



# lone star community plan

*Adaptive re-use of the City's industrial heritage for  
arts, entertainment, and creative living space.*



# Executive Summary

## Why Lone Star, Why Now?

The Lone Star Community Plan area is undergoing a dramatic transformation that is bringing arts, entertainment, and creative living spaces to an area that was once home to many of San Antonio's major industries. Abandoned industrial sites are giving way to new high density loft apartments, professional offices, and restaurants. This transformation is extending the traditional boundary of San Antonio's Downtown south along the San Antonio River and five major arterials including South Presa, Roosevelt, Probandt, South Flores, and Nogalitos. This Plan provides a balanced approach to redevelopment that maximizes growth while minimizing conflicts between long time residents and newcomers.

The Lone Star Community Plan is the master plan for the Near River South target growth area identified in the Center City Strategic Framework Plan. The Plan establishes preferences for development locations, patterns, typologies and design characteristics and aligns infrastructure investment plans, regulations and design standards/guidelines with these preferences. The Plan also advances recommendations from SA2020 and the River South Area Management Plan.



## The Planning Process

The goals and strategies included in this Plan were developed through a community-based planning process. The Department of Planning and Community Development conducted a series of community meetings, focus groups, and roundtable discussions during the summer of 2012. The public input activities utilized during these meetings and distributed online were designed to generate actionable strategies. These strategies were refined and vetted by a Technical Advisory Committee that included members of various City departments and partner agencies.



## The Plan

The Lone Star Community Plan is an action-oriented document with goals that are achievable by 2020. The balanced approach to redevelopment detailed in this Plan includes specific strategies related to land use, transportation and infrastructure, community facilities, and quality of life. The Plan includes an Implementation Matrix with a detailed timeline, list of partners, cost estimate, and funding sources for each strategy. The leads for the individual strategies include various City departments and partner agencies. The City departments and outside agencies that are designated as the leads are expected to actively pursue the implementation of the strategies within the time frames provided.





## The Goals & Strategies

The vision for the Lone Star Community Plan, *adaptive re-use of the City's industrial heritage for arts, entertainment, and creative living space*, expresses the desire for redevelopment that features a unique industrial arts character and new types of uses. The vision also recognizes that the industrial heritage of the area can be preserved and even celebrated by adapting and reusing former industrial buildings and structures to meet the needs of a whole new set of users. The goals and strategies included in this Plan provide a blueprint for how to make this vision a reality.

The plan includes land use, transportation and infrastructure, community facilities, and quality of life chapters. The goals and strategies for each chapter are organized under a set of themes, which are listed below. In addition to goals and strategies, the land use chapter includes a land use plan and physical master plan.

### Land Use Themes

- Performance Standards for Industrial Uses
- Quality Site and Building Design
- Retail and Service Businesses
- Building Reuse and Site Redevelopment
- Housing Affordability

### Transportation & Infrastructure Themes

- Complete Streets
- Multimodal Connectivity
- Traffic Management
- Drainage

### Community Facilities Themes

- Services and Programs
- Public/ Recreational Facilities
- Parkland and Open Space

### Quality of Life Themes

- Enhanced City Services
- Housing Improvements
- Capitalize on the Creative Community
- Improve Public Health and Safety
- Environment





# Acknowledgements

This Plan was made possible through the support of City officials, City staff, and community participants dedicated to creating a stronger community.

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 Department of Planning & Community Development  
 1400 South Flores Street  
 San Antonio, TX 78204



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# BACKGROUND introduction



*Adaptive re-use of the City's industrial heritage for  
arts, entertainment, and creative living space.*



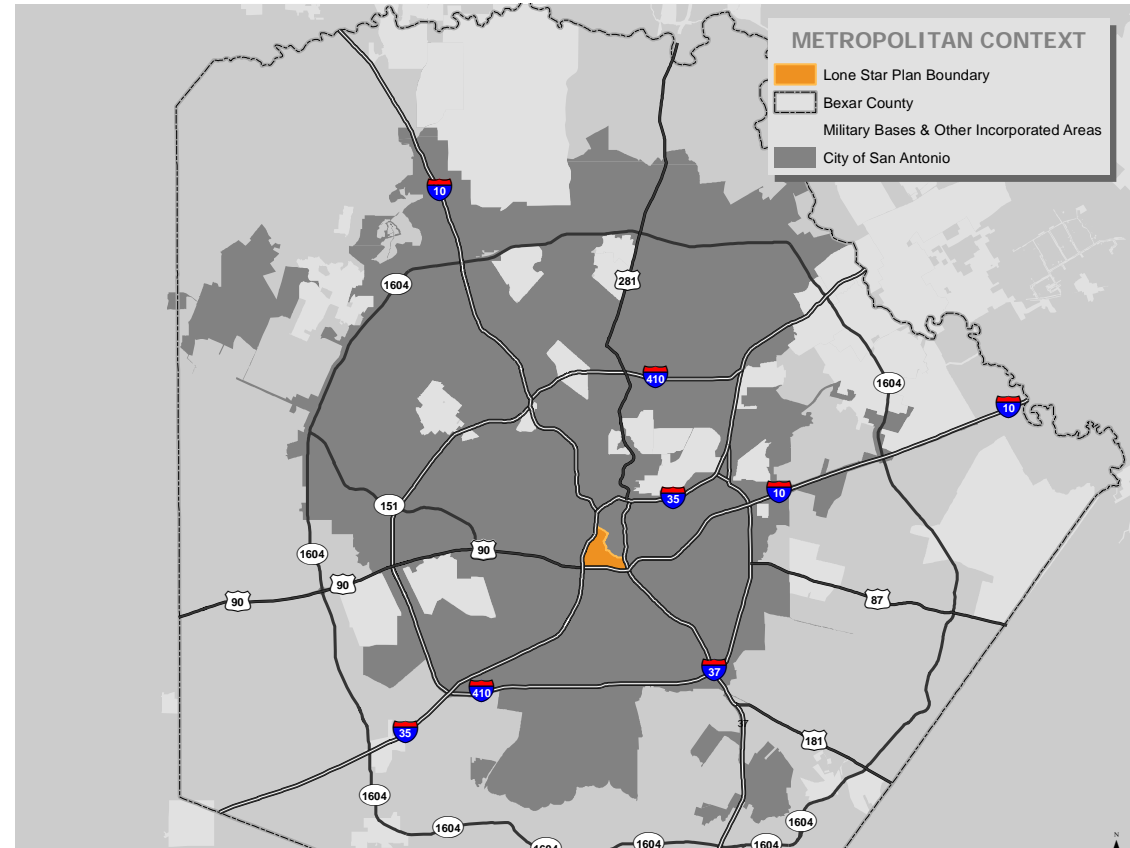
# Introduction

## A. Regional & Local Setting

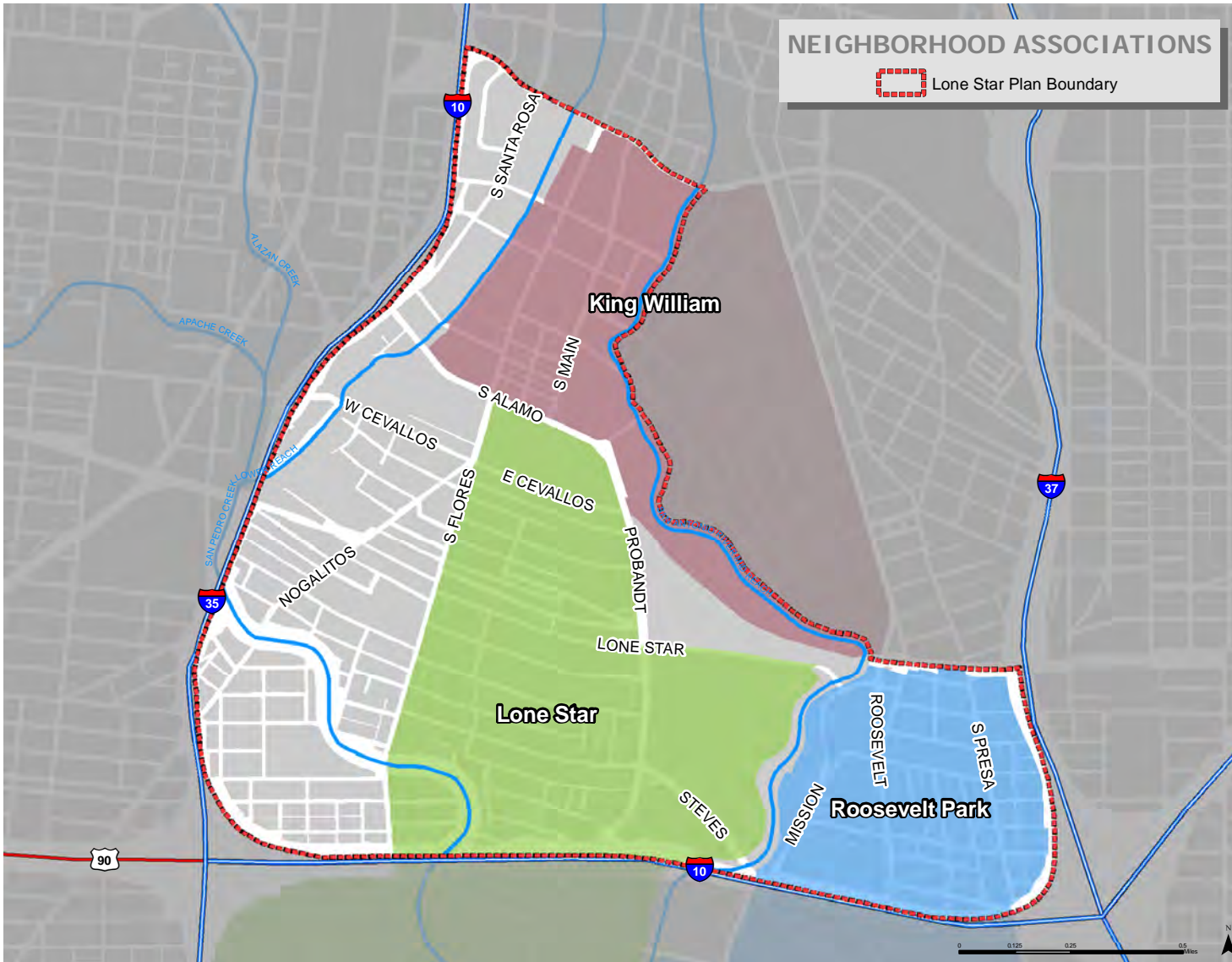
The Lone Star Community Plan Area is located in the City of San Antonio with a population of approximately 1.3 million residents<sup>1</sup>. San Antonio lies within Bexar County, which has a population of approximately 1.7 million. Taken as a whole, the eight county San Antonio-New Braunfels region is home to more than 2.1 million residents.

The Lone Star Plan area is a 1.9 square mile area south of the traditional Downtown area with a population of 6,885. Notable landmarks include the Pioneer Flour Mill, the Blue Star Arts Complex, the former Lone Star Brewery, and Roosevelt Park. Corridors include South Flores Street, Nogalitos Street, Ceasar Chavez Boulevard, Probandt Street, Roosevelt Avenue, and South St. Mary's Street. Within the Plan Area exists distinct neighborhoods: Roosevelt Park, Lone Star, and King William. There may also be additional neighborhood areas which are not formally organized, but which are distinct from those listed.

