided tour. Such activity would add momentum to other activities on Commerce Street.

The Eastside Economic Development Council completed a business and industrial firm questionnaire of this area and found that merchants were interested in expanding their businesses. Two economic studies have also been completed. One study was designed to determine how small businesses could be "incubated" on Commerce Street or in the St. Paul Square area in relation to dome activities. The other study evaluated existing businesses on Commerce Street and their market demand from the adjacent residential neighborhoods, and evaluated the feasibility of locating entertainment, cultural and other tourist related businesses in the East Commerce Street Commercial District.

#### Implementation:

In July 1992, the City's Department of Economic Development held an economic summit for the Eastside to identify key issues which would lend to increased economic activity for the community. Task forces were developed which would study various critical issues related to economic development and subsequently make recommendations on how to spur additional activity. Follow up on that planning process is planned.

The Community Development Department has also let a contract for legal services to determine the feasibility of implementing portions of the Cemetery Master Plan. Specifically these services would determine the feasibility of consolidating perpetual care funds and creating an Eastside Cemetery Complex Foundation.

#### Action Departments:

- \* Economic Development Department
- \* Community Development (CDBG)

## PART 2: ECONOMIC DEVELOPMENT FOR ST. PAUL SQUARE

### Statement of Issue: Role and Future of St. Paul Square Historic District

How should the St. Paul Square Historic District be redeveloped and related to the Alamodome site and its activities?

#### Summary of Existing Conditions:

Beginning in 1975, the City and the San Antonio Development Agency used Community Development Block Grant funds to develop an Urban Renewal Plan for a 36 acre area immediately west of the downtown called the St. Paul Square Project. Bounded by Houston Street, the Southern Pacific Railroad, Montana Street and IH-37, the area's goals included the creation of a readily identifiable urban district (see Map 8). The first phase of activities concentrated on the rehabilitation and reclamation of the buildings along Commerce Street and the surrounding 6 acres. This core area is recognized today as the St. Paul Square Area and is owned by a 12 member association. Property owners in the complex own buildings individually and common areas in common.

Since 1977, when the Phase I plan for first year activities was completed, the St. Paul Square owners have worked to make the area a viable commercial district. The area was initially host to more retail activities but has evolved into an office complex. The San Antonio Development Agency and several architectural firms are found on the southern side of Commerce Street. Increased development in the St. Paul Square area has been sporadic due to various factors such as limited access (one-way) on Commerce Street to and from the downtown area.

The addition of the Alamodome site just south of the district has created new possibilities for economic activity and challenges to the area. The VIA Metropolitan Transit Authority released a Request for Proposal for the development of the Southern Pacific Depot. It is possible that this facility could have retail, entertainment or restaurant space usage.

#### Recommendations:

- 3.8 Encourage property owners in St. Paul Square to define the role of the St. Paul Square District in relationship to the dome area, including long term planning efforts for the transit terminal and its potential tenants.
- 3.9 Update the St. Paul Square District Plan to include the impact of the Alamodome and transit terminal.

3.10 Consider enlarging the district along Commerce Street east of the railroad tracks. Review design alternatives that would emphasize building facades facing south toward the Alamodome and transit terminal.

#### Analysis of Recommendations:

Currently, St. Paul Square has the majority of their buildings occupied with either an office or retail establishment. However, with the development of the Alamodome and the VIA transit terminal it is critical for the St. Paul Square area to redefine its development options. At the present time there exist a few establishments which draw patrons after 5 p.m. Many of the dome events will be held after 5 p.m. and on weekends. It is important that St. Paul Square capture the economic benefits that the dome will present. Any new retail or entertainment facilities should be designed to draw other patrons that are not necessarily attending dome events. Therefore, the St. Paul Square area should consider updating their original plan to include new marketing and tenanting strategies in order to attract entertainment related industries.

Consideration should also be given to reestablishing the neighborhood in the area. The original St. Paul Square plan once called for residential as well as retail activities. Linkage with the residential neighborhood just to the south of the area and east of the Dome is critical. Some of the warehouses to the north of the district in the area of Houston Street might lend themselves to conversion to multi and single-family residences as well as mixed use developments.

#### Implementation:

The St. Paul Square Owners Association is urged to update its plan with assistance from the San Antonio Development Agency and other City departments. By updating the plan, the St. Paul Square Area can provide a good location for the incubation of future small businesses and other economic development.

### PART 3: NEIGHBORHOOD COMMERCIAL REVITALIZATION

#### Statement of Issue: Neighborhood Commercial Services

What neighborhood commercial services are needed in the planning area and where should they be located?

#### Summary of Existing Conditions:

When asked what neighborhood store, service or business the residents would like most to see in the immediate area, respondents

stated that they most preferred a food store. Their second preference was a clothing store. There is only one major grocery store in the planning area located at New Braunfels and Houston Streets. Maggott's Grocery Store is on Commerce Street near Cherry. It is not a full service grocery store, however, it has maintained a steady and consistent influx of patrons city-wide. For other grocery needs residents travel to major stores on Fair Avenue, W.W. White, or South Presa.

#### Recommendations:

- 3.11 Provide Maggott's Grocery store on Commerce Street assistance to expand physically, and provide additional services to the surrounding neighborhood.
- 3.12 Identify areas along Commerce Street which would be used to relocate housing from adjacent neighborhoods for new commercial uses.
- 3.13 Conduct a market study to determine need/viability of other neighborhood commercial services such as a convenience store, cleaners, or clothing store.
- 3.14 Maintain existing commercial activities on Cherry Street between Commerce Street and Iowa Street but prohibit new commercial development along Cherry Street or in transitional residential areas, such as Iowa Street, unless design criteria for landscaping and buffering are included along with a commercial development plan.

#### Analysis:

For the most part, healthy neighborhoods with a mix of income and age groups generally draw convenient neighborhood commercial services, often within walking distance or at least a short drive away. The lack of a convenient, all-purpose grocery store in this neighborhood has caused the distribution of these dollars to other areas. The establishment of an expanded grocery store in this neighborhood could provide support to the critical mass needed to begin a healthy revitalization. A strategically placed store would also provide downtown residents and tourists with these type of services.

Maggott's Grocery Store has indicated an interest in expanding. This plan recommends providing them with assistance to expand physically, and thus provide these additional services to the surrounding residential neighborhood. As mentioned before, a market study is currently underway to determine the need/viability of other neighborhood commercial services such as a convenience store, cleaners or clothing store.

### Implementation:

Several key projects are underway which will facilitate economic progress in the Eastside. Once a market study to determine the need/viability of neighborhood commercial services is completed and released by the Community Development Department, it will offer various options for economic opportunity. Several keys to this study include the following:

1. Identify viable existing businesses for retention and successful growth based on support by the adjacent residential community and its purchasing power.
2. Identify additional types of businesses with neighborhood, city-wide, regional, state, national and/or international markets best suited for relocation to the study area.
3. Determine the feasibility of locating entertainment, cultural and other tourist related businesses to the East Commerce Street Commercial District.
4. Develop marketing goals and objectives for each recommendation derived from the results of the feasibility study, providing marketing strategies for each goal and objective.
5. Determine the feasibility of developing commercial lease space that would provide the small business person an opportunity to competitively market his/her products and/or services.
6. Identify available space suitable for conversion into parking in the East Commerce Street Commercial District.
7. Provide recommended sources of funding for marketing and redevelopment activities identified in this feasibility study.

The study results will assist in determining the overall marketing effort for the Economic Development Department. The Economic Development Department will be working through the Local Development Company to provide other economic incentives to assist business development and expansion in the area.

Also, it is important that the results of the economic summit held July 11, 1992 be incorporated into the long term economic strategies for the Eastside. Various task forces were established to study and make recommendations on issues such as business development, neighborhood housing development, transportation infrastructure, economic planning and marketing, and education. Recommendations regarding each of these areas are expected to be released in December 1992.

### Action Departments:

Economic Development Department  
Community Development (CDBG)

Planning Department  
Building Inspections Department  
Public Works Department

## CHAPTER FOUR

### TRAFFIC AND PARKING MANAGEMENT

#### PART 1: TRAFFIC MANAGEMENT IN THE PLANNING AREA

##### Statement of Issue: Traffic on Neighborhood Streets

How should traffic generated by dome activities be managed in and around nearby residential streets while maintaining the neighborhood's integrity?

##### Summary of Existing Conditions:

A recent study done by the Parking Division of the Public Works Department found that there is abundant parking in the downtown area to accommodate dome events. Four different scenarios were reviewed concerning downtown parking demand. These scenarios include various combinations of facility use such as the Convention Center, Alamodome, HemisFair Arena and Lila Cockrell Theater along with Riverwalk special events.

It is expected that traffic will be generated around the dome site from patrons hoping to find parking on site, thus public information campaigns will commence before the facility opens. Additionally, it is expected that when parking on the site becomes an impossibility then patrons will seek parking in the adjacent residential neighborhood. The traffic operations plan will assist in channeling traffic away from the neighborhood through the major arteries. The Traffic Division of the Public Works Department will be working to design various mechanisms to keep traffic out of residential neighborhoods. This program will include a pattern of one-way streets and no parking signs.

##### Survey Findings:

Speeding and/or heavy traffic on residential streets was a major concern expressed by 80% of the neighborhood residents. However, the majority of the residents also indicated that they preferred allowing well managed traffic to go through the neighborhood and were opposed to temporary street barricades and traffic diverters.

##### Recommendations:

Management of traffic and on-street parking in the immediate neighborhood requires a number of tools working together. Some

combination of the recommendations below will facilitate that traffic and parking management strategy.

- 4.1 Install traffic stop signs at Mesquite Street on the cross streets between Commerce Street to Iowa Street to inconvenience through traffic.
- 4.2. Consider a pattern of one-way streets between Cherry Street and Hackberry Street, allowing parking on both sides of the street, yet allowing emergency vehicle access.
- 4.3 Propose an on-going analysis of through traffic in the neighborhood and modify traffic plans as necessary.

#### Implementation:

Once the Alamodome is open, traffic and its effects on the neighborhood will be analyzed continuously. It is expected that there will be a learning relationship between patrons attending dome events and the traffic patterns they will need to use. One of the keys to the success of the Alamodome will be the effectiveness of traffic management. Overall a concerted effort must be made to educate the public about the abundance of parking within the downtown area as well as park and ride options.

#### Action Departments:

Public Works Department  
Alamodome Office  
Office of Dome Development  
Planning Department

#### PART 2: PARKING IN THE PLANNING AREA

#### Statement of Issue: Parking on Streets in Residential Neighborhoods

How should the problem of people parking in adjacent neighborhoods while attending dome events be managed?

#### Summary of Existing Conditions:

Parking studies completed by the City indicate that parking garages and commercial parking lots in the downtown and near Eastside will provide more than adequate parking for people attending dome events. Despite these studies, residents living adjacent to the dome are concerned that dome patrons will park in their neighborhood. They feel that access to their homes will be difficult due to increased traffic and that private parking lots will develop in their area.



### Survey Findings:

In the survey of residents, 65% expressed a desire for the City to regulate parking so that only residents and their guests could park on neighborhood streets. Residents also expressed a desire for limited use of "NO PARKING" signs, meters and so on.

### Recommendations:

- 4.4 Proceed with existing plan to establish an Alamodome public information program that will provide information concerning events in the downtown area and parking availability.
- 4.5 Install NO PARKING signs on one side of nearby neighborhood streets, or install some combination of parking signs that limit on-street parking to two hours and ticket offenders aggressively.
- 4.6 Assess potential of neighborhood decal parking programs in light of costs, funding and maintenance issues.

### Analysis:

The parking and traffic concerns will be significantly alleviated once the general public learns to use the new VIA downtown shuttles as well as the park and ride service to be channeled through the VIA transit terminal. The terminal is designed to accommodate 150 buses. It is expected that 20% or 13,000 of the attendees will use park and ride. This is a conservative estimate since in previous events such as the Folklife Festival, as high as 39% of the attendees have used park and ride. The cost of the round trip fare is estimated to be about \$3.

Two Alamodome shuttles, north and south, are planned to begin their routes about two hours before an event. They would end their routes approximately one to one and one-half hours after an event. The north shuttle would access parking areas as it traveled north on Hoefgen Street, west on Commerce Street, north on Bowie Street, northwest on Santa Rosa Street, east on Houston Street, south on Bowie Street, and east on Market Street to the Alamodome. The south shuttle would access parking lots while traveling west on Durango Street, north on Alamo Street, west on Nueva Street, south on Santa Rosa Street, and east on Durango Street to the Alamodome. The projected cost of the shuttle is expected to be \$0.40 each way.

The feasibility of a decal program for the neighborhood is still under consideration even though there are a large number of tenants in the area. It appears that the City would have to maintain records or issue decals for many transitional people.

## Implementation:

One of the key aspects to successful economic development strategies is the addition of parking areas for patrons. In the case of the Eastside economic development sectors (Commerce St., Hackberry St., Durango St., etc.) the businesses rely for the most part on on-street parking. In an effort to provide for additional parking the City will develop several parking lots north of Commerce Street so that dome patrons do not have to use on-street parking.

The City has entered into a long term contract with the State of Texas to lease and operate certain properties along Cherry and Crockett Streets as parking lots. The City is making certain improvements to those properties such as asphaltting, lighting, landscaping and striping.

Additionally, the City has identified those businesses and institutions in the near Eastside whose parking spaces might be used for dome events. This was done in an effort to identify additional spaces that could be used to reduce the likelihood of patrons parking in the neighborhood.

## Action Departments

Alamodome Office  
Public Works Department

## PART 3: PARKING LOTS IN RESIDENTIAL AREAS

### Statement of Issue: Parking Lots in Residential Neighborhoods

Should the development of small, private parking lots be permitted in the residential neighborhoods near the Alamodome?

### Summary of Existing Conditions:

The residential neighborhood within one-half mile of the dome site is composed of primarily one-story housing that is, on average, nearly a century old. The Alamodome will provide 3,700 parking spaces and it has been determined that existing downtown and eastside commercial parking lots will provide adequate parking for dome events. However, neighborhood uneasiness remains regarding the potential of dome patrons entering the neighborhood looking for on-street parking or private parking lots.

### Survey Findings:

Fifty-nine percent of the residents oppose the development of new, private parking lots in the nearby neighborhood; however, 61% of the absentee property owners favor them. Combining the survey answers of the two groups, opposition to the development of new, private parking lots stood at 52% (see Appendix 5).

### Recommendation:

- 4.7 Exclude private parking lot development in residential neighborhoods north and south of Commerce Street consistent with a Neighborhood Conservation District.

### Analysis:

In residential areas, development of private parking lots are to be discouraged. Surveys indicate that residents do not favor such activities. As is the case in other parts of the City, the introduction of private, commercial parking lots into single-family residential neighborhoods is detrimental to the quality of the residential neighborhood. Housing values tend to erode as housing density is lost. Residential quality is built and maintained by introduction of more infill housing rather than depletion of housing in the neighborhood.

From an economic standpoint, commercial parking lots dependent solely on dome activities for revenue will not be viable. Private providers, such as Allright Parking and Classified Parking, have no plans to expand into eastside neighborhoods and develop commercial lots after the dome opens. Alamodome events alone will not generate sufficient income to justify the operational costs of such lots. However, new parking areas immediately north of Commerce Street which would serve the needs of existing and new businesses along Commerce Street as well as the overflow parking needs of the Dome, are encouraged.

### Implementation:

Updating the zoning within the planning area in conjunction with the development of a Neighborhood Conservation District can preserve the residential character of the area. These combined actions will discourage the development of private parking lots in the neighborhood. Other residential areas in the downtown area and across the City have experienced negative impacts from private parking lots intruding into neighborhoods.

A Neighborhood Conservation District, however, could have the flexibility to incorporate viable commercial projects in the immediate Eastside. Economic development for the immediate area is a goal that the City will work to accomplish. Thus economic

development is being encouraged for existing commercial arteries as outlined in Chapter Three.

Action Department

Planning Department

PART 4: MANAGEMENT OF PEDESTRIAN TRAFFIC THROUGH THE PLANNING AREA

Statement of Issue: Pedestrian Circulation and Access

How shall pedestrian access and circulation from the downtown, St. Paul Square, and other commercial areas to the dome be facilitated?

Summary of Existing Conditions:

Pedestrian access to the Alamodome from the downtown will be encouraged by the construction of a pedestrian walkway from the intersection of Bowie and Commerce Streets to the north plaza of the Alamodome via Montana Street. The walkway will be landscaped for shade and will be grade separated from other paths/streets to the dome. However, visitors to the dome walking southeast through downtown via Rivercenter Mall and Commerce Street will walk on Commerce Street via St. Paul Square to the Alamodome. Such pedestrian traffic to the area is impeded on the north side of Commerce Street by the off-ramp from IH-37 onto Commerce.

A walkway for pedestrian access from major commercial parking lots near the State Office Building to the Alamodome through St. Paul Square requires study and possible improvements. The railroad tracks are a hazard to pedestrians using parking areas along Center Street. Additionally, patrons using parking under IH-37 and north of Rivercenter Mall are likely to access the dome along Houston and Chestnut Streets. This pedestrian movement through St. Paul Square can provide economic benefits; however, before any economic benefits can be realized, a change in tenanting within St. Paul Square must occur. Given the present tenant mix it is unlikely that St. Paul Square will reap any spin-off from pedestrian mobility.

Although the St. Paul Square Development Committee has recommended that an enhanced walkway be constructed along Commerce Street, it is contingent upon the commitment made to develop St. Paul Square.

Recommendations:

- 4.8 Conduct an ongoing review of pedestrian traffic along Commerce Street from downtown and through the St. Paul Square area.

- 4.9 Conduct a pedestrian access study from Houston Street to St. Paul Square that would determine access needs for the northernmost parking lots east of the railroad tracks. This study would also recommend ways to route pedestrian traffic through St. Paul Square to the dome site.
- 4.10 Propose a pedestrian access study and economic feasibility study of such parking areas south and west of Durango Street.

#### Analysis:

With the opening of the Alamodome, the St. Paul Square area will be an even more attractive destination for tourists coming from the downtown. It is expected that tourists and conventioners will visit the Alamodome and that they will walk to the site via Commerce Street. As mentioned previously, enhancements to the intersection under the IH-37 overpass will occur such as lighting and signalization. However, once additional activity is spurred in St. Paul Square it is unlikely that a more dramatic change will occur.

Commercial parking lots north of Commerce Street will be successful if clear and safe pedestrian access is provided to the dome. The Department of Public Works is planning improvements to certain parking areas around Center and Crockett Streets. The improvements will include lighting, security, paving and striping.

#### Implementation:

Because of the multi-purpose nature of the dome and the concomitant variety of crowd sizes and points of origin, a coordinated and comprehensive pedestrian access plan should be prepared. The corridors connecting the downtown area with the area east of IH-37 must be high quality pedestrian walkways with prominent landscaping, signage and other sensitive design treatments.

In order to assure that these requirements are met, funding is being sought for separate studies from the Department of Transportation. The first study proposes an ongoing review of pedestrian traffic along Commerce Street from downtown and through St. Paul Square. The second proposes a pedestrian access study for the area around the Houston Street to St. Paul Square that would determine access needs for the northernmost parking lots east of the railroad tracks and would route pedestrian traffic through St. Paul Square to the dome site. The third study would consider pedestrian access from parking areas south and west of the Alamodome along Durango Street.

Completed studies of pedestrian access systems should be developed and finalized by the Alamodome's scheduled opening in the Spring of 1993 or shortly after the facility's opening. Approval for funding of this project will be a positive step towards a successful dome

and Eastside area. The future economic development of St. Paul Square and the surrounding Eastside community relies on safe and easy pedestrian access to the Alamodome. In November the Texas Transportation Commission will set the criteria by which applications will be reviewed and awarded. If awarded, these studies could begin as early as February 1993.

## CHAPTER FIVE

### CAPITAL IMPROVEMENT STRATEGIES

#### Statement of Issues: Capital Improvements in Adjacent Residential Neighborhoods

What capital improvements are needed to foster redevelopment of the neighborhood?

Where should capital improvements, such as streets, sidewalks, curbs and gutters be located in the neighborhood immediately east of the Alamodome?

#### Summary of Existing Conditions:

The planning team did a field survey of the neighborhood immediately east of the Alamodome to assess the need for capital improvements in the area. Table 4 indicates which streets require repairs, sidewalks and curbs. These field survey findings are also shown on Map 6.

Within the proposed conservation district, infrastructure now being built or planned includes the Cherry Street Drainage Project. This project will widen Cherry Street from two to four lanes between Iowa and Nolan Streets and will also reconstruct three streets in the neighborhood: Idaho, Wyoming, and Nevada. Additional street lighting in the neighborhood is also planned. For example, 43 lights will be placed between Cherry and Hackberry and 31 others will be converted to high pressure, sodium vapor lights.

#### Survey Findings:

The field survey of the immediate area indicated the need for street repairs and the installation of sidewalks, curbs and gutters. Residents that responded to the survey identified the lack of curbs and gutters as a capital improvement for the neighborhood. They also identified that they needed additional street lighting to improve the area.

#### Recommendations:

- 5.1 Analyze and prioritize the list of recommended improvements and finalize cost estimates to determine the most feasible funding mechanisms.
- 5.2 Include needed capital improvement projects in the next bond package as part of the improvements in the study area.

**Analysis:**

The adjacent residential neighborhood will be a very visible barometer of the economic benefits from the Alamodome. Redevelopment of the area through capital improvements projects such as sidewalks, gutters and lighting is a positive step toward showcasing the area.

**Implementation:**

The estimated cost for these capital improvements is \$7.8 million. These projects need to be finalized and prioritized with other capital improvements before they are included in future City bond project or future CDBG budgets.