The Lone Star Plan Area is essential to the revitalization of the urban core due to its proximity to the Central Business District / Downtown. The Plan Area also straddles the San Antonio River and Mission Trails as well as San Pedro Creek. The area features large tracts of land along the River and throughout the neighborhood that can be redeveloped, many of which are underutilized or former industrial sites that have the potential for new life as mixed-use developments. Additionally, historic residential neighborhoods, artists and art galleries, performance venues, and an abandoned railroad right-of-way provide opportunities to support the revitalization of the urban core.



<sup>1</sup> All population numbers in this section are from the 2010 Census



Source: Kaitie Labor, Flickr

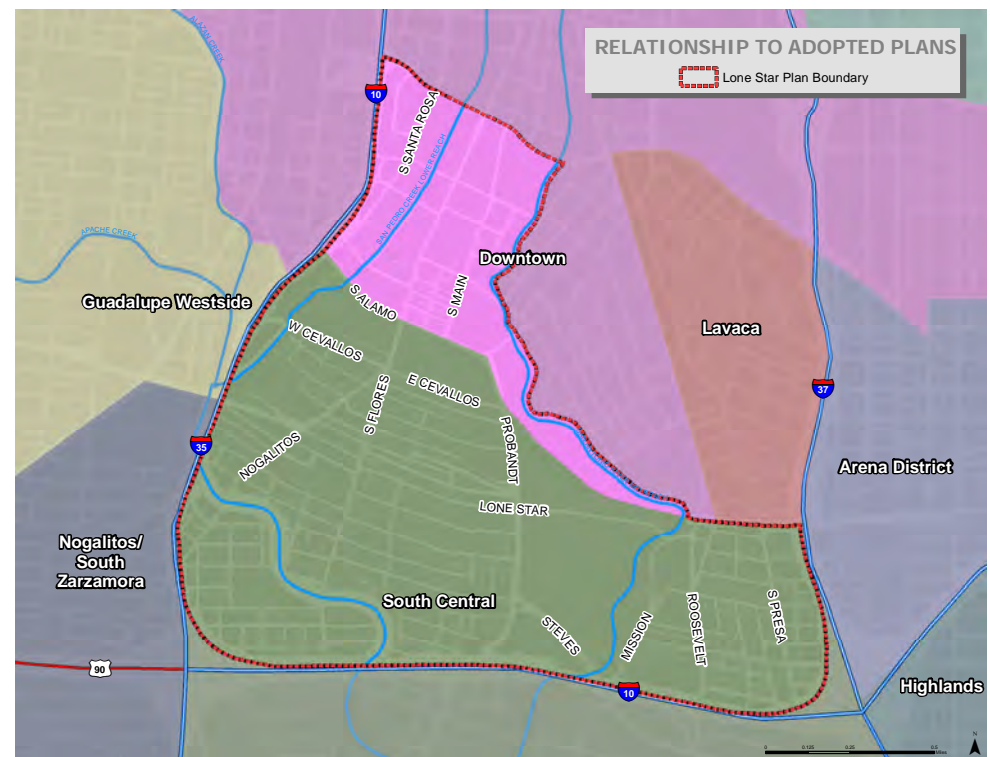
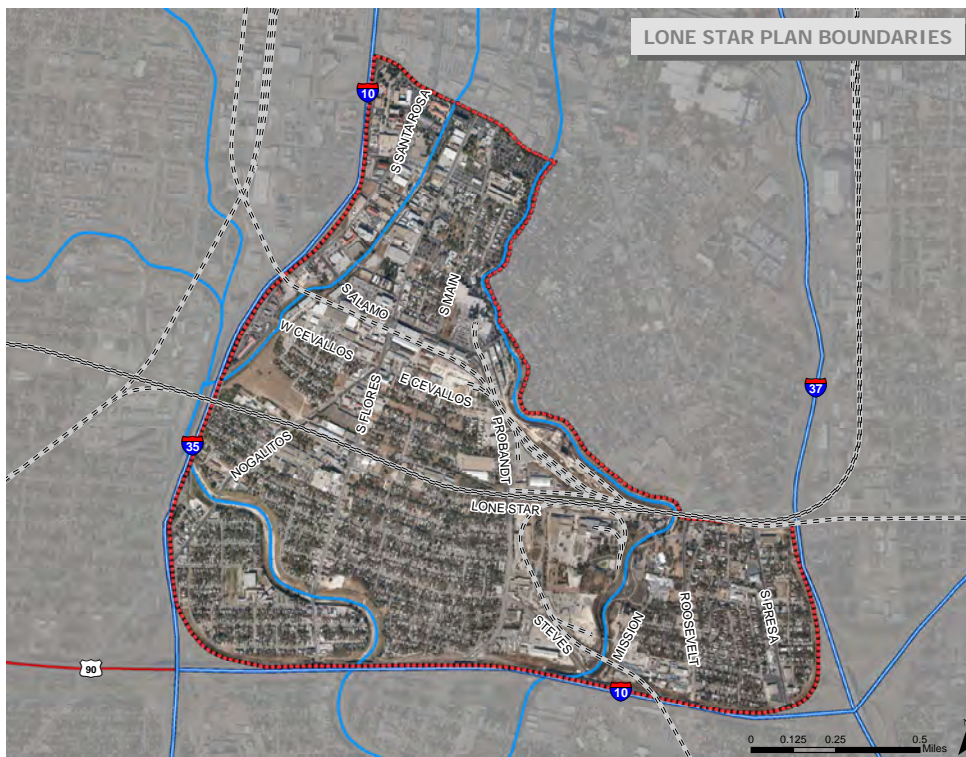




## B. Plan Area Boundaries

The Lone Star Plan Area is defined by Cesar E. Chavez Boulevard as its northern boundary, IH-35/IH-10 as the western boundary, and US Hwy 90 to the south. The eastern boundary consists of the San Antonio River until the Union Pacific Railroad crossing then follows the railroad IH-37, which forms the remaining boundary.

The Lone Star Plan includes area that was previously included in the Downtown Neighborhood Plan or the South Central San Antonio Community Plan. The boundaries for these plans (i.e. Downtown and South Central) were established in the late 1990s when many industrial sites remained active and talk of redevelopment was in its infancy. Since that time the Lone Star Plan Area has developed an identity and trajectory that is separate and distinct from both Downtown and the South Central neighborhoods that are located south of US Hwy 90. This Plan provides a balanced approach to redevelopment in the Lone Star Plan Area that maximizes growth while minimizing conflicts between long time residents and newcomers.





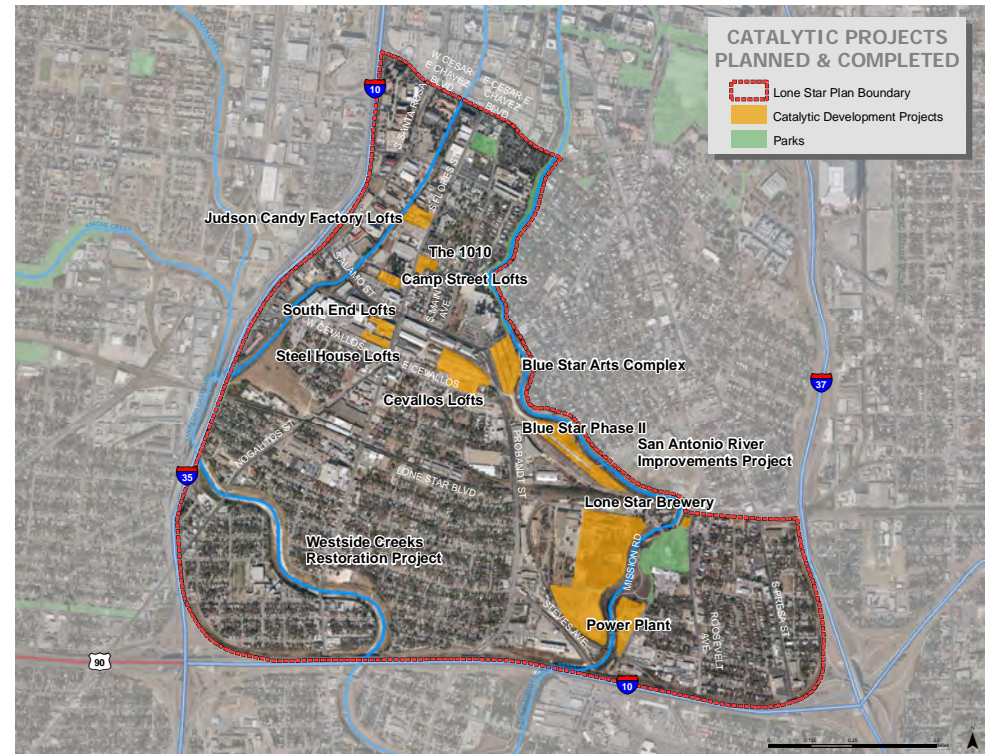
## C. Purpose and Intent

### Plan Purpose

The Lone Star Community Plan was conceived as an implementation component of the City of San Antonio's Center City Strategic Framework Plan. Adopted in 2012, the strategic plan is intended to be a blueprint for future development in the central city. The Lone Star Community Plan is an implementation-oriented master plan that will further develop recommendations from the Framework Plan and SA2020 in an effort to increase residential development and investment in the downtown area. The plan identifies the strategies and partners necessary for implementation and ultimately, success. A diverse assemblage of stakeholders met over a series of 3 focus groups in the summer of 2012 to meld the recommendations of the strategic framework plan with the community's ideas that were developed through a set of original and innovative community planning exercises. This work culminated into this document with achievable goals and strategies that can be used by the City, developers, public agencies, community partners and the like. The Lone Star Community Plan will be the essential tool to guide future development and city investment in the plan area.

### Intent of the Plan

The intent of the plan is to guide public and private investment in an effort to achieve the vision for this specific community of: ***“Adaptive re-use of the industrial heritage for arts, entertainment, and creative living space.”*** There are many opportunities for impactful development due to the number of vacant or underutilized sites. The vision described above can be realized by implementation of the goals and strategies, which have been grouped into the following Chapters: Land Use, Transportation and Infrastructure, Community Facilities and Quality of Life.





## D. Planning Process

As stated in the *Plan Purpose*, The Lone Star Community Plan is the master planning and implementation of the Near River South concept as recommended in the strategic framework plan. Additionally, in order to meet city policy, the Department of Planning and Community Development followed a community-based process defined in the Comprehensive Planning Program (adopted by the City on December 10, 2009).

The planning process was initiated on July 10, 2012 with a public meeting to introduce community members to the planning process and proposed timeline. Community members, including property owners, neighborhood associations, community organizations, and other interest groups were invited to attend and provide input. A series of interactive focus group meetings followed in July and August of 2012. Participants provided input related to the foci: land use, transportation and infrastructure, community facilities and quality of life. Focus group meetings included many interactive components that allowed the community to visualize the recommendations in the strategic framework plan and conduct citizen planning scenarios. These scenarios were applied utilizing unique methods, such as a land use visioning exercise that enabled participants to strategically locate various types of land uses throughout the plan area and a street cross-section exercise where different streets in the plan area were re-designed by the participants. Other topics like Community Facilities and Quality of Life had similar map and chart exercise sessions to identify issues and values of each topic. Staff developed the plan goals and strategies based on, first and foremost, the strategic framework plan, and incorporated stakeholder feedback gathered through these focus groups as well as an online survey.