Action Departments:

Public Works  
Community Development (CDBG)



TABLE 4: CAPITAL IMPROVEMENTS NEEDED IN THE NEIGHBORHOOD

STREET NAMES	IMPROVEMENTS NEEDED							GENERAL COMMENTS	COST
	STREET	WALKS	CURBS	GUTTER	LOCATED BETWEEN				
COMMERCE ST.	X	X X			HACKBERRY & OLIVE MONUMENTAL & PIEDMONT PIEDMONT & PALMETTO		POT HOLES WALKS IN POOR CONDITION WALKS IN POOR CONDITION	\$698,000	
SHADRACK ST.		X	X		CHERRY & MESQUITE		STREET HAS NEW ASPHALT	\$ 73,000	
OMAHA ST.		X	X	X	MESQUITE & PINE		STREET HAS NEW ASPHALT	\$248,000	
MONTANA ST.					NO IMPROVEMENTS		NO IMPROVEMENTS NEEDED	—	
JARMON IN.		X	X	X	CHERRY & MESQUITE		FUNCTIONS AS AN ALLEY (SUBSTANDARD)	\$ 79,000	
KANSAS ST.					MESQUITE & HACKBERRY		NO IMPROVEMENTS NEEDED	—	
WYOMING ST.		X X X X X X	X X X X	X X X X X X	HACKBERRY & OLIVE OLIVE & PINE PINE & DRIESS DRIES & MONUMENTAL MONUMENTAL & PIEDMONT PIEDMONT & TOLEDO TOLEDO & PALMETTO		THIS STREET HAS BEEN RESURFACED BLACK/TOP ASPHALT FROM CHERRY STREET TO PALMETTO. LACKS CURBS WALKS AND GUTTERS.	\$440,000	
DASHIEL ST.		X X	X X	X X	CHERRY & MESQUITE MESQUITE & HACKBERRY		STREET HAS NEW ASPHALT	\$161,000	

IMPROVEMENTS NEEDED

STREET NAMES

EAST/WEST	STREET	WALKS	CURBS	GUTTER	LOCATED BETWEEN	GENERAL COMMENTS	COST
DAKOTA ST.		X X X X X X X X X		X X X X X	CHERRY & ALPS ALPS & MESQUITE MESQUITE & HACKBERRY HACKBERRY & CACTIUS CACTIUS & OLIVE OLIVE & SPRUCE SPRUCE & PINE PINE & MONUMENTAL MONUMENTAL & PIEDMONT PIEDMONT & TOLEDO PIEDMONT & PALMETTO	THIS STREET HAS BEEN RESURFACED WITH BLACK/TOP ASPHALT. NEED CURBS AND SIDEWALKS. EXISTING CURBS AND SIDEWALKS ARE IN POOR CONDITION.	\$528,000
FAIRFAX ST.					MESQUITE & HACKBERRY	NO IMPROVEMENTS NEEDED	—
PAUL ST.		X X X		X X X	PINE & MONUMENTAL MONUMENTAL & PIEDMONT PIEDMONT & PALMETTO	STREET HAS NEW ASPHALT. NEED SIDEWALKS AND GUTTERS.	\$277,000
NEVEDA ST.		X X X X	X X X X	X X X X X X X	HACKBERRY & CACTIUS CACTIUS & OLIVE OLIVE & SPRUCE SPRUCE & PINE PINE & MONUMENTAL MONUMENTAL & PIEDMONT PIEDMONT & PALMETTO	CURBS AND SIDEWALKS FROM CHERRY TO PINE ARE IN POOR CONDITION. THE REMAINING PORTION FROM PINE TO PALMETTO IS IN GOOD CONDITION SAID PORTION LACKS SIDEWALKS GUTTERS.	\$237,000
HARDEMAN ST.					MESQUITE & HACKBERRY	NO IMPROVEMENTS NEEDED	—
ALABAMA ST.					PINE & MONUMENTAL	NO IMPROVEMENTS NEEDED	—

STREET NAMES IMPROVEMENTS NEEDED

EAST/WEST	STREET	WALKS	CURBS	GUTTER	LOCATED BETWEEN	GENERAL COMMENTS	COST
MARTIN LUTHER		X	X	X X X X X X X X X X	CHERRY & MESQUITE MESQUITE & HACKBERRY HACKBERRY & CACIUS CACIUS & OLIVE OLIVE & SPRUCE SPRUCE & PINE PINE & DRIESS DRIESS & MONUMENTAL MONUMENTAL & PIEDMONT PIEDMONT & PALMETTO	THIS STREET HAS BEEN RESURFACED WITH ASPHALT. AREA WEST OF PINE STREET TO CHERRY STREET LACKS CURBS AND GUTTERS. SIDEWALKS ARE IN POOR CONDITION.	\$1,046,000
GRAVEL ST.	X X	X X	X X	X X	PINE & DRIESS DRIESS & ALLEY	SUBSTANDARD STREET	\$116,000
GRAVES ST.	X X	X X	X X	X X	PINE & DRIESS DRIESS & ALLEY	SUBSTANDARD STREET	\$116,000
IOWA ST.					CHERRY & PALMETTO	NO IMPROVEMENTS NEEDED	---
6 ALLEYS	X	X	X	X	CHERRY & MESQUITE	UNIMPROVED/SUBSTANDARD	* \$94,000
4 ALLEYS	X	X	X	X	HACKBERRY & OLIVE	UNIMPROVED/SUBSTANDARD	* \$65,000
4 ALLEYS	X	X	X	X	OLIVE & PINE	UNIMPROVED/SUBSTANDARD	* \$65,000
2 ALLEYS	X	X	X	X	PINE & DRIESS	UNIMPROVED/SUBSTANDARD	* \$28,000
1 ALLEY	X	X	X	X	PINE & MONUMENTAL	UNIMPROVED/SUBSTANDARD	* \$29,000
4 ALLEYS	X	X	X	X	MONUMENTAL & PIEDMONT	UNIMPROVED/SUBSTANDARD	* \$53,000
2 ALLEYS	X	X	X	X	PIEDMONT & PALMETTO	ALLEYS DO NOT EXIST	* \$32,000

\* Flexible Base and Asphalt construction cost only

STREET NAMES IMPROVEMENTS NEEDED

NORTH/SOUTH	STREET	WALKS	CURBS	GUTTER	LOCATED BETWEEN	GENERAL COMMENTS	COST
ALPS ST.		X	X		DAKOTA & NEVEDA		\$79,000
MESQUITE ST.	X	X	X	X	IDAHO & IOWA	STREET IN POOR CONDITION	\$505,000
HACKBERRY ST.					IDAHO & IOWA		\$505,000
CACTUS ST.		X	X	X	DAKOTA & IOWA		\$248,000
OLIVE ST.		X	X	X	COMMERCE & IOWA		\$505,000
SPRUCE ST.		X	X	X	DAKOTA & IOWA		\$248,000
DREISS ST.		X	X		MONTANA & WYOMING	STREET IN GOOD CONDITION	\$79,000
MONUMENTAL ST.		X X X	X X X	X	MONTANA & WYOMING WYOMING & DAKOTA DAKOTA & NEVEDA	STREET HAS NEW ASPHALT AND IS IN GOOD CONDITION.	\$246,000
PIEDMONT ST.		X X	X	X X	COMMERCE & DAKOTA NEVEDA & MARTIN LUTHER	FAIR CONDITION	\$382,000
TOLEDO ST.		X	X	X	MONTANA & DAKOTA		\$161,000
PALMETTO ST.		X X	X X		COMMERCE & WYOMING DAKOTA & IOWA	STREET IS IN GOOD CONDITION	\$294,000

**IMPROVEMENTS NEEDED**

**STREET NAMES**

STREET NAMES	STREET	WALKS	CURBS	GUTTER	LOCATED BETWEEN	GENERAL COMMENTS	COST
NORTH/SOUTH							
2 ALLEYS	X	X	X	X	COMMERCE & MONTANA	UNIMPROVED ALLEY (SUBSTANDARD)	* \$26,000
3 ALLEYS	X	X	X	X	MONTANA & WYOMING	UNIMPROVED ALLEYS (SUBSTANDARD)	* \$47,000
2 ALLEY	X	X	X	X	WYOMING & DAKOTA	UNIMPROVED ALLEY (SUBSTANDARD)	* \$32,000
1 ALLEYS	X	X	X	X	DAKOTA & PAUL	UNIMPROVED ALLEYS (SUBSTANDARD)	* \$10,000
2 ALLEYS	X	X	X	X	PAUL & NEVEDA	UNIMPROVED ALLEYS (SUBSTANDARD)	* \$16,000
<b>TOTAL:</b>							<b>\$7,768,000</b>

\* Flexible Base and Asphalt construction cost only

## CHAPTER SIX

### SUMMARY OF RECOMMENDATIONS

The following is a compilation of all the recommendations made within this plan.

#### General Policy Recommendations for City Council Consideration:

- 1.1 Establish a new special district that would define land uses for the immediate neighborhood; a Neighborhood Conservation District.
- 1.2 Adopt boundaries of East Commerce Street Commercial District Feasibility Study after development by Eastside Economic Development Council.
- 1.3 Adopt an updated St. Paul Square Plan in light of Alamodome and VIA transit terminal development.
- 1.4 Adopt and implement the Old San Antonio City Cemeteries Historic District Master Plan.
- 1.5 Implement the Alamodome Transportation Operations Plan.
- 1.6 Prioritize capital improvement projects to be funded through bond issues, annual street maintenance and/or Community Development Block Grant funds.

#### Neighborhood Redevelopment Recommendations:

- 2.1 Protect and stabilize the residential character of the neighborhood through designation of the immediate area as a Neighborhood Conservation District, which would function as a new, special district. Regulatory guidelines would not follow the strict design mandates of an historic district nor the more flexible standards affixed to a regular zoning district. Instead, there would exist a mechanism that would have, for example, the flexibility to accommodate commercial development with features that would protect residential areas.
- 2.2 Develop vacant lots, particularly corner lots, in viable blocks of the neighborhood with rehabilitated and relocated housing from the immediate area to improve the concentration of similar housing.

- 2.3 Provide for new, single family housing in the area north of Durango between Cherry and Mesquite.
- 2.4 Treat Recommendation 2.3 above as a pilot project and package it with a private developer. Selecting one tract for full concentration of efforts would showcase this new housing initiative.
- 2.5 In the form of a demonstration project, review local development codes regarding possible relaxation or modification to permit less costly redevelopment and construction.
- 2.6 Propose a wider right-of-way on Cherry Street from Commerce Street to Iowa which would contain public improvements such as landscaping and sidewalks since blocks located on Cherry Street will be rebuilt with housing or commercial development.
- 2.7 Develop separate design standards with the establishment of the district which would emphasize architectural attributes of the existing housing stock and St. Paul Square architectural themes. Design standards would assure appropriate landscaping of infill, mixed-use development.
- 2.8 Propose a design review mechanism which would oversee conformance to the district design standards.

**Commercial and Economic Redevelopment Recommendations:**

- 3.1 Encourage commercial development and redevelopment immediately north of St. Paul Square in the warehouse district centered around Houston Street for mixed use development to include housing.
- 3.2 Adopt and implement the Master Plan for the Old San Antonio City Cemeteries Historic District.
- 3.3 Capitalize on the potential of the historic cemetery district concept as a tourist destination and link it with the St. Paul Square area.
- 3.4 Channel and concentrate any new development onto the four block strip of Commerce Street between the historic cemeteries and St. Paul Square.
- 3.5 Develop reuse strategies for the old Friedrich Air Conditioning complex. A mixed use redevelopment of the structure could serve as an anchor at the eastern end of Commerce Street to draw people through St. Paul Square and down Commerce Street. Such a complex could also anchor the tourist potential of the historic cemetery complex.

- 3.6 Encourage new parking development in areas immediately north of Commerce Street which would serve the needs of existing and new businesses along Commerce Street and potential overflow parking needs of the dome.
- 3.7 Encourage new parking lot development south of Durango Street along existing commercial zones.
- 3.8 Encourage property owners in St. Paul Square to define the role of the St. Paul Square District in relationship to the dome area, including long term planning efforts for the transit terminal and its potential tenants.
- 3.9 Update the St. Paul Square District Plan to include the impact of the Alamodome and transit terminal.
- 3.10 Consider enlarging the district along Commerce Street east of the railroad tracks. Review design alternatives that would emphasize building facades facing south toward the Alamodome and transit terminal.
- 3.11 Provide Maggott's Grocery store on Commerce Street assistance to expand physically, and provide additional services to the surrounding neighborhood.
- 3.12 Identify areas along Commerce Street which would be used to relocate housing from adjacent neighborhoods for new commercial uses.
- 3.13 Conduct a market study to determine need/viability of other neighborhood commercial services such as a convenience store, cleaners, or clothing store.
- 3.14 Maintain existing commercial activities on Cherry Street between Commerce Street and Iowa Street, but prohibit new commercial development along Cherry Street or in transitional residential areas, such as Iowa Street unless design criteria for landscaping and buffering are included along with a commercial development plan.

**Traffic and Parking Management Recommendations:**

- 4.1 Install traffic stop signs at Mesquite Street on the cross streets between Commerce Street to Iowa Street to inconvenience through traffic.
- 4.2. Consider a pattern of one-way streets between Cherry Street and Hackberry Street, allowing parking on both sides of the street, yet allowing emergency vehicle access.
- 4.3 Propose an on-going analysis of through traffic in the neighborhood and modify traffic plans as necessary.



- 4.4 Proceed with existing plan to establish an Alamodome public information program that will provide information concerning events in the downtown area and parking availability.
- 4.5 Install NO PARKING signs on one side of nearby neighborhood streets, or install some combination of parking signs that limit on-street parking to two hours and ticket offenders aggressively.
- 4.6 Assess potential of neighborhood decal parking programs in light of costs, funding and maintenance issues.
- 4.7 Exclude private parking lot development in residential neighborhoods north and south of Commerce Street consistent with a Neighborhood Conservation District.
- 4.8 Conduct an ongoing review of pedestrian traffic along Commerce Street from downtown and through the St. Paul Square area.
- 4.9 Conduct a pedestrian access study from Houston Street to St. Paul Square that would determine access needs for the northernmost parking lots east of the railroad tracks. This study would also recommend ways to route pedestrian traffic through St. Paul Square to the dome site.
- 4.10 Propose a pedestrian access study and economic feasibility study of such parking areas south and west of Durango Street.

#### Capital Improvement Recommendations:

- 5.1 Analyze and prioritize the list of recommended improvements and finalize cost estimates to determine the most feasible funding mechanisms.
- 5.2 Include needed capital improvement projects in the next bond package as part of the improvements in the study area.

APPENDIX 1. LIST OF PRESENTATIONS

NEIGHBORHOOD PLANNING PROCESS  
 CHRONOLOGY OF EVENTS AND STAFF WORK

May 2, 1991	Montana Street Agreement approved by City Council
May 31, 1991	First Meeting with City Councilman Pierce to review Planning process
June 1991	Planning Team Assembled and Work Plan Developed
July 1991	Staff Work to Prepare for Forums: Slides, Maps, Flip Charts, Flyer Development and Distribution, Selection of Location
August 13, 1991	Public Forum - Mt. Zion
August 19, 1991	Neighborhoods & Bus. Issues Subcommittee Mtg.
August 21, 1991	Public Forum - YMCA
August 27, 1991	Public Forum - Carver Community Center
August 1991	Field Work by Staff Collecting Land Use Data and Assessing Housing Conditions
September 11, 1991	St. Paul Square Assoc. Briefing
September 24, 1991	Neighborhoods & Bus. Issues Subcommittee Mtg.
September 1991	Staff Work Writing and Testing Survey, Designing Survey Methodology
September 1991	Staff Work to Prepare Moratorium Standards
October 2, 1991	Traffic and Parking Planning Workshop #1
October 3, 1991	City Council Action - Underground Transmission Lines
October 10, 1991	City Council Action - Establ. Moratorium
October 11, 1991	Mtg. with Councilman Pierce & Neighborhood Residents
October 29, 1991	Neighborhoods & Bus. Issues Subcommittee Mtg.
October 1991	Staff Work to Train Students/Staff on Survey Interview Techniques - Two Training Sessions One at UTSA and one at St. Philips; Staff Work to Translate Survey into Spanish, Mail Out Bilingual Letters re: Survey Saturday to Residents
November 2, 1991	Survey Saturday: Door to Door Survey
November 4, 1991	Dome Advisory Committee Briefing
November 5, 1991	SADA Briefing on Neigh. Plan
November 13, 1991	Planning Commission - Briefing on Neighborhood Planning Process
November 1991	Staff Work to Prepare for Parking Workshop
November 20, 1991	Traffic and Parking Planning Workshop #2
November 1991	Staff Work to Prepare for Lavaca Forums: Flyer Preparation and Distribution

Chronology of Events and Staff Work  
Page 2

November 20, 1991	Public Forum - Hemisfair Lavaca
November 1991	Staff Completes Background Data Collection, Field Work Collecting Street/Alley/Sidewalk Condition Also Work on Mail-out, Mail-back of Survey to Area 2
December 4, 1991	Public Forum - Hemisfair Lavaca
December 18, 1991	Traffic and Parking Planning Workshop #3
December 1991	Staff Work to Computerize and Complete Analysis of Survey Results
January 1992	Staff Work to Draft Plan Recommendations
February 5, 1992	Mail Draft Business Survey to Neighborhoods Committee
March 1992	Staff Work to Finalize Draft Recommendations and Prepare Appropriate Maps, Summarize Survey Results
March 4, 1992	Centro 21 Tour of Alamodome Impact Area
March 23, 1992	City staff Internal Development Group review of Neighborhood Plan
March 25, 1992	Mtg. with Councilman Pierce - Review Staff Recommendations
April 16, 1992	City Council Action - Extend Moratorium
April 28, 1992	Neighborhoods & Business Issues Subcommittee Mtg. to Review Staff Recommendations

APPENDIX 2. ZONING CLASSIFICATIONS

CITY OF SAN ANTONIO  
EXAMPLES OF USES PERMITTED IN 1938 ZONING DISTRICTS

- A Single Family Residence District  
Single-family dwellings, churches, schools, colleges, home occupations, family homes, and registered family homes
- B Residence District  
Any use permitted in "A" Single Family Residence District and two family dwellings
- C Apartment District  
Any use permitted in "B" Residence District, apartments, group day care homes, bed and breakfast, boarding and lodging houses, hospitals and clinics, libraries and museums, institutions of philanthropic nature, fraternities, sororities, lodges
- D Apartment District  
Any use permitted "C" Apartment District
- E Office District  
Any use permitted in "C" Apartments District and offices
- F Local Retail District  
Any use permitted in "E" Office District, banks, commercial billboards, gasoline filling stations, restaurants, bowling alleys, taverns, and retail stores, automobile sales, automotive oil and lube facilities
- 
- G Local Retail District  
Any use permitted in "F" Local Retail Districts
- H Local Retail District  
Any use permitted in "F" Local Retail District, automobile storage facilities and repair work when incidental to a new car dealership, building material, storage yard and lumber yard where incidental to hardware or building material retail store
- I Business District  
Any use permitted in "H" Local Retail District, bakery, bottling works, brewery, lumber yard, chicken hatchery, machine shop, public garage, auto repair, warehouse, wholesale warehouse, contractors plant or storage, and commercial amusement park, automotive tune-up facilities
- J Commercial District  
Any use permitted in "I" Business District
- K Commercial District  
Any use permitted in "I" Business District

L

First Manufacturing District

Any use permitted "I" Business District, manufacturing of acetylene gas, alcohol, candles, canning or preserving factory, disinfectant or insecticide manufacture, flour mill, forge plant, grain elevator, foundry or fabrication plant, stone mill or quarry, textile manufacture, veterinary hospital

M

Second Manufacturing District

Any use permitted "L" First Manufacturing District, manufacturing acid, ammonia, chlorine, cement, creosote, gun powder, match, soap, vinegar, smelting or iron ore, distillation of bones

NOTE: For double letter districts "GG" through "MM", the permitted uses and requirements are the same as for the corresponding single letter districts except that the minimum front yard setback shall be twenty-five (25) feet. Churches are permitted in all districts. Manufactured homes are permitted "F" through "M" Districts provided the tract of land has a minimum size of three (3) acres. Junk or salvage yards are permitted in "L" and "M" Districts with special City Council approval. Off-street parking is required for residential uses in all districts except the "I" Business District. Noncommercial parking is permitted in residential zones, provide a special exception is granted by the Board of Adjustment.

CITY OF SAN ANTONIO  
EXAMPLES OF USES PERMITTED IN ZONING DISTRICTS  
CREATED AFTER JUNE 28, 1965

- R-A Residence-Agriculture District  
Single-family dwellings, home occupations, plant nurseries (one acre minimum / no retail sales), family homes, registered family homes and with City Council approval athletic fields, bed and breakfast, cemeteries, day care centers, group day care homes, nursery schools, universities, colleges, equestrian centers and oil wells
- R-1 Single Family Residence District  
Single-family dwellings with a minimum lot size of 6,000 square feet for each dwelling unit, neighborhood recreational facilities, home occupations, plant nurseries (one acre minimum / no retail sales), garage sales, family homes, registered family homes and with City Council approval athletic fields bed breakfast, cemeteries, day care centers, group day care homes, nursery schools, universities and colleges
- R-2 Two Family Residence District  
Any use permitted in "R-1" district and two family dwellings
- R-2A Three and Four Family Residence District  
Any use permitted in "R-2" district and three and four family dwellings
- R-3 Multiple Family Residence District  
Any use permitted "R-2A" and apartment, bed and breakfast, rooming or boarding houses and townhouses
- R-4 Manufactured Home Residence District  
Any use permitted in "R-2A" and apartments, bed and breakfast, rooming or boarding houses, manufactured home residences and parks
- R-5 Single Family Residence District  
Same as "R-1" but with a minimum lot size of 5,000 square feet for each single family dwelling which may be attached
- R-6 Townhouse Residence District  
Any use permitted in "R-1" and "R-2" districts and townhouses constructed in a series or group, not exceeding ten units nor being less than two
- R-7 Small Lot Home District  
Same as "R-1" but with a minimum lot size of 4,200 square feet for each single family dwelling which may be attached
- R-8 Large Lot Residence District  
Same as "R-1" but with a minimum lot area of 20,000 square feet for each single family dwelling



- O-1 Office District  
Offices, fraternal clubs or lodges with no on premises sales and/or consumption of alcoholic beverages, plant nurseries one acre minimum - no retail sales, home occupations
- B-1 Business District  
Multiple family dwellings, office uses, dental or medical laboratories, nursing homes, golf courses, and limited retail such as gift shops, photo shops, barber shops, antique shops, stationary sales, book stores, watch repairs, radio and TV stations, bed and breakfast, family homes, home occupations
- B-2 Business District  
Multiple family dwellings, office uses, general retail uses such as drug stores, laundromats, fruit and vegetable stands, department stores, restaurants, sales of alcoholic beverages permitted only for off premises consumption except when incidental to consumption of food, service stations with no repair, automobile parts sales, plant nursery, sales, dry cleaning and laundries limited to 5 employees, furniture upholstery completely enclosed with no outside storage, bed and breakfast, home occupations
- B-2NA Non-Alcoholic Sales District  
Same as "B-2" except that no sale of alcoholic beverages for on or off premise consumption shall be permitted
- B-3 Business District  
General retail and such uses as billboards, exterminators, funeral homes, printers, dance halls, and when completely enclosed such uses as auto repair garages, building hardware, tool rental, wholesale drug sales, contractors, carwashes, fix it shops, wholesale plant nurseries, sale and consumption of alcoholic beverages, welding shops limited to 3 employees and completely enclosed, miniwarehouses 2 and 1/2 acres maximum, automotive oil/lube and tune up facilities
- B-3R Restrictive Business District  
Same as "B-3" except that no sale of alcoholic beverages for on premise consumption shall be permitted
- B-3NA Non-Alcoholic Sales District  
Same as B-3" except that no sale of alcoholic beverages for on or off premise consumption shall be permitted
- B-4 Central Business District  
Uses permitted in "O-1", "B-1", "B-2" and "B-3" districts, wholesaling, warehousing, machine shops, planing mills, manufacturing, taxidermist. It is intended that no other area of the City will have this zoning classification.
- I-1 Light Industry District  
Wholesaling, warehousing, outside storage, machine shops, planing mills, packing plants, veterinary clinics, welding shops, and light

manufacturing of such uses as brooms, paper products, and ceramic tile, home occupations