Open House meetings were held on October 29 and 30, 2012 at two separate locations for convenience to community members. Upon receiving feedback from the public during these meetings, and from partnering agencies and other City departments via an interdepartmental review process, staff authored the document in early December 2012. The formal approval process began soon thereafter, with a briefing to the Planning Commission in January 2013.

Table D: Meeting Schedule

Date	Meeting
Jun 20	Initial Technical Committee Meeting
Jul 10	Kick-Off Meeting
Jul 24	Focus Groups: Meeting #1
Jul 31	Focus Groups: Meeting #2
Aug 7	Focus Groups: Meeting #3
Aug-Sep	Meetings with Technical Committee Members
Oct 29 & 30	Open House Meetings
Jan 9	Planning Commission Hearing
Jan 17	City Council Hearing





## E. Statutory Requirements

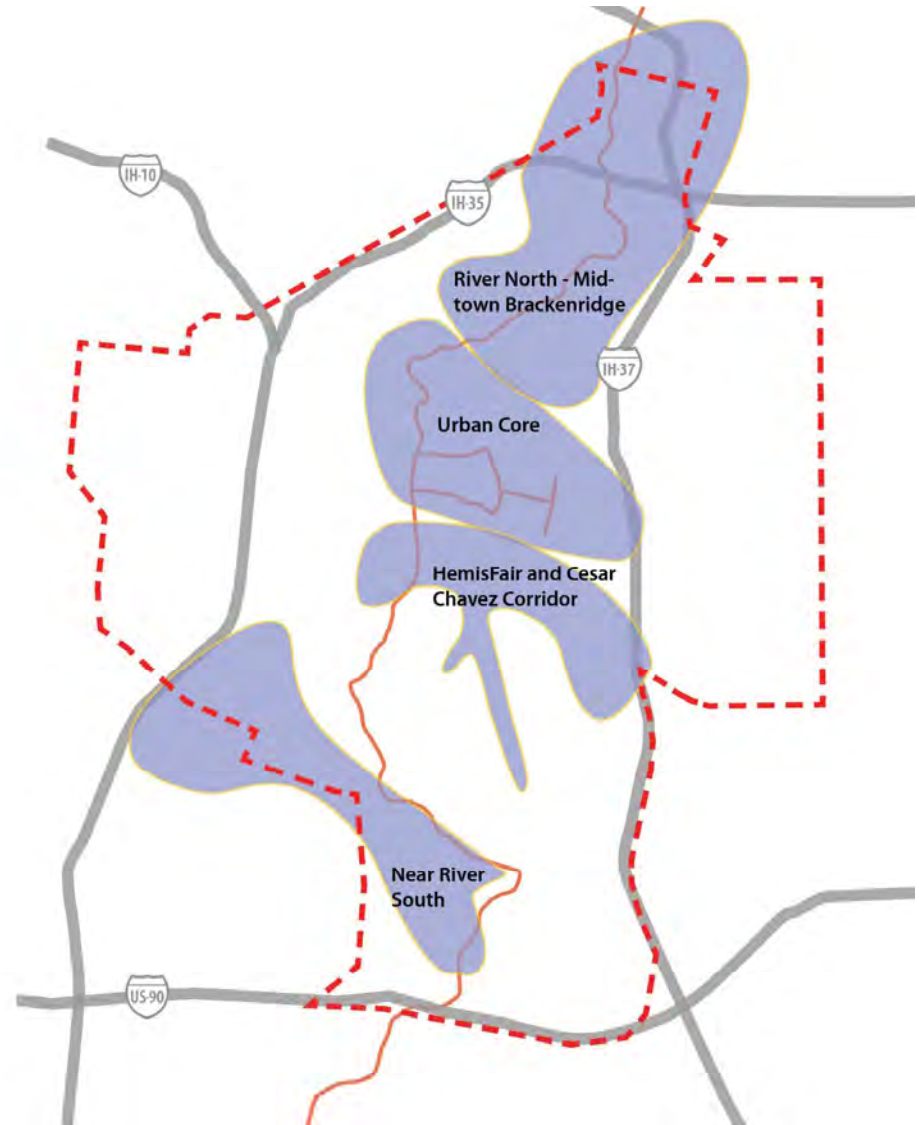
Once adopted by City Council, the Lone Star Community Plan becomes a component of the City's Comprehensive Master Plan. The Lone Star Community Plan supersedes the Land Use Plan (Sections K and L, p. 10-11) and text that reference the Lone Star area in the South Neighborhood Plan (p. 26-27) of the Downtown Neighborhood Plan, adopted by City Council on May 13, 1999. The Lone Star Community Plan also supersedes the Proposed Land Use Plan (p. 16) of the South Central San Antonio Community Plan Update adopted by City Council on October 26, 2005. Sector plans, community plans, neighborhood plans, and several functional citywide plans are adopted as components of the City's Comprehensive Master Plan.

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

### Coordination with Adopted Plans

The Center City Strategic Framework Plan is a key contributor to the development of the Lone Star Community Plan. The Center City Strategic Framework Plan establishes goals, targets and strategies to achieve the SA2020 vision to increase housing and employment in the Center City. The Strategic Framework Plan provides a road map for future activity by the City, Centro Partnership, and private investors. The strategic framework recommends that the City undertake master planning for key Center City districts identified in the Strategic Framework, which include the Lone Star (Near River South) area. The Lone Star Community Plan completes the master planning process for the Near River South area.

The Lone Star Community Plan also advances the goals of SA2020 and the River South Area Management Plan. The shared goal of SA2020 is to transform San Antonio into a world-class city by the year 2020 in eleven key vision areas: Arts & Culture; Community Safety; Downtown Development; Economic Competitiveness; Education; Family Well-Being; Government Accountability & Civic Engagement; Health & Fitness; Natural Resources & Environmental Sustainability; Neighborhoods



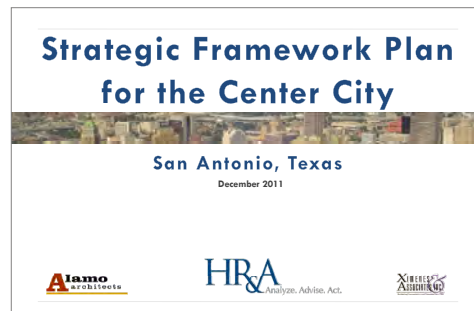
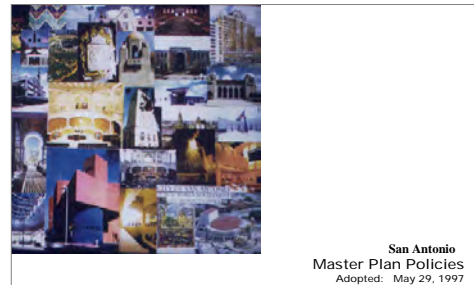
The Center City Strategic Framework Plan identifies Near River South as a target growth area in need of master planning. The Lone Star Community Plan is the Master Plan for the Near River South Growth Area and surrounding neighborhoods.





& Growth Management; and Transportation. The Lone Star Community Plan incorporated the vision outlined in SA2020 and put it into the perspective of the Lone Star community. Throughout this Plan, there are references to SA2020.

The River South Area Management Plan was developed through a cooperative effort led by Bexar County Commissioner's Court that included the City of San Antonio, the San Antonio River Authority, and the National Park Service. The Plan establishes a framework for operations, maintenance, and security for the Mission Reach of the San Antonio River Improvements Project. The Plan also outlines economic development opportunities in and around the river improvements. There are also references to the River South Area Management Plan throughout this Plan document.





## F. Plan Organization

The Lone Star Community Plan is divided into four sections: Background Information; Goals and Strategies; Implementation Matrix; and Appendices.

The Background Information section includes: a description of the plan area; the purpose and intent of the plan; a description of the planning process; statutory requirements and relationship this Plan has to other adopted plans; and how the plan is organized.

The Goals and Strategies section, which comprises the most substantial part of the Plan, is divided into five subsections. The first subsection is the overall vision of the Plan area. The Vision was taken from the Center City Framework Plan overall vision for the Near River South area. The remaining four subsections include: Land Use; Transportation & Infrastructure; Community Facilities; and Quality of Life. In addition to Land Use Goals and Strategies, this subsection also includes a Land Use Plan and a Physical Master Plan. The Land Use Plan describes what type of future development and uses are desired in the Plan area. The Physical Master Plan provides additional site and building design details in order to calibrate the mixed use classifications that are consistent with the character of the Plan area. Transportation & Infrastructure addresses streets, sidewalks, transit service, bicycle facilities and drainage concerns. The Community Facilities section speaks to public and private park facilities, open spaces, and community gardens. Quality of Life includes public health, safety and security, housing maintenance, animal care services, arts and culture, and community identity.

The Implementation Matrix expands upon the Goals and Strategies by providing further details in a table format that identifies: timelines; lead and partners; estimated costs; and proposed funding sources. The matrix is a summary that indicates how, when, and by whom the plan can be implemented.

The Appendices includes a glossary of terms and acronyms used throughout the Plan document.

**Table F: List of Plan Goals**

**LU-1:** Establish performance standards for industrial uses. Phase out industrial uses that do not comply with performance standards with a combination of zoning changes and relocation assistance.

**LU-2:** Incorporate site and building design principles including attractive and functional streetscapes, inviting public spaces, creative design and material selection, sustainable development techniques, and a mix of uses into new development and redevelopment projects.

**LU-3:** Attract/ retain office, retail, and service uses through zoning and development incentives.

**LU-4:** Utilize brownfield program to facilitate the redevelopment of vacant buildings and contaminated sites.

**LU-5:** Relax development code requirements that prevent or significantly increase the cost of improving and reusing existing commercial buildings along the major corridors and redeveloping vacant and underutilized parcels; provide fee waivers and utilize TIRZ funds to offset the costs of returning these properties to productive use.

**LU-6:** Establish policies that provide for a range of housing types that are affordable to people at most income levels.

**TI-1:** Institute Complete Streets in the Plan area especially along: Cevallos, Lone Star, Nogalitos, Probandt, Roosevelt, South Alamo, South Presa, South Flores, and Steves.

**TI-2:** Develop a safe multimodal north-south transportation thoroughfare on South Flores that accommodates bicyclists, pedestrians, automobile traffic, and mass transit.

**TI-3:** Improve connections between the river and the street through wayfinding and route signage.

**TI-4:** Expand the east-west transportation network by establishing an on-



street link for cyclists and pedestrians between the San Antonio River and San Pedro Creek.

**TI-5:** Improve sidewalks on local residential streets.

**TI-6:** Improve connectivity to the Blue Star Street.

**TI-7:** Create better public transit service from downtown to the San Antonio Missions utilizing Roosevelt Avenue.

**TI-8:** Address traffic concerns utilizing traffic management.

**TI-9:** Address drainage issues on South Alamo, South Flores, Probandt, Lone Star, Nogalitos, South Presa, Steves, and Drexel utilizing low impact development (LID) strategies.

**CF-1:** Provide entertainment opportunities in the parks by creating a multiple purpose outdoor space for community gathering, recreational activities, and performance opportunities and by programmatic improvements such as hosting movie nights or music performances.

**CF-2:** Develop designated food truck areas and farmers market.

**CF-3:** Initiate a community garden program.

**CF-4:** Redevelop Lone Star Lake and pool as a community amenity.

**CF-5:** Increase community access to library services.

**CF-6:** Preserve the Commander's House facility and expand the use of the property by increasing access to the grounds and enhancing services and programs offered.