- I-2 Heavy Industry District  
More intensive uses such as the manufacturing of acetylene gas, alcoholic beverages, sauerkraut and vinegar
- BP Business Park District  
Offices, wholesaling, research and development, manufacturing, processing, fabrication and assemble, repair, servicing warehousing, display, and distribution uses as well as retail incidental in support of such uses. Uses must meet performance standards, signage and landscaping requirements
- P-1 Planned Unit Development District  
Overlay district intended to provide greater flexibility than permitted by the base zoning district.
- ED Entertainment District  
This district is intended for the development of commercial entertainment and amusement activities found in theme parks, destination resort, recreational and leisure facilities
- ERZD Edwards Recharge Zone District  
Overlay district which restricts certain uses located over the Edwards Aquifer recharge zone
- MAOZ Military Airport Overlay Zone  
Overlay district which imposes restrictions on uses within 3,000 x 12,000 foot corridor at either end of the Kelly Air Force Base runway clear zones.
- MR Military Reservation District  
This district is intended to apply to only those federal and state military installations within the city limits
- SUP Special Use Permit  
A permit to allow an existing use in a more restrictive district

NOTE: Churches are permitted in all districts. Off-street parking is required for all districts except the "B-4" Central Business District. Certain uses in addition to the zoning district also require City Council approval for that specific use. Noncommercial parking is permitted in residential zones, provide a special exception is granted by the Board of Adjustment.

APPENDIX 3. SAMPLE SURVEY QUESTIONNAIRE

ALAMODOME NEIGHBORHOOD SURVEY

\*\*\*\*\*

THE FIRST PART OF THE SURVEY ASKS QUESTIONS ABOUT YOUR NEIGHBORHOOD TODAY.

Part 1: Information About Your Neighborhood Today.

1. I AM GOING TO READ A LIST OF REASONS SOME PEOPLE GIVE FOR LIVING IN THIS NEIGHBORHOOD. PLEASE TELL ME IF THESE REASONS APPLY TO YOU. THEN, TELL ME THE NUMBER ONE REASON THAT YOU LIVE IN THIS NEIGHBORHOOD.

	YES	NO	Check #1 Reason
Near my job.....	_____	_____	_____
Near downtown.....	_____	_____	_____
Near my family and friends....	_____	_____	_____
Near my church.....	_____	_____	_____
A quiet neighborhood.....	_____	_____	_____
Historic neighborhood.....	_____	_____	_____
Affordable housing.....	_____	_____	_____
Near schools for children.....	_____	_____	_____
My home is paid for.....	_____	_____	_____
Family roots/homestead.....	_____	_____	_____

2. NOW, PLEASE TELL ME IF YOU HAVE ANOTHER REASON YOU LIKE THIS NEIGHBORHOOD?

\_\_\_\_\_

\_\_\_\_\_

3. IN THE FOLLOWING GROUPS OF ISSUES, I AM GOING TO ASK YOU TO IDENTIFY THE FIRST AND SECOND MOST SERIOUS PROBLEMS. BUT IF THESE ARE NOT A PROBLEM PLEASE TELL ME THAT TOO. (Mark "NO PROBLEM" as "NP.")

TRAFFIC AND PARKING

- \_\_\_\_\_ Too much traffic on your street.
- \_\_\_\_\_ Cars speeding through residential streets.
- \_\_\_\_\_ Cars parked in front yards.

CODE COMPLIANCE (Housing Conditions and Vacant Lots)

- \_\_\_\_\_ Housing needing major repairs.
- \_\_\_\_\_ Dangerous vacant houses.
- \_\_\_\_\_ Overgrown vacant lots.

PUBLIC WORKS (Streets and Drainage)

- \_\_\_\_\_ Need for street repairs due to potholes, etc..
- \_\_\_\_\_ Lack of sidewalks and curbs.
- \_\_\_\_\_ Need for street lighting.
- \_\_\_\_\_ Flooding from heavy rains.

POLICE PROTECTION

- \_\_\_\_\_ Burglaries or auto theft
- \_\_\_\_\_ Vandalism, such as graffiti and destruction of property
- \_\_\_\_\_ Drug abuse/usage/sales in the neighborhood
- \_\_\_\_\_ Juvenile gang activity in the neighborhood.

PLANNING, PUBLIC FACILITIES AND COMMUNITY SERVICES

- \_\_\_\_\_ Condition of existing public parks
- \_\_\_\_\_ Lack of nearby parks and recreation facilities.
- \_\_\_\_\_ Lack of neighborhood merchants such as grocery stores, drug store, cleaners, etc. within walking distances.
- \_\_\_\_\_ Other (Please explain.) \_\_\_\_\_

4. ARE THERE OTHER CONCERNS OR CHANGES TO THE NEIGHBORHOOD WHICH I HAVEN'T MENTIONED? Yes \_\_\_\_\_ No \_\_\_\_\_

(If yes, then ask) WHAT ARE THEY? \_\_\_\_\_

Part 2: Visions and Opinions About the Future of Your Neighborhood.

IN MARCH OF 1993, THE ALAMODOME WILL OPEN AND MANY EVENTS, LARGE AND SMALL, WILL OCCUR THERE. CHERRY STREET IS SCHEDULED TO WIDENED TO FOUR LANES BETWEEN NOLAN AND DURANGO STREETS. PERHAPS THERE WILL BE ADDITIONAL TRAFFIC DRIVING THROUGH THE NEIGHBORHOOD BEFORE AND AFTER DOME EVENTS. IN SOME CASES THERE MAY BE PEOPLE TRYING TO PARK ON THE STREETS OF YOUR NEIGHBORHOOD DURING SOME DOME EVENTS.

THIS NEXT SECTION OF THE SURVEY ASKS YOUR OPINION ABOUT SOME POSSIBLE FUTURE EVENTS FOR YOUR NEIGHBORHOOD BECAUSE THE DOME WILL CHANGE IT IN SOME WAYS.

5. WHAT TWO THINGS WILL CONCERN YOU THE MOST ABOUT YOUR NEIGHBORHOOD ONCE THE ALAMODOME IS COMPLETED?

\_\_\_\_\_

\_\_\_\_\_

6. WOULD YOU SAY THAT THE FOLLOWING CONDITIONS WILL CONCERN YOU AFTER THE ALAMODOME IS COMPLETED IN MARCH OF 1993?

	YES	NO
1. People parking on my street during Dome events	_____	_____
2. Speeding or heavy traffic through the neighborhood	_____	_____

ALAMODOME NEIGHBORHOOD SURVEY  
Page Three

YES NO

3. Access for police and fire service during Dome events \_\_\_\_\_

4. Increased crime \_\_\_\_\_

(WHAT KINDS OF CRIME WORRY YOU THE MOST? ( \_\_\_\_\_ ))

5. New, private parking lots in the neighborhood, developed for Dome parking \_\_\_\_\_

6. Parking in front yards for Dome events \_\_\_\_\_

7. Changes to the neighborhood such as small businesses \_\_\_\_\_

7. OF YOUR "YES" ANSWERS IN THE ABOVE QUESTION, WHICH ONE CONCERNS YOU THE MOST? # \_\_\_\_\_

8. ARE YOU EXPECTING SOME POSITIVE IMPACTS OR RESULTS FOR YOUR NEIGHBORHOOD FROM THE ALAMODOME OPENING IN 1993? Yes \_\_\_\_\_ No \_\_\_\_\_

IF SO, WHAT ARE THEY? \_\_\_\_\_

9. AFTER THE ALAMODOME OPENS IN 1993, HOW DO YOU WANT THE CITY TO REGULATE CAR TRAFFIC DRIVING THROUGH YOUR NEIGHBORHOOD TO AND FROM DOME EVENTS? (Read the following list and check ONE appropriate response.)

A. Allow NO car traffic from the Dome thru the neighborhood (using temporary street barriers, traffic diverters, etc.) \_\_\_\_\_

B. Allow some traffic through the neighborhood if it is well managed and goes slowly (using stop signs, one way streets etc.) \_\_\_\_\_

C. Allow traffic to flow freely through the neighborhood \_\_\_\_\_

10. REGARDING THE POSSIBILITY OF CARS PARKED ON YOUR STREET DURING DOME EVENTS, HOW MUCH DO YOU WANT THE CITY TO REGULATE THAT? CHOOSE ONE.

A. Control parking so that ONLY residents, their guests and family can park on neighborhood streets \_\_\_\_\_

B. Limit parking in the neighborhood, through "No Parking" signs, meters etc. so that some cars can park \_\_\_\_\_

C. Allow unrestricted parking on both sides of the street \_\_\_\_\_

ALAMODOME NEIGHBORHOOD SURVEY  
Page Four

11. THINKING ABOUT THE FUTURE OF YOUR NEIGHBORHOOD, WHAT CHANGES WOULD YOU LIKE TO SEE? AND WHAT CHANGES NEED TO BE MADE? \_\_\_\_\_

12. DO YOU FEEL THERE SHOULD BE MORE, LESS, OR THE SAME AMOUNT OF COMMERCIAL ACTIVITY IN YOUR IMMEDIATE NEIGHBORHOOD?

A. More \_\_\_\_\_ B. Less \_\_\_\_\_ C. Same amount \_\_\_\_\_

13. CONTINUING TO THINK ABOUT THE FUTURE OF YOUR NEIGHBORHOOD AFTER THE ALAMODOME OPENS, WHAT KINDS OF NEW DEVELOPMENT WOULD YOU LIKE TO SEE IN THE NEIGHBORHOOD ?

- A. Only single-family or duplex housing.....\_\_\_\_\_
- B. Single-family housing plus small apartments (6-8 families)\_\_\_\_\_
- C. A mix of single-family housing, apartments and some small businesses that would serve the neighborhood..\_\_\_\_\_
- D. Redevelopment of the neighborhood as a commercial zone only for businesses.....\_\_\_\_\_

14. WHAT KIND OF STORE, SERVICE, OR BUSINESS, IF ANY, WOULD YOU MOST LIKE TO SEE ADDED TO THE NEIGHBORHOOD AREA?

15. WHAT KINDS OF CHANGES, IF ANY, WOULD MAKE THIS AREA A MORE APPEALING PLACE TO COME TO ? (Check those that apply.)

- A. Prettier, cleaner, more trees and flowers, etc.....\_\_\_\_\_
- B. Renovate building fronts, store renewal, etc.....\_\_\_\_\_
- C. Benches, a place to sit and relax, a park etc.....\_\_\_\_\_
- D. Curbs, gutters, and sidewalks.....\_\_\_\_\_
- E. More stores for shopping, greater variety of stores, etc.\_\_\_\_\_
- F. Kept clear of loiterers.....\_\_\_\_\_
- G. More policemen.....\_\_\_\_\_
- H. More open space.....\_\_\_\_\_
- I. Fewer bars.....\_\_\_\_\_

16. REGARDING THE DEVELOPMENT OF NEW, PRIVATE PARKING LOTS IN THE NEIGHBORHOOD FOR ALAMODOME EVENTS, DO YOU FAVOR THEIR DEVELOPMENT OR NOT? YES \_\_\_\_\_ NO \_\_\_\_\_

Part 3: Information About People Completing This Survey.

NOW I'D LIKE TO ASK YOU A FEW QUESTIONS ABOUT YOU AS A RESIDENT IN THIS THIS NEIGHBORHOOD. IF YOU ARE UNCOMFORTABLE WITH ANY OF THESE QUESTIONS, JUST ASK ME TO GO ON TO THE NEXT ONE.

17. ARE YOU: A homeowner? \_\_\_\_\_ (GO TO Q. #18)

A renter? \_\_\_\_\_ (GO TO Q. #19)

ALAMODOME NEIGHBORHOOD SURVEY  
Page Five

18. ARE OTHER FAMILY MEMBERS, OR ANYONE ELSE, PART OWNERS IN YOUR HOME? \_\_\_\_\_

19. DO YOU OWN OTHER PROPERTY IN THE NEIGHBORHOOD? YES \_\_\_\_\_ NO \_\_\_\_\_

IF YES, Residential? \_\_\_\_\_ Commercial? \_\_\_\_\_  
Vacant Lot? \_\_\_\_\_ Other? \_\_\_\_\_

20. DO YOU OPERATE A BUSINESS IN THE NEIGHBORHOOD? \_\_\_\_\_ IF YES, WHAT KIND OF BUSINESS? \_\_\_\_\_

21. HOW LONG HAVE YOU LIVED IN THIS NEIGHBORHOOD?  
One year or less \_\_\_\_\_  
One to five years \_\_\_\_\_  
Six to ten years \_\_\_\_\_  
More than ten years \_\_\_\_\_

22. HOW LONG HAVE YOU LIVED AT THIS ADDRESS?  
One year or less \_\_\_\_\_  
One to five years \_\_\_\_\_  
Six to ten years \_\_\_\_\_  
More than ten years \_\_\_\_\_

23. WHAT ARE THE AGES OF THE PERSONS LIVING IN YOUR HOUSEHOLD?

\_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_

24. WOULD YOU LIKE TO CONTINUE TO LIVING IN HERE IN THE NEIGHBORHOOD AFTER THE ALAMODOME OPENS? Yes \_\_\_\_\_ No \_\_\_\_\_

25. IF YOU PREFER TO MOVE, WHERE WOULD YOU LIKE TO MOVE TO?

- A. Somewhere else in the neighborhood? \_\_\_\_\_
- B. Somewhere outside the area? \_\_\_\_\_

26. NOW I WOULD LIKE TO ASK YOU SOME QUESTIONS ABOUT THE SHOPPING AND BUSINESS TRIPS YOU MAKE IN THE IMMEDIATE AREA. ON THE AVERAGE WOULD YOU SAY YOU CONDUCT YOUR SHOPPING AND BUSINESS IN THE IMMEDIATE AREA.

- A. Less than once a week? \_\_\_\_\_
- B. About once a week? \_\_\_\_\_
- C. 2 to 3 times a week? \_\_\_\_\_
- D. 4 or more times a week? \_\_\_\_\_



ALAMODOME NEIGHBORHOOD SURVEY  
Page Six

27. WHAT TYPES OF STORES, BUSINESSES OR OTHER PLACES IN THE IMMEDIATE AREA DO YOU GO TO ON A WEEKLY BASIS?

- |                              |                          |
|------------------------------|--------------------------|
| A. Food stores _____         | E. Clothing stores _____ |
| B. Drug stores _____         | F. Bank _____            |
| C. Cleaners _____            | G. Other _____           |
| D. Barber/beauty shops _____ |                          |

28. DO YOU USUALLY SHOP OR GO ON YOUR BUSINESS TRIPS IN THE IMMEDIATE AREA IN THE MORNING, AFTERNOON, EVENING?

- |                    |                             |
|--------------------|-----------------------------|
| A. Morning _____   | C. Evening _____            |
| B. Afternoon _____ | D. Equally frequently _____ |

29. DO YOU GO ON SHOPPING OR BUSINESS TRIPS IN THE IMMEDIATE AREA DURING THE WEEK OR ON WEEKENDS?

- |                          |                             |
|--------------------------|-----------------------------|
| A. During the week _____ | C. Equally frequently _____ |
| B. On weekends _____     |                             |

30. HOW DO YOU USUALLY GET TO THESE SHOPS OR BUSINESS TRIPS IN THE IMMEDIATE AREA?

- |                     |                        |
|---------------------|------------------------|
| A. Walk _____       | E. Taxi _____          |
| B. Drive _____      | F. Other _____         |
| C. Get a ride _____ | G. A combination _____ |
| D. Bus _____        |                        |

31. WHAT TYPES OF SHOPS, OR BUSINESS TRIP DESTINATIONS, THAT YOU GO TO ELSEWHERE WOULD YOU GO TO IN THE IMMEDIATE AREA, IF AVAILABLE?

- |                              |                                 |
|------------------------------|---------------------------------|
| A. Variety stores _____      | F. Restaurants _____            |
| B. Food stores _____         | G. Hardware stores _____        |
| C. Drug stores _____         | H. Clothing stores _____        |
| D. Cleaners _____            | I. Bank _____                   |
| E. Barber/beauty shops _____ | J. Entertainment, Theater _____ |
|                              | K. Other _____                  |

THANK YOU SO MUCH FOR YOUR TIME AND COOPERATION WITH THIS SURVEY.

APPENDIX 4. SUMMARY OF RESIDENTIAL SURVEY RESPONSES

## ALAMODOME NEIGHBORHOOD IMPACT STUDY

### Summary of Residential Neighborhood Survey

#### SURVEY BACKGROUND

1. Who prepared and administered the survey?

The Department of Planning staff with assistance from staff of the Office of Dome Development and Eastside Economic Development Council prepared the survey. Resident interviews were administered by the staffs of the above agencies as well as by undergraduates from St. Philips College and UTSA. Neighborhood residents also participated in administering the door-to-door interviews.

2. Where did we survey?

Two residential areas within the Alamodome Neighborhood Impact Area were surveyed. Area 1 was bounded by Shadrach, Mesquite, Iowa and Cherry. Area 2 was bounded by Commerce, Hackberry, Iowa and Mesquite.

3. Whom did we survey?

Identical survey instruments were used in both survey areas. Surveys were given to occupants of both owner-occupied housing units and renter-occupied housing units. No attempt was made to differentiate between homeowners and tenants except to ask them if they owned or rented their homes. Surveys were available in both English and Spanish. Interviews were done in both English and Spanish.

4. When did we survey and what was the response rate?

Area 1 was surveyed on a door-to-door, interview basis on Saturday, November 1, 1991. Students, staff, and neighborhood residents, trained in interview techniques, were employed to interview the residents. Prior to the door-to-door survey, letters of introduction were sent to owners and tenants telling them that someone would be coming to interview them that day. Contact was made with 115 households and 51 surveys were completed and returned for a return rate of 44%. 32 of the 51 surveys were from homeowners. 19 were from tenants.

Area 2 was surveyed during the months of November and December using a mail-out, mail-back technique in which surveys were mailed to all residents in the area. Enclosed with the survey was a stamped and self-addressed envelope with a letter of explanation. Contact was made with 140 households and 49 surveys were returned for a response rate of 35%. 42 surveys were from homeowners and 7 were from tenants.

Total Response. Of a total of 265 households contacted, 100 surveys were returned for a total response rate of 38%. 74 surveys were from home owners and 26 were from tenants.

#### SURVEY DEMOGRAPHICS

5. Who answered the survey?

The majority of respondents to answer the survey were homeowners. Seventy-four home owners answered the survey and constituted 74% of the survey respondents. Twenty-six respondents were tenants and constituted 26% of the survey respondents.

6. How long have respondents lived in the neighborhood?

Nearly all of the respondents to the survey were long time residents of the neighborhood. 72% of both homeowners and tenants have lived in the neighborhood for more than ten years. It was not surprising that 86% of the homeowners have lived over ten years in the neighborhood, but over 31% of the tenants have also lived over 10 years in the neighborhood. This is a very "settled" neighborhood. Also nearly one-quarter of the survey respondents (23%) own other property in the neighborhood, primarily residential. Two respondents own businesses in the immediate neighborhood.

#### QUESTIONS ABOUT THE CURRENT NEIGHBORHOOD

7. Why do those surveyed live in this neighborhood?

People surveyed live in this neighborhood because it is near the downtown and the housing is affordable. But close behind these reasons are the facts that this neighborhood is near the residents' churches, families and friends.

8. What concerns, currently, did the respondents have about their neighborhood?

Security seemed to be the uppermost concern of respondents. In three sets of unrelated groups of questions, concern about dangerous vacant housing (57%), lack of street lighting (50%), and burglaries/auto theft (50%) were mentioned as causing concern.

9. How did respondents feel about the opening of the Alamodome?

The majority of respondents (57%) were expecting positive impacts or results for the neighborhood from the Alamodome's opening in 1993. Over 67% would like to continue to live in the neighborhood after the dome opens.

QUESTIONS ABOUT THE FUTURE OF THE NEIGHBORHOOD

10. What are their major concerns with the Alamodome after it opens?

Seven related questions were asked on a "yes" or "no" basis regarding some potential conditions related to Alamodome opening and upcoming events in the dome. Of major concern was the speeding or heavy traffic through the neighborhood (80% responded "yes" it was a concern). Access for police and fire service was also a concern (79% answered "yes") as well as increased crime (79%). People parking on a respondents street during dome events was also mentioned as a concern (75%).

11. How did respondents want the City to regulate car traffic driving through the neighborhood during dome events?

Respondents were given three scenarios regarding the regulation of traffic driving through the neighborhood during events in the Alamodome: (1) allow NO car traffic through the neighborhood during dome events using street barriers and diverters; (2) allow traffic through if it is well managed using one way streets and stop signs; or (3) allow it to flow freely through. Respondents generally chose option #2 by 63%, indicating that they wanted traffic well managed and not barricaded out. Option #1, NO traffic, rated a 30% response rate.

12. How did respondents want cars parking on neighborhood streets during dome events regulated by the City?

Again, respondents were given three scenarios regarding how the City might manage the problem of cars parking at curbside in the neighborhood during dome events: (1) control parking so that only residents, family and friends could park there; (2) limit parking using "No Parking" signs, meters, so that some cars could park; or (3) allow unrestricted parking. Approximately 65% of the respondents chose Option #1 which offered strict control of parking. Only 23% of respondents opted for choice #2, which suggested parking signs and meters.

13. What kinds of new development would respondents like to see in the neighborhood?

Regarding future development or redevelopment of the immediate neighborhood, respondents were given four options for redevelopment. The Option #1 would only permit single-family or duplex housing as new development. Option #2 suggested single-family plus small apartment complexes (4-8 units). The third option offered a mix of housing and small businesses providing neighborhood services. The fourth option suggested redevelopment as a commercial zone entirely for businesses.

Respondents favored single-family and duplex redevelopment by 39%. Option #3 gained support by 28% and Option #4 by 19%.

14. How did respondents regard the development of new, private parking lots in the neighborhood for Alamodome events?

By 59%, respondents stated that they did NOT favor the development of private parking lots for dome events. Homeowners were even more definite in that they did not favor private lots by a majority of 61%.

15. What commercial services would respondents welcome to the neighborhood?

When asked what kinds of stores residents would like to have in the immediate area, the majority chose a food store.

16. What other neighborhood improvements would respondents like to see added to their neighborhood area?

Respondents checked several items to this multiple-answer question, but the clear choices were "more policemen" and "prettier, cleaner, more trees and flowers, etc."

17. What are the shopping patterns of the residents in the immediate impact area?

Respondents indicated that they make 2 to 3 shopping and business trips a week with most of the people going out in the morning or afternoon. The respondents also indicated that they make these shopping and business trips during the week and on weekends equally as often.