**CF-7:** Improve San Pedro Creek by restoring the creek ecosystem and adding recreational amenities such as hike and bike trails.

**CF-8:** Convert abandoned rail line to a hike and bike trail to create an east to west connection between San Pedro Creek and the San Antonio River.

**CF-9:** Establish parks where feasible, particularly west of the San Antonio River, to increase community access to park space.

**QL-1:** Increase tree canopy along local streets and public areas.

**QL-2:** Support art and artists through public art projects and cultural tourism programs.

**QL-3:** Rehabilitate existing housing stock.

**QL-4:** Address the sites that threaten public health, safety and welfare by increasing monitoring and clean-up activities in the plan area for anti-dumping, graffiti removal and illegal storage prevention.

**QL-5:** Preserve, promote, and enhance identities of area's distinct neighborhoods through public art, signage and cultural tourism initiatives.

**QL-6:** Increase the sense of safety by enhancing lighting and adding bike patrols.

**QL-7:** Increase animal care services to control the stray animal population.

**QL-8:** Provide active and healthy lifestyle opportunities.



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# GOALS & STRATEGIES

## vision



*Adaptive re-use of the City's industrial heritage for  
arts, entertainment, and creative living space.*



# Vision



The vision for the Lone Star Community Plan was formulated during the development of the Center City Strategic Framework Plan. The vision, *adaptive re-use of the City's industrial heritage for arts, entertainment, and creative living space*, expresses the desire for redevelopment that features a new character and new types of uses. The vision also recognizes that the industrial heritage of the area can be preserved and even celebrated by adapting and reusing former industrial buildings and structures to meet the needs of a whole new set of users.

The Lone Star planning process endorsed this vision and expanded it to include specific themes related to land use, transportation and infrastructure, community facilities, and quality of life. These themes are outlined below.

## Land Use Themes

- Performance Standards for Industrial Uses
- Quality Site and Building Design
- Retail and Service Businesses
- Building Reuse and Site Redevelopment
- Housing Affordability



## Transportation & Infrastructure Themes

- Complete Streets
- Multimodal Connectivity
- Traffic Management
- Drainage

## Community Facilities Themes

- Services and Programs
- Public/ Recreational Facilities
- Parkland and Open Space



## Quality of Life Themes

- Enhanced City Services
- Housing Improvements
- Capitalize on the Creative Community
- Improve Public Health and Safety
- Environment





# GOALS & STRATEGIES

## land use



*Adaptive re-use of the City's industrial heritage for  
arts, entertainment, and creative living space.*



# Introduction: Land Use

Land use planning is an especially important consideration in the Plan area because rapid redevelopment is replacing older and defunct industrial uses with new mixed-use buildings. In the short-term, appropriate land use planning can help smooth the transition from industrial uses to residential, office, and retail uses. In the longer term, land use planning provides a regulatory framework that facilitates the reuse of vacant buildings and the redevelopment of underutilized parcels and requires attractive and functional streetscapes, inviting public spaces, creative design and material selection, sustainable development techniques, and a mix of compatible uses.

The land use chapter includes goals and strategies, a future land use plan, and a physical master plan. The land use goals and strategies are arranged into the following themes: performance standards for industrial uses, quality site and building design, retail and service businesses, building reuse and site redevelopment, and housing affordability. The future land

## Land Use Themes

- Performance Standards for Industrial Uses
- Quality Site and Building Design
- Retail and Service Businesses
- Building Reuse and Site Redevelopment
- Housing Affordability



use plan section includes a future land use map and a description of the future land use classifications. In addition to the required future land use map, this plan includes a physical master plan that provides a more detailed description of appropriate site and building design.



# Goals & Strategies

## PERFORMANCE STANDARDS FOR INDUSTRIAL USES

**LU-1:** Establish performance standards for industrial uses. Phase out industrial uses that do not comply with performance standards with a combination of zoning changes and relocation assistance.

*The noxious effects (noise, dust, odors, and perceived contamination) associated with some industrial uses can serve as barriers to redevelopment and investment by adjacent property owners. In former industrial areas such as the plan area where redevelopment is already occurring, the remaining industrial users may have difficulty continuing operations due to increased traffic, complaints from new neighbors, and rising property values. The performance standards will help differentiate between industrial uses that have significant impacts on adjacent properties and low impact industrial uses, including cottage industrial uses associated with artistic production, that are compatible with the vision for the Plan area and provide employment opportunities for residents. This goal is consistent with the Center City Strategic Framework Implementation Plan vision for the Near River South area<sup>1</sup>.*

**Strategy LU-1.1:** Eliminate existing zoning that allows industrial uses that do not meet the performance criteria in Table LU-1.1. (This strategy does not apply to properties designated as Business Park on the Future Land Use Map (pg. 41).)

**Strategy LU-1.2:** Encourage the relocation of industrial uses that do not meet the performance criteria in Table LU-1.1 to suitable locations on city-owned property located away from the plan area. Assist relocating industrial business owners with environmental clean-up expenses to prepare the vacated sites for reuse/ redevelopment. (See LU-4.3). (This strategy does not apply to properties designated as Business Park on the Future Land Use Map (pg. 41).)

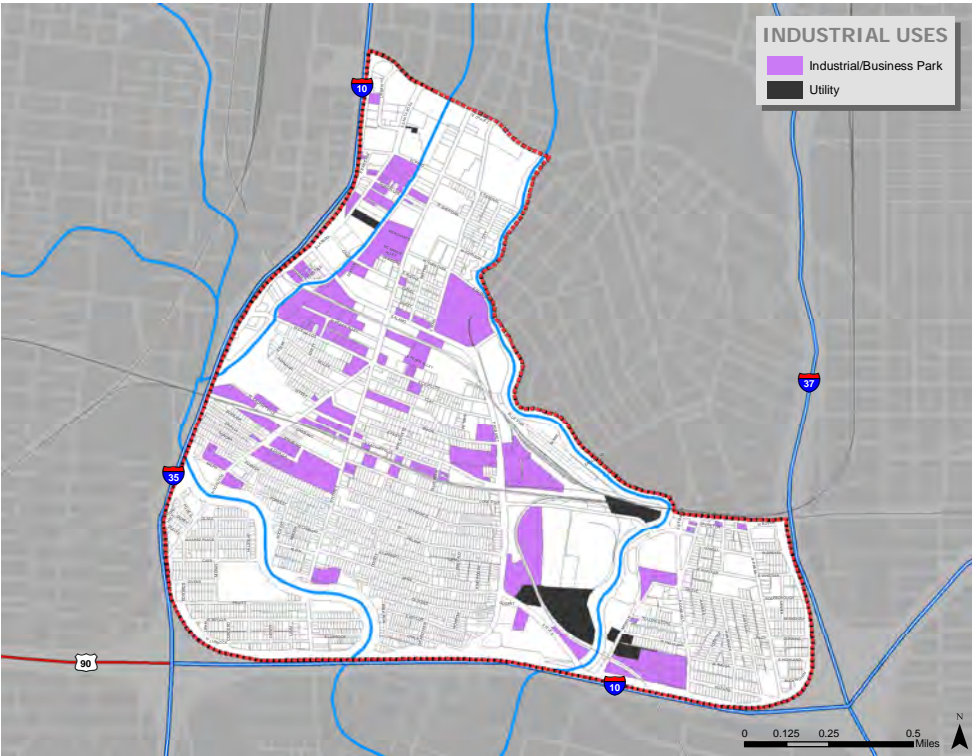
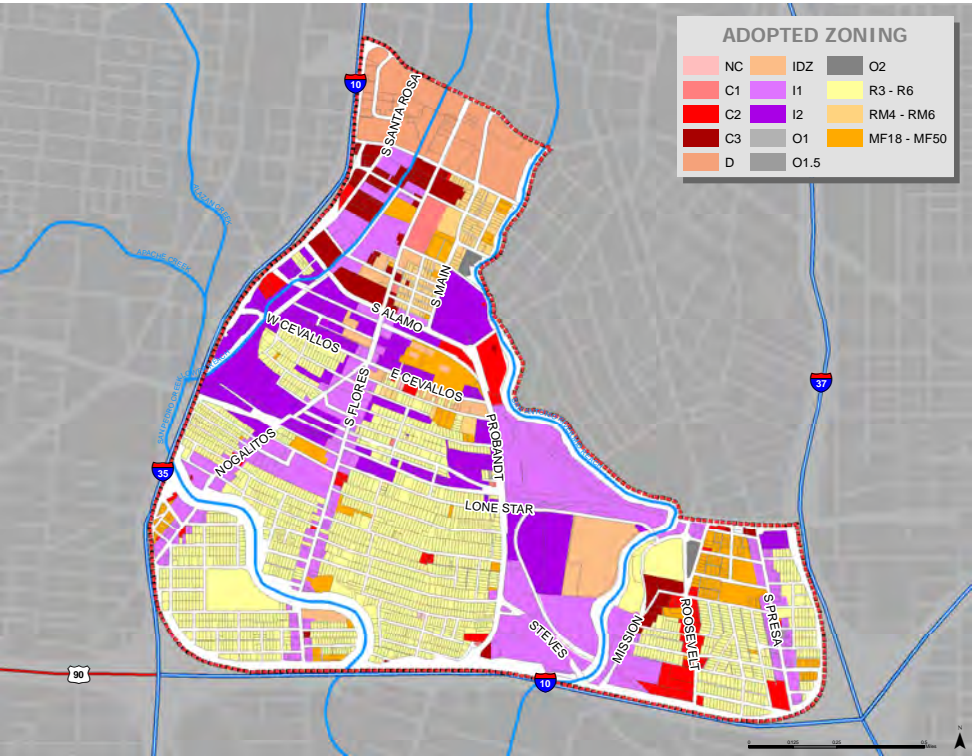
**Table LU-1.1: Industrial Use Performance Standards**

- Use of vehicles with two (2) or more rear axles and/ or vehicles that require a Texas commercial drivers license is limited to the hours between 6:00 am and 6:00 pm and fifteen (15) trips per day.
- No outdoor storage, outdoor disposal containers, outdoor operations, or outdoor loading docks unless fully screened from view of public rights-of-way and abutting properties.
- Between the hours of 6:01 p.m. and 5:59 a.m., noise levels measured at the property line do not exceed sixty-three (63) dBA.
- All lighting is aimed, located, designed, shielded, fitted and maintained so as not to project light into a neighboring use or property.
- At any time and at any point on the property line, ground vibrations do not exceed the limits of displacement prescribed in UDC Table 209-16.
- No dust, ash, particles, or other debris are transmitted or allowed to drift beyond the property line.
- No refuse is incinerated.
- No liquids are disposed onto the site or into adjacent drainage systems, except for sanitary waste.
- No noxious, odorous matter is emitted in a quantity that creates a hazard or public nuisance beyond the property line.

**Strategy LU-1.3:** Allow low impact industrial uses associated with low volume production by an artisan subject to the performance criteria in Table LU-1.1.

**Strategy LU-1.4:** Encourage efforts to provide buffer areas and landscaping or neighborhood/ community commercial uses between Business Park and adjoining uses. Encourage the use of buffer areas for community events as business needs allow.