18. What mode of transportation do respondents use to go on their shopping and business trips?

Most of the respondents indicated that they drive to their shopping and business trip destinations. Others use the bus, walk or get a ride to get to their destination.

APPENDIX 5. COMPARISON OF SURVEY RESULTS:  
RESIDENTS AND ABSENTEE PROPERTY OWNERS

SURVEY RESULTS FOR ALAMODOME NEIGHBORHOOD STUDY

Question	SURVEY 1 RESIDENTS		SURVEY 2 ABSENTEE PROPERTY OWNERS		COMBINED	
	Actual	Percent	Actual	Percent	Actual	Percent
6						
1	75	75%	36	73%	111	75%
2	80	80%	35	71%	115	77%
3	79	79%	33	67%	112	75%
4	79	79%	38	78%	117	78%
5	54	54%	21	43%	75	50%
6	52	52%	33	67%	85	57%
7	42	42%	18	37%	60	40%
8	57	57%	35	71%	92	62%
9						
B	63	63%	20	48%	83	56%
10						
A	65	65%	20	50%	85	57%
12						
A	54	54%	39	81%	93	62%
13						
A	39	39%	5	12%	44	30%
B	7	7%	1	2%	8	5%
C	28	28%	11	27%	39	26%
D	19	19%	24	59%	43	29%
16						
Yes	41	41%	30	61%	71	47%
No	59	59%	19	39%	78	52%

NOTES:

Survey 1: Survey of homeowners and tenants.

1. 100 surveys received out of 255 distributed for a response rate of 39%.
2. Of the 100 respondents, 74% are homeowners and 26% are renters.

Survey 2: Survey of Absentee Property Owners

1. 49 surveys received out of 136 distributed for a response rate of 36%.



APPENDIX 6. SUMMARY OF SURVEY OF BUSINESSES ALONG COMMERCE STREET

CHERRY STREET PLAN UPDATE

BUSINESS AND INDUSTRIAL FIRM QUESTIONNAIRE

PHASE I

(East Commerce Street Commercial District)

- Total number of businesses surveyed 29
- Total number of businesses not responding to survey 8
- Total number of businesses contacted 37

Seventy-eight (78%) percent of the business operators responded to the survey. The majority of the businesses have been in the target area for an average of twenty-three (23) years and have no plans to relocate.

1. Which of the terms best describes the main operation of your firm.

RESPONSE: Type of business operations within the East Commerce Street Commercial District:

Sales/Services . . . . .	17
Retail Sales . . . . .	9
Distribution . . . . .	1
Manufacturing . . . . .	1
Construction . . . . .	1
Other . . . . .	0
TOTAL	29

2. Which statement best describes your market area?

<u>RESPONSE:</u> Downtown	1-3 mile radius	2
Neighborhood	0-3 mile radius	6
City wide		15
Regional		5
National		0
International		1
TOTAL		29

3. How many business locations do you operate?

RESPONSE: Total number of businesses locations owned/operated by business within the Commerce Street Commercial Business

One business . . . . .	18
Two businesses . . . . .	6
Three Businesses . . . . .	2
Did not answer question . . . . .	1
No response . . . . .	<u>2</u>
TOTAL	29

4. What type of products or services does your firm/business manufacture of provide?

RESPONSE: Types of business firms within the East Commerce Street study area:

Hair service . . . . .	7
(styling/barber shop)	
Automotive service . . . . .	5
Construction materials/ service . . . . .	5
Food service . . . . .	2
Grocery store . . . . .	1
Bars/Beer Sales. . . . .	1
Legal office . . . . .	1
Retail Pawn/Jewelry . . . . .	1
Shoe Shine shop . . . . .	1
Clothing service . . . . .	1
(cleaners).	
Machine shop . . . . .	1
Retail military surplus . . . . .	1
Retail appliance . . . . .	1
Manufacturing . . . . .	<u>1</u>
TOTAL	29

5. What is the total number of employees working in your facility?

RESPONSE: Total number of employees working in facilities within the East Commerce Commercial District is 244. The number of businesses by employer size group:

0-5 employees . . . . .	17
6-10 employees . . . . .	5
11-20 employees . . . . .	4
21-30 employees . . . . .	0
31-50 employees . . . . .	0
51-100 employees . . . . .	1
No answer . . . . .	<u>2</u>
TOTAL	29

6. Type of ownership of businesses located within the East Commerce Street Commercial District.

A)	Businesses owned . . . . .	13
B)	Businesses leased . . . . .	14
C)	No response . . . . .	<u>2</u>
	TOTAL	29

7. How long have you operated your business at this site?

RESPONSE: The average number of years of operation is 23. Total number of area businesses in each year group:

A)	0-5 years . . . . .	6
B)	6-10 years . . . . .	5
C)	11-20 years . . . . .	6
D)	21-30 years . . . . .	4
E)	31-50 years . . . . .	3
F)	51-100 years . . . . .	2
G)	100 or more years . . . . .	1
H)	No response . . . . .	<u>2</u>
	TOTAL	29

8. Is your business a corporation, partnership, franchise, or sole proprietorship?

RESPONSE: Total number of each type:

A)	Corporation . . . . .	11
B)	Partnership . . . . .	2
C)	Sole Proprietorship . . . . .	14
D)	No response . . . . .	<u>2</u>
	TOTAL	29

9. How long do you plan to remain in business at your present location?

RESPONSE: Number of businesses planning to remain within the East Commerce Street Commercial District:

Remain in area . . . . .	21
Closing . . . . .	2
Move out within 5 to 10 years . . . . .	3
Don't know . . . . .	1
No response . . . . .	<u>2</u>
TOTAL	29

10. Do you have any immediate plans to improve your property? If so, elaborate.

RESPONSE: Total number of businesses planning to make improvements to their property:

A)	Yes	6
B)	No	15
C)	Maybe	1
D)	Don't know	5
E)	No response	2
TOTAL		29

Number of each specified improvement to property planned:

Remodel inside of business only	2
Remodel inside and outside of property	2
Parking lot expansion	1
Stated "yes," but did not specify improvement	1

11. Do you have any long range plans to improve your property? Elaborate.

RESPONSE: Total number of businesses with long range plans to improve property:

A)	Yes	7
B)	No	12
C)	Maybe	3
D)	Didn't have long range plans	3
E)	Didn't respond to question	2
F)	No response at all	2
TOTAL		29

12. Do you need technical or special assistance with any of the following?

RESPONSE: A number of businesses requested technical and special assistance in the following areas:

A)	Bookkeeping/Accounting	3
B)	Site improvements	2
C)	Cash flow	3
D)	Parking	1
E)	Marketing	1

13. What are the most urgent problems in the neighborhood where you conduct your business?

RESPONSE: The most urgent problems in the area mentioned by business operators by number of each response:

A)	Lack of public improvements (sidewalks, curbs, etc)	15
B)	Drug use/sales	13
C)	Vandalism	12
D)	Crime	9
E)	Prostitution	9

F)	Need for street repairs . . . . .	8
G)	Burglaries . . . . .	7
H)	Robberies . . . . .	3
I)	Loitering . . . . .	2
J)	Gang activity . . . . .	2
K)	Gambling . . . . .	1

14. What impact will the Alamodome have on your business within the Commerce Street Commercial District?

RESPONSE:

Parking problems . . . . .	12
No impact . . . . .	6
Don't know . . . . .	7
Police and security problems . . . . .	4
Not much . . . . .	2
Traffic problems . . . . .	1

15. If a redevelopment plan is developed for the area, would your firm participate in any redevelopment efforts?

RESPONSE: Total number of businesses wishing to participate in the redevelopment effort of the area:

Yes . . . . .	18
No . . . . .	4
Maybe . . . . .	3
Don't know . . . . .	2
No response . . . . .	2
<b>TOTAL</b>	<b>29</b>

16. What public improvements would you like to see as a part of a redevelopment project for this area?

RESPONSE: The most mentioned public improvements business operators would like to see as part of a redevelopment project for the area by number of responses:

Reconstruction of streets with sidewalks/new curbs . . . . .	12
New vapor street lighting . . . . .	8
Street beautification project, planting trees and other foliage . . . . .	8
Improved drainage . . . . .	6
Better police protection (sub-station) . . . . .	5
Street cleaning crew . . . . .	3
Improve cemeteries . . . . .	2
Removal of vacant houses . . . . .	2
Better public transportation (trollies) . . . . .	1
New multifamily housing . . . . .	1
Traffic light . . . . .	1
More parking . . . . .	1

17. What else in your opinion is needed to revitalize your surrounding commercial area?

RESPONSE: Number of responses:

More retail shops and restaurants (tourist related)	12
Loan program to assist remaining businesses	4
Code enforcement programs	4
Housing Rehab program	3
Create an Eastside Market Square	1
Turn old Friedrich building into retail shops	1
Clean vacant lots	1

18. What additional types of businesses would you like to see in your immediate area?

RESPONSE: Additional types of businesses most mentioned by number of responses:

Retail stores . . . . .	12
Family style restaurants . . . . .	9
Fast food operations . . . . .	7
Drug stores . . . . .	5
Movie Theaters . . . . .	3
Gasoline service stations . . . . .	2
Hotels . . . . .	1
McDonalds (mentioned by name) . . . . .	1
Holiday Inn (mentioned by name) . . . . .	1
Embassy Suites (mentioned by name) . . . . .	1
Wendy's (mentioned by name) . . . . .	1
Appliance store . . . . .	1
Hair products store . . . . .	1
Flower Shop . . . . .	1

19. Do you have seasonal staff employment?

RESPONSE: Total number of businesses with seasonal staff employees:

Businesses having seasonal staff employment	2
Businesses not having seasonal staff employment	25
Businesses not responding to survey	2
TOTAL	29

Catering by rosemary has 500 seasonal employees during the months of March, April, May October, November and December.

Imperial Loan and Jewelry company has three seasonal employees. Did not provide months.