<sup>1</sup> Center City Strategic Framework Implementation Plan, p. 82



The Adopted Zoning Map (above left) shows the proliferation of light industrial (I1) and heavy industrial (I2) zoning in the Plan area. The Industrial Uses Map (above right) shows the remaining industrial uses in the Plan area. The photos (bottom) show some of the remaining industrial uses in the area and former industrial sites that are now vacant or underutilized. Replacing the existing industrial zoning districts with zoning districts that allow for mixed-use development will facilitate the ongoing redevelopment of the Plan area.





## QUALITY SITE AND BUILDING DESIGN

**LU-2:** Incorporate site and building design principles including attractive and functional streetscapes, inviting public spaces, creative design and material selection, sustainable development techniques, and a mix of uses into new development and redevelopment projects.

*The benefits of quality site and building design go far beyond aesthetics.*

- *Streetscapes that feature wide sidewalks, street trees, pedestrian lighting, and street furniture and inviting public spaces create a sense of place (placemaking), attract visitors, and promote physical activity.*
- *Sustainable development techniques have numerous ecological benefits including reducing the urban heat island effect, allowing for carbon sequestration, lowering energy consumption, enhancing ground water quality, and reducing storm water run-off.*
- *Incorporating appropriate land use densities and transitions, creative building materials, and a mix of uses attracts investment and helps to maintain property values in the long term.*
- *Placing utility lines underground eliminates utility poles from sidewalks, reduces conflicts with buildings located on the property line and street trees, and reduces interruptions and maintenance costs.*

*This goal is consistent with the SA2020 vision for Downtown Development, Natural Resources & Environmental Sustainability, and Neighborhoods & Growth Management<sup>1</sup>, the Center City Strategic Framework Implementation Plan recommendations for Planning and Regulation of Development<sup>2</sup>, and the River South Area Management Plan policy objectives<sup>3</sup>.*



**Strategy LU-2.1:** Implement site and building design principles in Table LU-2.1 through a comprehensive rezoning that utilizes “special zoning districts” to implement the Future Land Use Plan (pg. 41) and Physical Master Plan (pg. 46).

**Strategy LU-2.2:** Develop standards for utility placement in the Center City to minimize the impacts of power poles and associated infrastructure on view sheds, pedestrian mobility, and building placement.

**Strategy LU-2.3:** Conduct a better block demonstration project within the Plan area during FY13 to showcase the benefits of complete streets and the City’s facade improvement program (Operation Facelift).

1 SA2020, p. 26, 72, 80

2 Center City Strategic Framework Implementation Plan, p. 78

3 River South Area Management Plan, p. 34

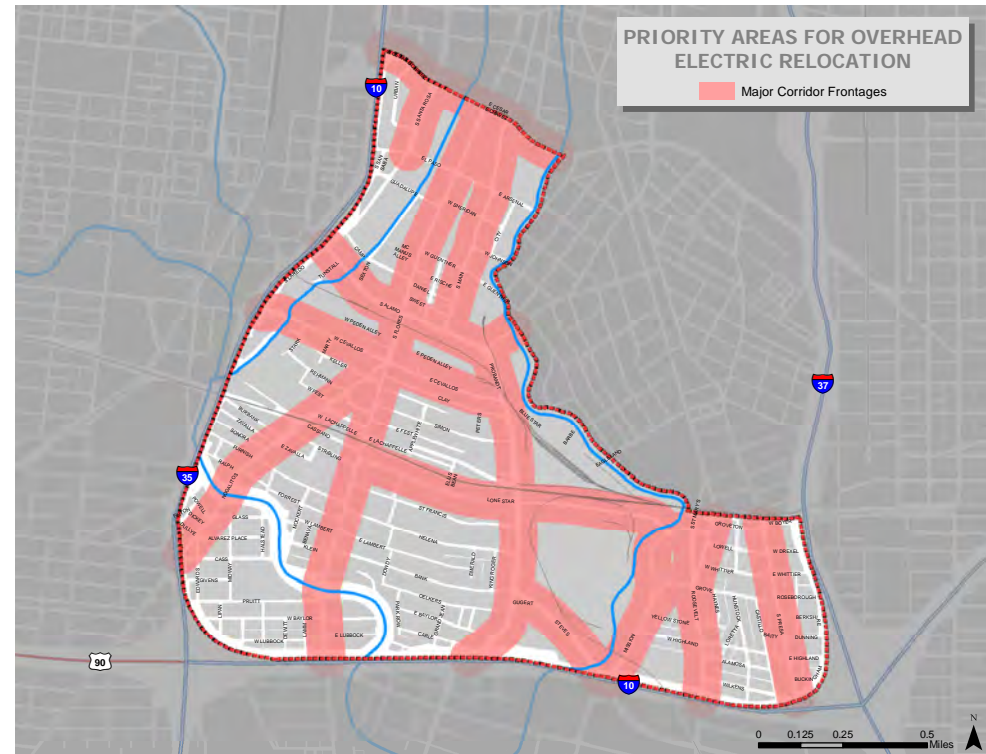


**Table LU-2.1: Site and Building Design Principles**

- Sidewalks include an unobstructed path of travel, street trees, pedestrian lighting, and street furniture.
- Urban-style development features industrial arts character and incorporates creative design and material selection and sustainable development techniques (e.g. low impact development (LID) and alternative energy systems) where appropriate.
- Public gathering spaces such as plazas, squares, promenades, and pedestrian malls are included within new mixed-use developments.
- Buildings incorporate horizontal and vertical variation and architectural detailing to provide visual interest and maintain a human scale.
- High density mixed use buildings are located on large redeveloped sites and at major transportation nodes.
- Low density mixed use buildings are located along major corridors with entertainment, bar, and other active uses carefully located away from adjacent single-family residential uses so as to minimize their impact.
- Use and character of existing residential neighborhoods are preserved.
- Existing building stock is adapted and reused.
- On-site utilities are placed underground; off-site utilities including transmission and distribution lines are located to minimize impacts on view sheds, pedestrian mobility, and building placement along major corridors.

The Site and Building Design Principles (above) were developed through the public participation process. See the Land Use Plan and Physical Master Plan for more detailed guidelines.

Overhead power lines are not only an eyesore, the poles often restrict pedestrian movement on sidewalks (bottom right) and the overhead lines may prevent new buildings from being located near the frontage line. The Priority Areas for Overhead Electric Relocation Map (above right) shows the areas where existing overhead lines should be relocated or redesigned to minimize impacts on view sheds, pedestrian mobility, and building placement.





## RETAIL & SERVICE BUSINESSES

### LU-3: Attract/ retain office, retail, and service uses through zoning and development incentives.

*A grocery store with fresh and healthy food options is needed to serve the residents of the Center City. A grocery store location in the Plan area could serve nearby residents as well as residents in the downtown core and other Center City neighborhoods. As the residential population of the Plan area grows, so too should the number and selection of neighborhood retail and service businesses. Locating these businesses in close proximity to residents will reduce vehicle miles travelled (VMTs). Reducing VMTs lessens emissions, traffic congestion, and transportation expenses for individual households.*

*This goal is consistent with the SA2020 vision for Downtown Development<sup>1</sup>, the Center City Strategic Framework Implementation Plan recommendations for Public Investments<sup>2</sup>, and the River South Area Management Plan policy objectives<sup>3</sup>.*

**Strategy LU-3.1:** Rezone to ensure a community-scale grocery store and neighborhood-scale retail and service businesses such as neighborhood dry cleaners, coffee shops, restaurants, pharmacies, bike shops, and fitness centers are permitted where appropriate. Utilize “special zoning districts” to reduce minimum off-street parking space requirements to facilitate the reuse of existing sites.

**Strategy LU-3.2:** Utilize the full complement of community resources and incentive programs through 2020 to attract/ retain employment generating businesses to/ within the Plan area.

**Strategy LU-3.3:** Continue to authorize funding for the Center City Housing Incentive Program (CCHIP) Mixed Use Forgivable Loan Program through 2020 to incentivize first floor retail and commercial office space in new mixed use buildings. Market program within the Plan area.



The before and after photos above show the facade of a building that was enhanced by utilizing the Operation Facelift program.

**Strategy LU-3.4:** Market Operation Facelift to owners of existing commercial buildings in the Plan area through 2020 to assist with façade improvements that will make existing and new business more viable. Begin outreach along South Flores and later expand to other major corridors.

**Strategy LU-3.5:** Add on-street parking striping and 2-hour limit signs to commercial corridors and side streets where space is available to serve neighborhood-scale retail and service businesses and facilitate the lease of existing buildings with limited off-street parking.

**Strategy LU-3.6:** Investigate the feasibility of establishing an improvement district in the Plan area. Consider including those parts of the Plan area that abut or are adjacent to the San Antonio River for initial expansion.

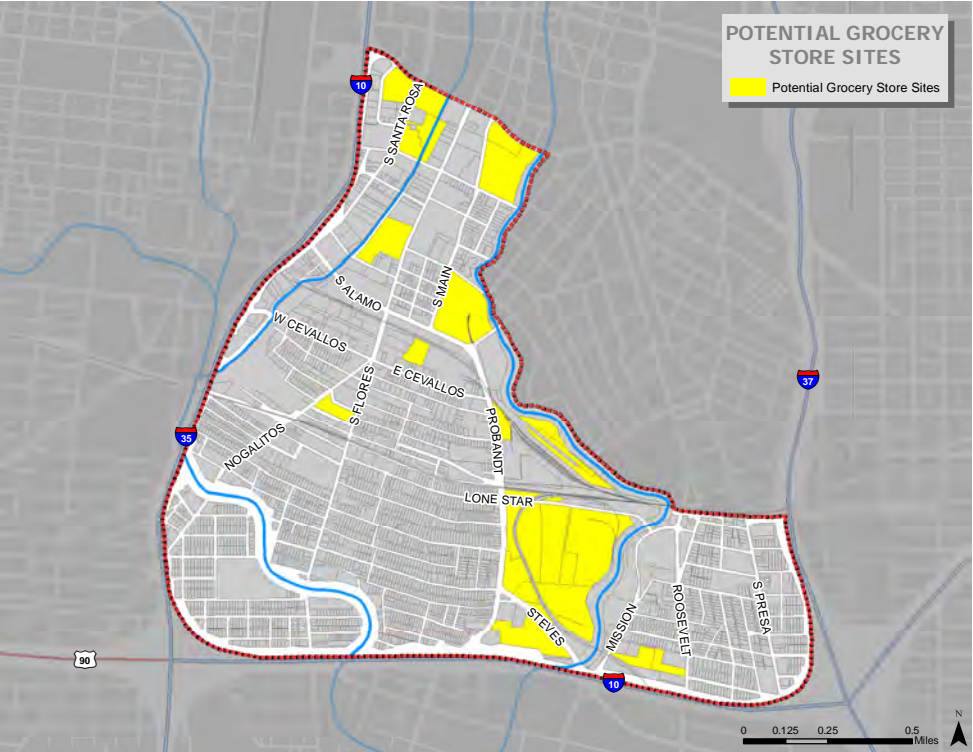
**Strategy LU-3.7:** Develop shared “park-once” facilities with structured off-street parking to minimize parking requirements for individual business owners and limit space devoted to surface parking lots.

1 SA2020, p. 26

2 Center City Strategic Framework Implementation Plan, p. 33

3 River South Area Management Plan, p. 34





The above map shows vacant and underutilized properties in the Lone Star Plan Area that could be utilized for a new downtown grocery store. As the population of the central city increases, so will the need for a Downtown grocery store. The photos on the bottom right show urban concept grocery stores developed by Whole Foods Market and Walmart.