20. How many customers does your business average per day?

RESPONSE: Total number of average customers per day:

	<u>No. of Businesses</u>
Businesses with 1-5 customers per day	5
Businesses with 6-10 customers per day	3
Businesses with 11-20 customers per day	5
Businesses with 21-30 customers per day	1
Businesses with 31-40 customers per day	0
Businesses with 41-50 customers per day	4
Businesses with 51-75 customers per day	1
Businesses with 76-100 customers per day	2
Businesses that do not have walk-in traffic customers	4
Businesses that do not know average customers per day	2
Businesses not responding to question	2

21. Does the business have a parking lot?

<u>RESPONSE:</u> Total businesses with parking lots	18
Total businesses without parking lots	9
Total businesses not responding	<u>2</u>
TOTAL	29

Number of parking spaces:

0 spaces (businesses)	9
1 to 10 spaces (businesses)	3
11 to 50 spaces (businesses)	12
51 to 100 spaces (businesses)	1
Over 100 spaces (businesses)	2
No response (businesses)	<u>2</u>
TOTAL	29

22. Would additional parking spaces in the area improve your business activity?

RESPONSE:

Yes, would improve business . . . . .	16
No, will not improve business . . . . .	8
Do not know . . . . .	1
Did not respond to question . . . . .	2
Did not respond to survey . . . . .	<u>2</u>
TOTAL	29



23. Would you be willing to join with other businesses to buy a parking lot?

RESPONSE:

Will not participate . . . . .	12
Will participate . . . . .	8
Need more information . . . . .	5
Did not respond to question . . . . .	2
Did not respond to survey . . . . .	<u>2</u>
TOTAL	29

24. Will you require any long-term financial assistance for any improvements?

RESPONSE:

Requiring assistance . . . . .	11
No assistance . . . . .	14
Did not respond to question . . . . .	2
Did not respond to survey . . . . .	<u>2</u>
TOTAL	29

25. Would you be willing to coordinate efforts with other businesses to spruce up the area?

RESPONSE:

Yes . . . . .	24
No . . . . .	2
Did not respond to question . . . . .	1
Did not respond to survey . . . . .	<u>2</u>
TOTAL	29

26. What type of business/activities in the area do you think have a negative impact on your business?

RESPONSE: Types of businesses/activities most often mentioned in the area that have a negative impact on their business:

Night clubs/pool halls . . . . .	13
Consumption of alcohol . . . . .	3
Hullaby's Ice house (beer sales) . . . . .	2
Fat Cats Pool hall . . . . .	2
Drug sales/crack houses . . . . .	1
Plasma Blood Center (Houston at Hackberry Street) . . . . .	1
State Parole Office (G.J. Sutton Office Building) . . . . .	1
Gambling houses . . . . .	1
Cemetery . . . . .	1
Vagrants . . . . .	1

ADDENDUM

Total number of businesses not responding or refused to participate in the survey:

NO RESPONSE:

Famous Cleaners  
1409 East Commerce Street

Philip Place Fat Cats Pool Hall  
1415 East Commerce Street

G. J. Photography  
1602 East Commerce Street  
(Eason Building)

Anderson Funeral Home  
1624 East commerce Street

Lumkin Car Wash  
1802 East Commerce Street

James Hairstyling  
1336 East Commerce Street

REFUSED TO PARTICIPATE:

Manuel's Paint and Body Shop  
106 S. Hackberry Street

Houston Machine Shop  
1527 East Commerce Street

Total number of no responses . . . . .	6
Refused to participate . . . . .	2



# MAP 2 CURRENT LAND USE

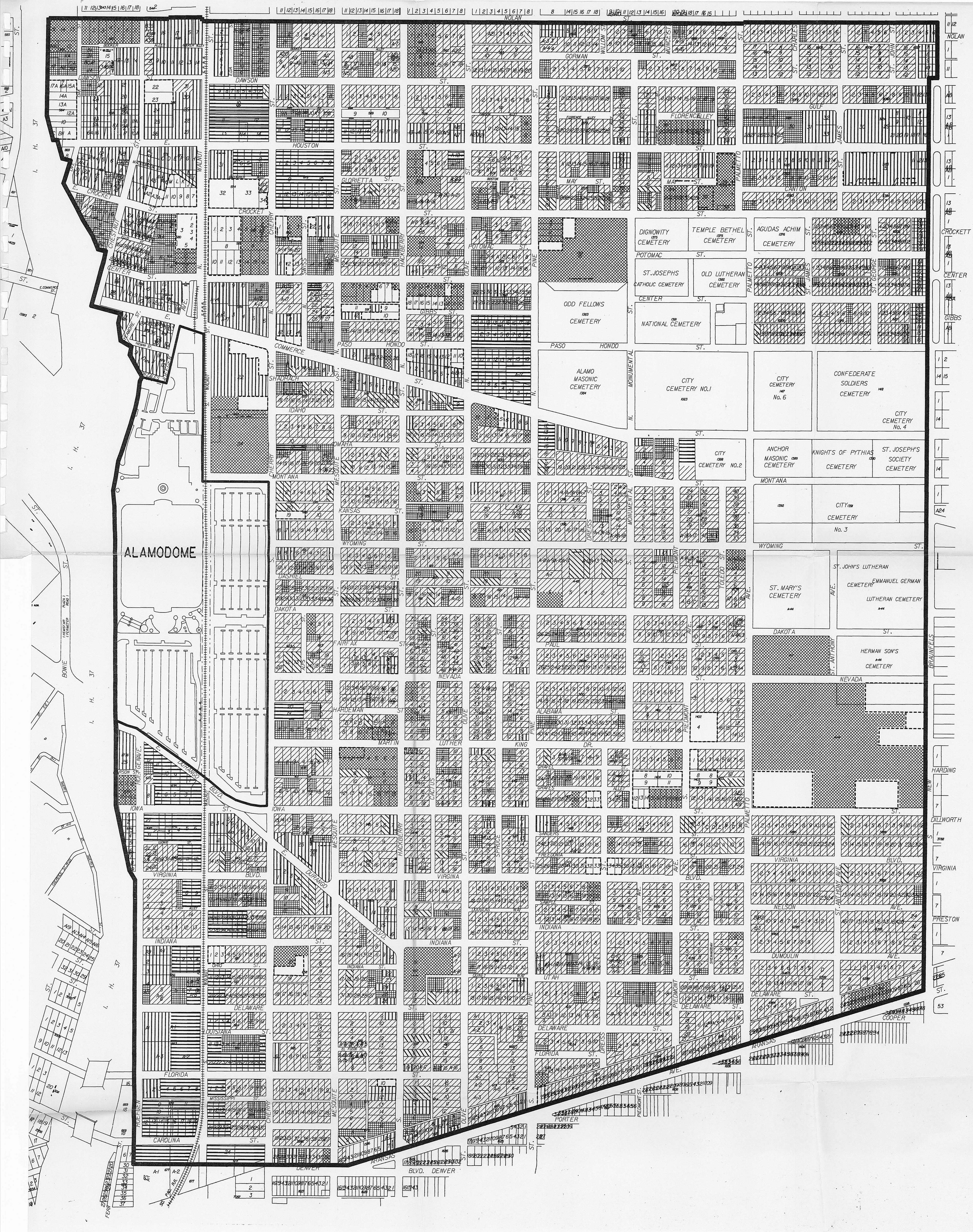
## LEGEND

MULTI-FAMILY HOUSING	
SINGLE FAMILY HOUSING	
VACANT PROPERTY	
PUBLIC FACILITIES (PARKS, CHURCHES, SCHOOLS, Y.M.C.A.)	
INDUSTRIAL PROPERTY	
COMMERCIAL PROPERTY	
PARKING LOTS	



SCALE: 1" = 357'

PREPARED BY:  
DEPARTMENT OF PLANNING  
CITY OF SAN ANTONIO

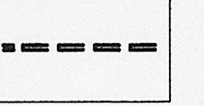




# MAP 3 CURRENT ZONING

## LEGEND

ZONING BOUNDARY



FOR ZONING CLASSIFICATION  
SEE APPENDIX 2

SCALE: 1" = 357'

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# MAP 5 CURRENT HOUSING CONDITION

## LEGEND

GOOD CONDITION HOUSING



FAIR CONDITION HOUSING



POOR CONDITION HOUSING



VACANT LOT



SCALE: 1" = 357'

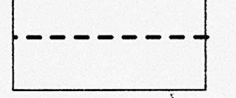

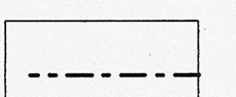
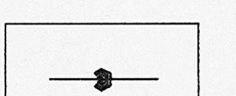
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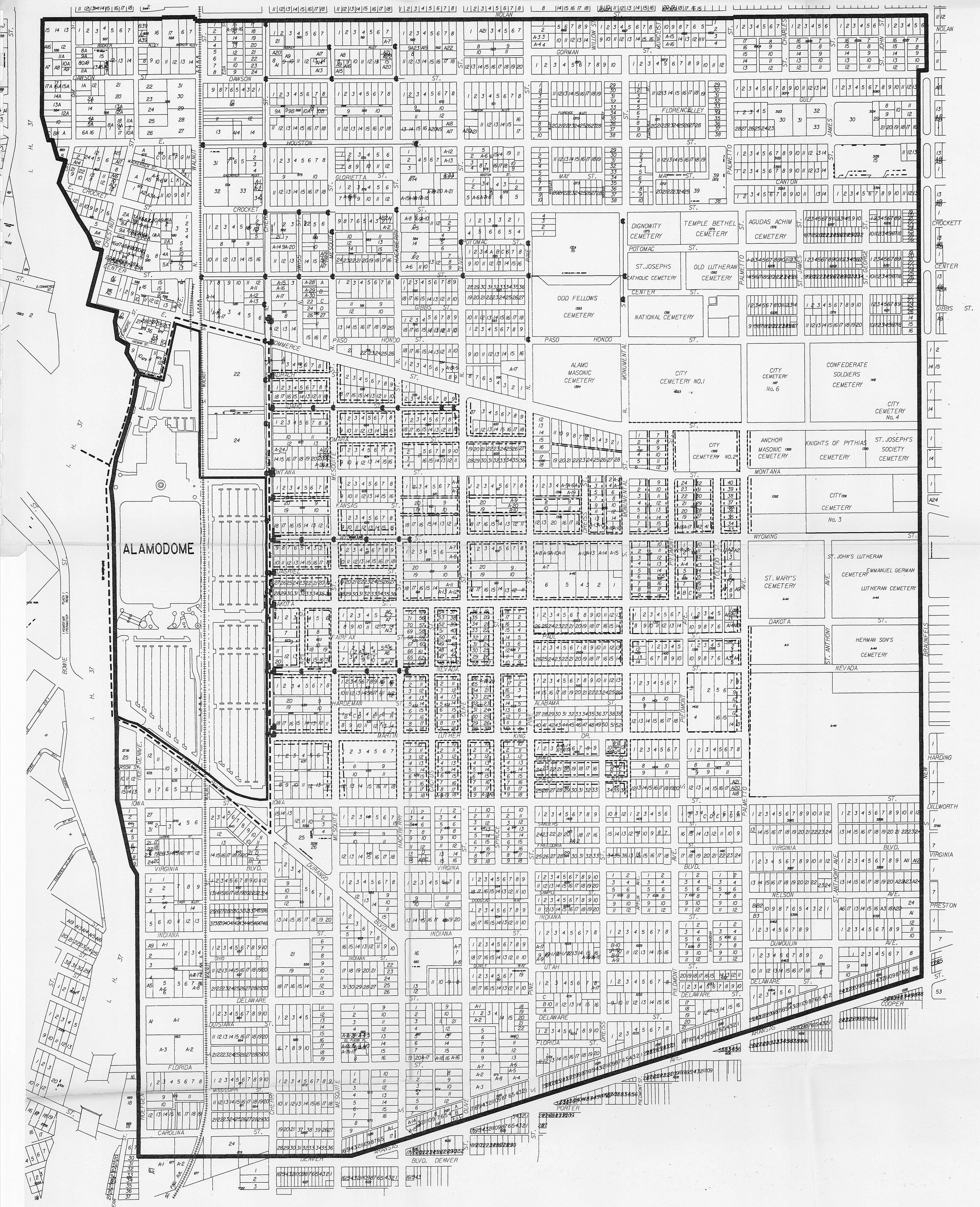




# MAP 6 STREETS NEEDING REPAIR

### LEGEND

- STREETS NEEDING REPAIR 
- CURBS NEEDING REPAIR OR INSTALLATION 
- SIDEWALKS NEEDING REPAIR OR INSTALLATION 
- CHERRY STREET DRAINAGE PROJECT 



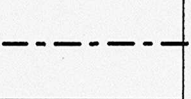
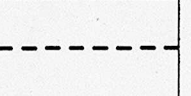

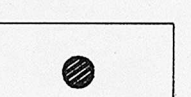
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# MAP 9 HISTORIC DISTRICTS & CEMETERIES

## LEGEND

- HISTORICAL DISTRICT BOUNDARY 
- CEMETERY BOUNDARY 
- NEW COMMERCIAL ACTIVITY 
- VACANT COMMERCIAL PROPERTY 



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