The photos to the right show active urban areas with a mix of office, retail, and service uses. Parking demand in these areas is often accommodated by a combination of on-street parking, small surface parking lots tucked behind buildings, and shared structured parking.





## BUILDING REUSE AND SITE REDEVELOPMENT

### LU-4: Utilize Brownfields Program to facilitate the redevelopment of vacant buildings and contaminated sites.

The City of San Antonio created a Brownfields Program in 2012 to produce the following positive changes in the Plan area and Citywide:

- Create a cleaner and safer environment by removing health and safety hazards that exist in brownfield properties.
- Create jobs in the short-term through environmental assessment and remediation contracts, construction, and development, while in the long-term through brownfields repurposed into commercial and office space.
- Raise awareness of brownfields issues by creating an engaged and educated stakeholder community that can assist the City in planning for brownfields redevelopment.
- Leverage local, state, federal, and private resources for brownfield cleanup, assessment, and redevelopment.
- Beautify the City of San Antonio and facilitate infill development by removing blight, redeveloping abandoned properties, and converting empty properties to productive use.

This goal is consistent with the SA2020 vision for Downtown Development<sup>1</sup> and the Center City Strategic Framework Implementation Plan recommendations for Planning and Regulation of Development<sup>2</sup>.

**Strategy LU-4.1:** Develop inventory of brownfield sites within the Plan area by utilizing the Brownfields Inventory Evaluation System. See Table LU-4.1 and Potential Brownfield Sites Map.

**Strategy LU-4.2:** Provide technical assistance to help brownfield property owners/responsible parties clean-up and redevelop sites.

**Strategy LU-4.3:** Perform Phase I and II Environmental Site Assessments (ESAs)

1 SA2020, p. 26

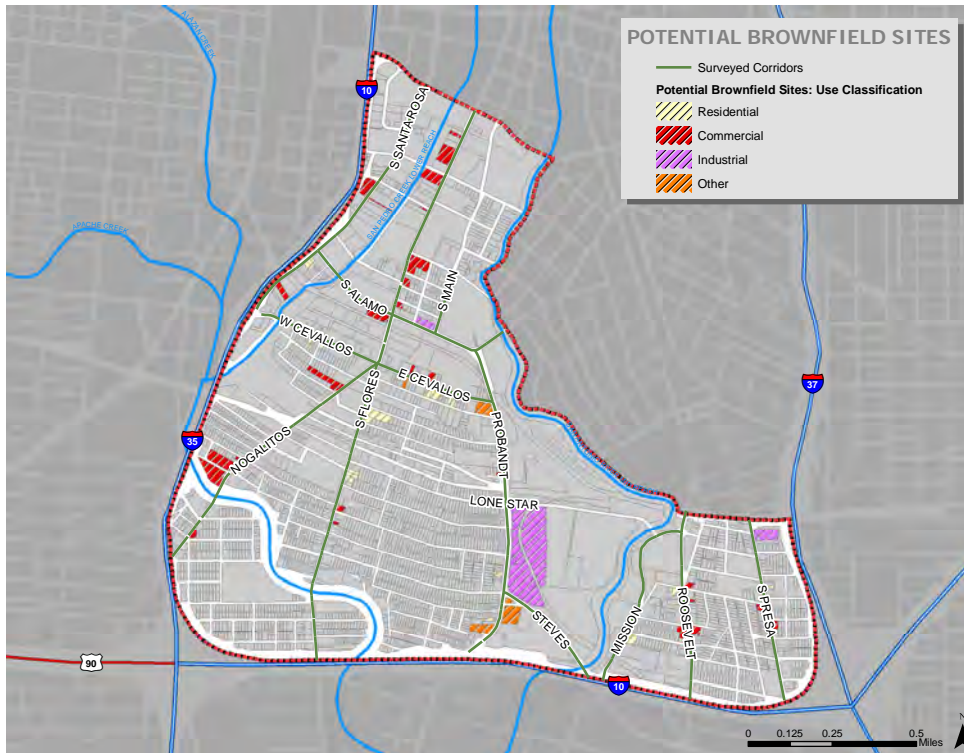
2 Center City Strategic Framework Implementation Plan, p. 78

for projects within the Plan area identified through the Brownfields Program. Provide priority assistance to industrial users that are vacating sites suitable for mixed-use reuse/ redevelopment. See also LU-1.2.



The top photos show former industrial sites within the Plan area that have been remediated and are ripe for redevelopment.

The bottom two photos show The Landmark, a successful adaptive reuse project in New Braunfels that transformed the former Comal Power Plant into lofts and garden apartments after the site and building were remediated.



The Potential Brownfield Sites Map (above) shows potential brownfield sites within the Plan area. Other Brownfield sites may exist within the plan area. The text boxes (below and right) provide additional information on brownfields and the brownfield inventory process.

### What is a Brownfield?

- Brownfields, per the definition of the United States Environmental Protection Agency, are abandoned or underutilized sites whose development are complicated by real or perceived environmental contamination.
- The Lone Star Community Plan identifies brownfields as a major community concern and significant barrier to positive redevelopment of the neighborhood into a vibrant mixed-use area. Brownfields Program staff, housed in San Antonio’s Center City Development Office, is fully dedicated to addressing brownfields issues identified in the Plan area.

### Table LU-4.1: Brownfields Inventory Evaluation System

- One of the initial steps of the Brownfields Program was to create an inventory of potential brownfield sites. City staff traveled down several key street corridors in the City’s Reinvestment Areas (Westside, Roosevelt, and Dignowity) and recorded the addresses of vacant lots and vacant structures. Each property was evaluated based on a criteria list of 20 items, based on factors such as the site’s location, age, historic status, environmental history, and its proximity to contaminated sites.
- The top scoring sites were then sent a letter to invite property owners and interested parties to meet with Brownfields Program staff to discuss available options and financial incentives to help develop the brownfield property. The goals of these meetings with property owners and their representatives are to understand the plans for the property, and identify any environmental issues that might complicate development of the site. Brownfields program staff can then identify funds from local, state, and federal sources for brownfields development to assist the property with these barriers to development. In addition to grants and loans for environmental assessment and environmental cleanups, the program will also work with colleagues at the Center City Development Office to identify additional development incentives.
- In the initial round of brownfields inventory surveys that took place in February of 2012, portions of South Roosevelt Avenue that were within the Lone Star Community Plan area were surveyed for vacant lots and structures, because South Roosevelt Avenue was identified as a key reinvestment corridor in earlier plans. In July of the same year, a similar survey was conducted along key street corridors within the Lone Star Community Plan area (see Potential Brownfield Sites Map). Every parcel along each corridor was visually inspected for its status as a vacant lot or vacant structure. In total there were 65 vacant lots and structures located on the corridors in the plan area, ranging in size of .07 acres to 1.8 acres. Brownfields program staff will continue their aggressive outreach efforts by including these area properties in the overall inventory of potential candidate sites for program assistance. The sites with the most potential according to their evaluation score will be contacted by staff first in order to identify resources to address environmental concerns and incentivize redevelopment.



**LU-5:** Relax development code requirements that prevent or significantly increase the cost of improving and reusing existing commercial buildings along the major corridors and redeveloping vacant and underutilized parcels; provide fee waivers and utilize TIRZ funds to offset the costs of returning these properties to productive use.

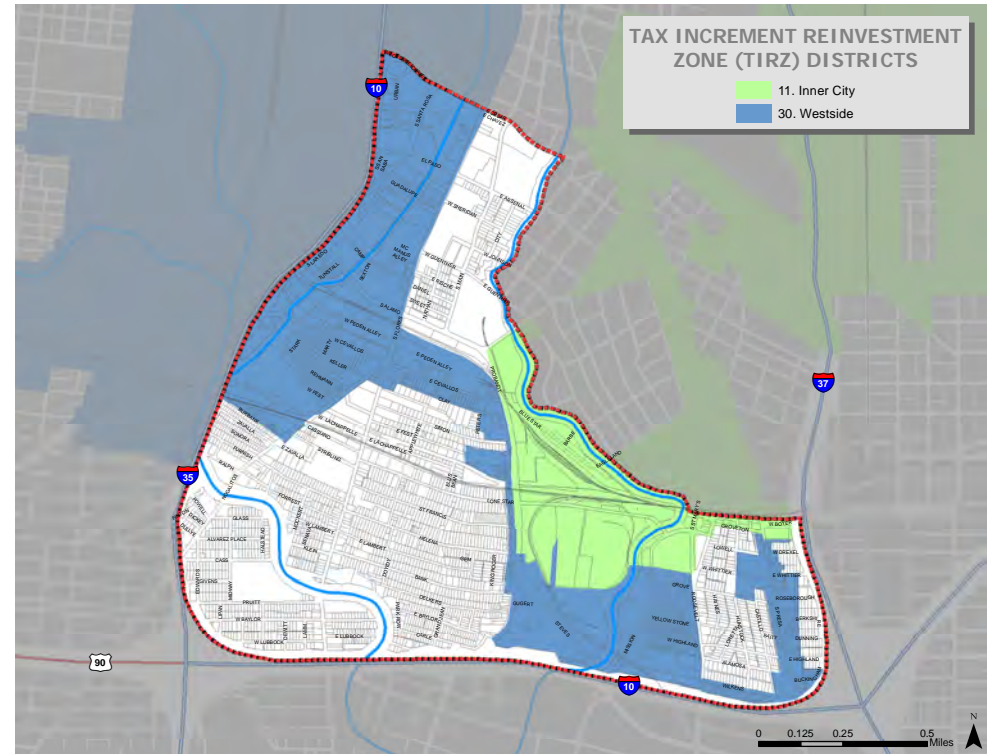
*Increasing Central City development will require the reuse of existing commercial buildings and the redevelopment of vacant and underutilized parcels. Returning these properties to productive use benefits all citizens by reducing the demand for expensive new schools, roads, parks, utilities, and other infrastructure on the periphery. Today many developers find investing in the Central City to be more difficult, expensive, and time consuming than building on the periphery. Eliminating unnecessary development costs makes Central City projects feasible and reduces the price of leasable space giving more individuals and businesses the opportunity to locate in the Central City.*

*This goal is consistent with the SA2020 vision for Neighborhoods & Growth Management<sup>1</sup> and the River South Area Management Plan policy objectives<sup>2</sup>.*

**Strategy LU-5.1:** Track impediments to improving and reusing existing commercial buildings along the major corridors and submit findings and recommendations annually to the Infill Development Task Force. Support code amendments that will not compromise safety, character, or the vision for the area.

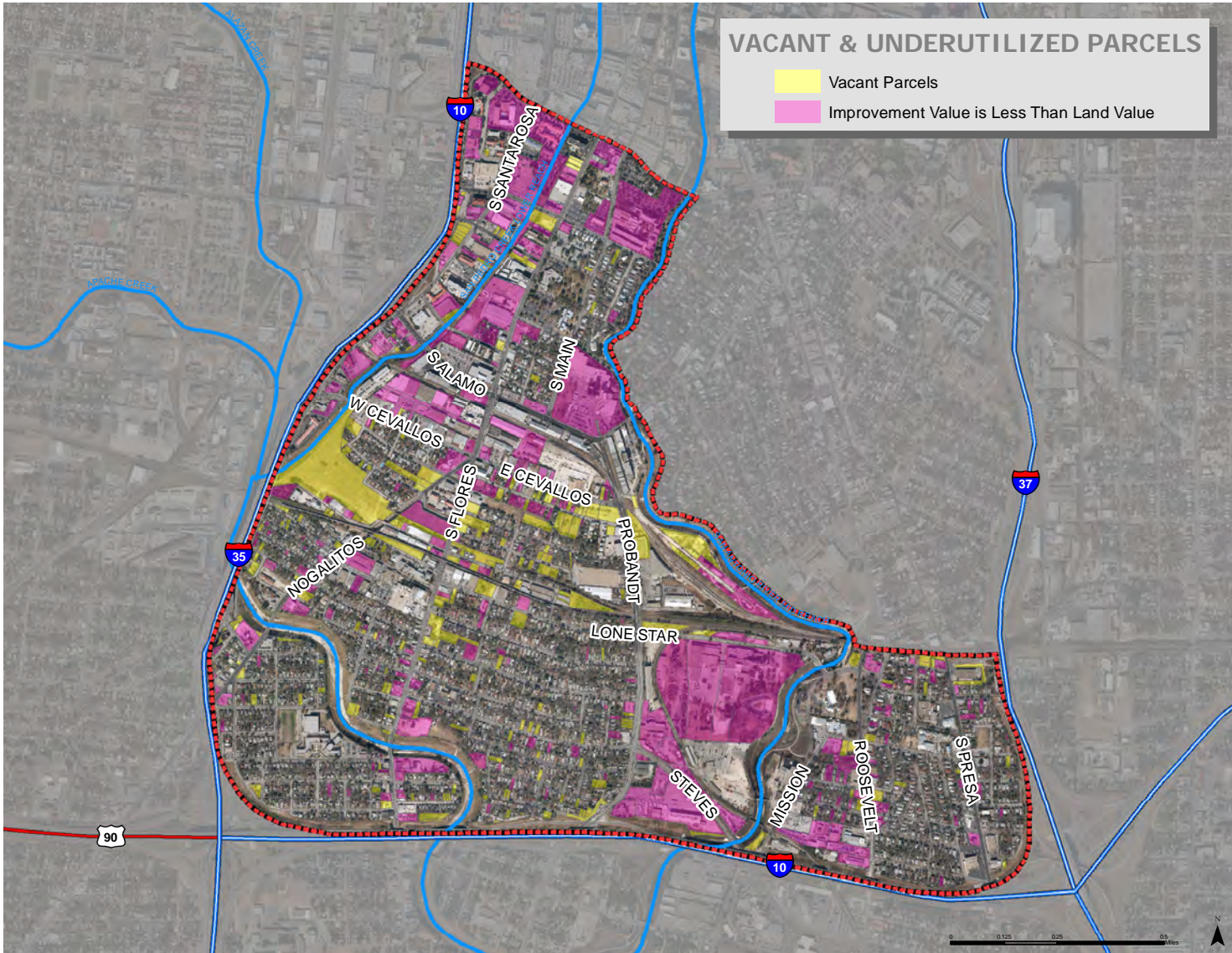
**Strategy LU-5.2:** Ensure revised ICRIP policy continues to provide fee waivers for new and improving neighborhood-scale retail and service businesses in the Plan area.

**Strategy LU-5.3:** Utilize TIRZ funds to pay for eligible expenses associated with catalytic redevelopment projects in the Plan area.



Portions of the Plan area are included in either the Inner City or Westside Tax Increment Reinvestment Zones (TIRZ). TIRZ funds may be used to build and repair roads and infrastructure and rehabilitate historic facilities and existing vacant buildings.

1 SA2020, p. 80  
2 River South Area Management Plan, p. 34



The Vacant and Underutilized Parcels Map shows parcels within the Plan area that are vacant and parcels that are underutilized. Underutilized parcels are defined as those where the improvement value is less than the land value.



# HOUSING AFFORDABILITY

## LU-6: Establish policies that provide for a range of housing types that are affordable to people at most income levels.

*Sustainable communities include a range of housing types that are affordable to people at most income levels. Accommodating a wide spectrum of affordability helps prevent over-concentrations of poverty and wealth, allows for aging in place (i.e. residents can find suitable housing in the same community during all of the various stages of life), and contributes to economic growth by ensuring workers at all skill levels are within close proximity to employment centers. This goal is consistent with the SA2020 vision for Downtown Development<sup>1</sup> and the River South Area Management Plan policy objectives<sup>2</sup>.*

**Strategy LU-6.1:** Rezone to provide for a range of housing types including single-family detached, townhouses, senior housing, live/ work units, and apartments.

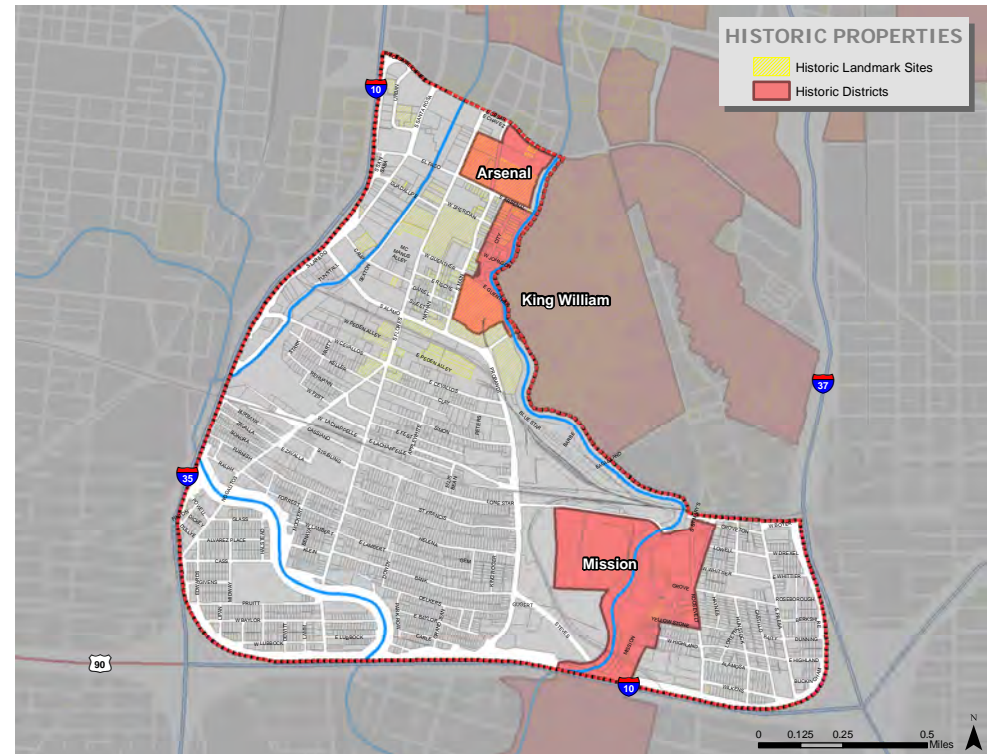
**Strategy LU-6.2:** Support San Antonio Housing Authority (SAHA) efforts to obtain funding for, and construct new mixed-income housing within the Plan area.

**Strategy LU-6.3:** Support applications for Housing Tax Credits for the creation of mixed-income housing through new construction and the substantial rehabilitation of existing residential units to create an appropriate mix of price points for housing.

**Strategy LU-6.4:** Support SAHA, private, and non-profit developer efforts to preserve and renovate affordable housing that already exists in the Plan area.

**Strategy LU-6.5:** Freeze City property taxes at the current assessed value prior to residential rehabilitation for up to 10 years for properties that receive funding for improvements through the DPCD Housing Programs to maintain housing affordability in the Plan area.

**Strategy LU-6.6:** Market Substantial Rehabilitation Tax Incentives program to owners of designated local landmarks and properties within local historic districts within the Plan area. See Historic Properties Map.



The photos (below) are of two successful mixed-income projects developed by SAHA on the grounds of the former Victoria Courts housing project.



saaha.org

1 SA2020, p. 26  
2 River South Area Management Plan, p. 34



# Land Use Plan

The Land Use Plan recommends uses that should be permitted in the future. The Land Use Plan does not constitute zoning. It generally identifies appropriate areas for land uses. Within each land use classification, several corresponding zoning categories may be appropriate. Rezoning is determined by public hearing and many factors may be taken into consideration.

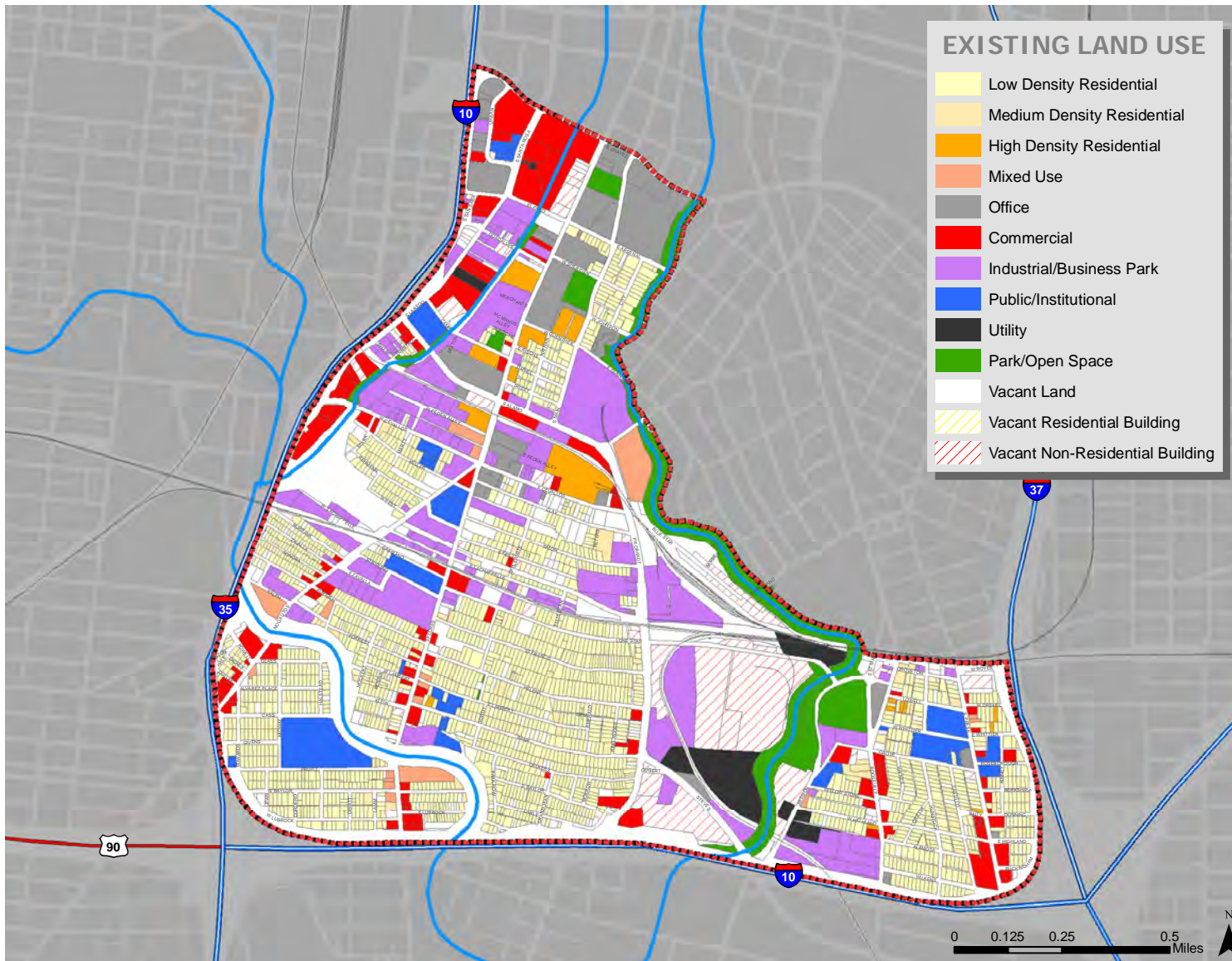
The Land Use Plan was formulated through a combination of public input, staff analysis of existing land uses in the area, and best planning practices. The configuration of the Land Use Plan map is based on existing uses, community discussions, the Unified Development Code (UDC) and policies from the City's Comprehensive Master Plan. City staff will reference the Land Use Plan as a guide for developing staff recommendations on individual zoning change requests.

The Land Use Plan section of this chapter includes an existing land use map, a future land use map, and a table of land use classifications.





## EXISTING LAND USE MAP

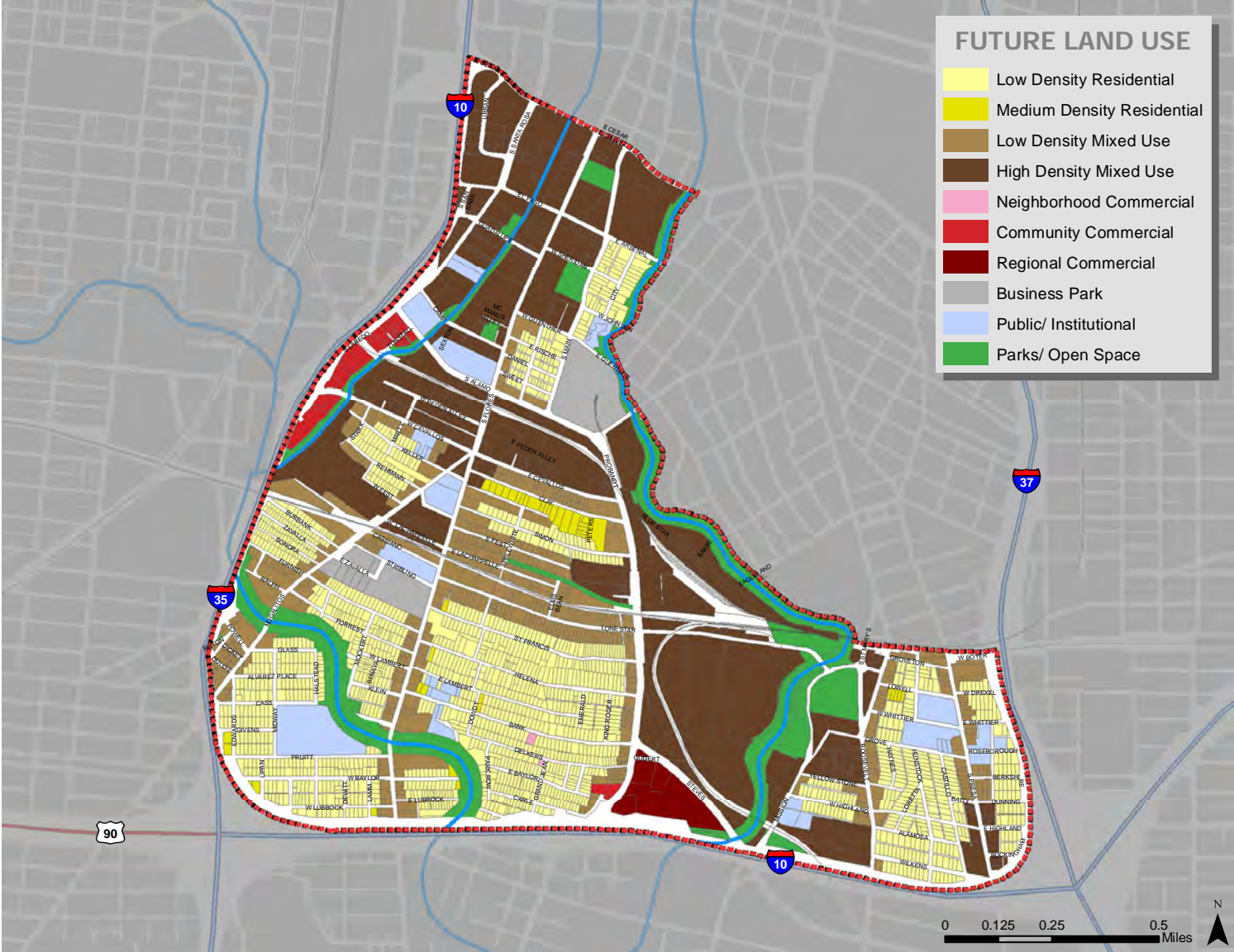


The Existing Land Use Map is based on a field survey completed by DPCD staff during July and August, 2012. This map provides a generalized snap shot of the land uses present when the field survey was completed.





# FUTURE LAND USE MAP






The Future Land Use Map includes land use classifications for all properties located within the boundaries of the Plan area. Detailed descriptions of the future land use classifications are included on subsequent pages. The Physical Master Plan on page 46 provides a more detailed set of site and building design standards for properties designated as *low density mixed use* or *high density mixed use*.




Once adopted, the future land use map becomes a component of the City's Comprehensive Master Plan and may only be amended by City Council ordinance. Since the future land use plan may be amended from time to time, please contact DPCD for up-to-date land use classification information.



# LAND USE CLASSIFICATIONS TABLE

LAND USE CLASSIFICATION	IMAGE	DESCRIPTION
<p><b>LOW DENSITY RESIDENTIAL</b></p>		<p>Low Density Residential primarily includes single-family detached houses on individual lots. Detached and attached accessory dwelling units such as granny flats and garage apartments are acceptable when located on the same lot as the principal residence. Existing structures that were originally constructed as multi-family housing may continue this use when located within the low density residential areas. Structures that were constructed as single-family housing and later converted into multi-family housing without City permits should return to single-family use. Pre-existing commercial buildings less than 3,000 square feet on higher capacity local streets may be used for Neighborhood Commercial purposes. Low Density Residential uses should be located away from major arterials.</p> <p><b>Corresponding Zoning Districts:</b> R-3, R-4, R-5, R-6</p>
<p><b>MEDIUM DENSITY RESIDENTIAL</b></p>		<p>Medium Density Residential includes duplexes, triplexes, fourplexes, and low-rise apartments. Cottage homes and small lot single-family houses are also appropriate within this land use category. Pre-existing commercial buildings less than 3,000 square feet on higher capacity local streets may be used for Neighborhood Commercial purposes. This form of development should be located along collectors or residential roads, and may serve as a buffer between low density residential and more intense land uses such as commercial.</p> <p><b>Corresponding Zoning Districts:</b> R-3, R-4, R-5, R-6, RM-4, RM-5, RM-6, MF-18</p>
<p><b>LOW DENSITY MIXED USE</b></p>		<p>Low Density Mixed Use includes a mix of low intensity residential and commercial uses integrated into one structure, or found on the same lot or block. The mix of uses promotes walkability, therefore all mixed use developments should be designed for the pedestrian. This form of development is typically located along or near major arterials or collectors and may serve as a transition from High Density Mixed Use to lower intensity land uses such as Low Density Residential.</p> <p><b>Physical Master Plan Categories:</b> Mixed Use Corridor, Industrial Arts Neighborhood</p> <p><b>Corresponding Zoning Districts:</b> RM-4, MF-18, MF-25, MF-33, O-1, NC, C-1, C-2P, IDZ, TOD, MXD, FBZD, AE-2, AE-4</p>



LAND USE CLASSIFICATION	IMAGE	DESCRIPTION
<p><b>HIGH DENSITY MIXED USE</b></p>		<p>High Density Mixed Use includes a concentrated blend of residential, retail, professional service, office, entertainment, leisure and other related uses at urban densities integrated into one structure or found on the same lot or block. High Density Mixed Use incorporates high quality architecture and urban design features such as a strong street edge, attractive streetscapes, parks/plazas, and active ground floors. High Density Mixed Use is preferred in nodes along major arterials that are within 1/4 mile of a major transit stop.</p> <p><b>Physical Master Plan Categories:</b> Neighborhood Core, Urban Core, Mixed Use Transition</p> <p><b>Corresponding Zoning Districts:</b> MF-18, MF-25, MF-33, MF-40, MF-50, MF-65, O-1.5, C-2, C-2P, D, IDZ, TOD, MXD, FBZD, AE-1, AE-3</p>
<p><b>NEIGHBORHOOD COMMERCIAL</b></p>		<p>Neighborhood Commercial includes smaller intensity commercial uses such as offices, professional services, and shop front retail. Neighborhood Commercial uses should be located at the intersection of residential streets and collectors or arterials or along higher capacity local streets where already established and should be within walking distance of residential areas. Neighborhood Commercial can serve as an appropriate buffer between Low, Medium, and High Density Residential uses, or between an arterial and Low Density Residential uses.</p> <p><b>Corresponding Zoning Districts:</b> NC, C-1, O-1</p>
<p><b>COMMUNITY COMMERCIAL</b></p>		<p>Community Commercial includes offices, professional services, and retail uses of moderate intensity and impact. Examples of uses include grocery stores, medical offices, music stores, shoe stores, nurseries, and mailing services stores. Community Commercial should be located along arterials, preferably at intersections with other arterials or collectors. Community Commercial can serve as an appropriate buffer between Low, Medium, and High Density Residential uses, or between an arterial and Low Density Residential uses.</p> <p><b>Corresponding Zoning Districts:</b> O-1, O-1.5, NC, C-1, C-2, C-2P</p>



LAND USE CLASSIFICATION	IMAGE	DESCRIPTION
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**REGIONAL COMMERCIAL**



Regional Commercial provides for offices, professional services, and retail uses that draw on the customer base of a region. Examples of uses include “big box” retail and retail “power centers”, shopping malls, movie theaters, and medical or office complexes that are mid to high rise. Regional Commercial uses are typically located at nodes formed by highways and major arterials, or two major arterials, and are usually 20 acres or greater in size. Regional Commercial uses can serve as an appropriate buffer between an arterial or highway, and lower intensity commercial or Medium to High Density Residential uses.

Corresponding Zoning Districts: O-1, O-1.5, O-2, NC, C-1, C-2, C-2P, C-3

**BUSINESS PARK**



Business Park includes medium to large sized buildings that house professional, administrative, light manufacturing, and/or warehousing functions. Development in this category should take the form of a cohesive, campus setting where buildings are interspersed with open space and connected with pedestrian walkways. Uses in this category should be separated from residential areas with landscape buffers and feature monument signs and lighting that is oriented away from adjacent sites.

Corresponding Zoning Districts: O-1, O-1.5, O-2, BP, L, I-1, AE-4

**PUBLIC/ INSTITUTIONAL**



Public/ Institutional includes public, quasi-public, utility company and institutional uses. Examples include public buildings (government, post offices, libraries, social services, police and fire stations), schools, worship facilities, museums, fraternal and service organizations and hospitals. Sites designated as Public/ Institutional that are transferred to private entities for private use require reclassification through the master plan amendment process.

Corresponding Zoning Districts: Varies



LAND USE CLASSIFICATION	IMAGE	DESCRIPTION
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**PARKS/ OPEN SPACE**

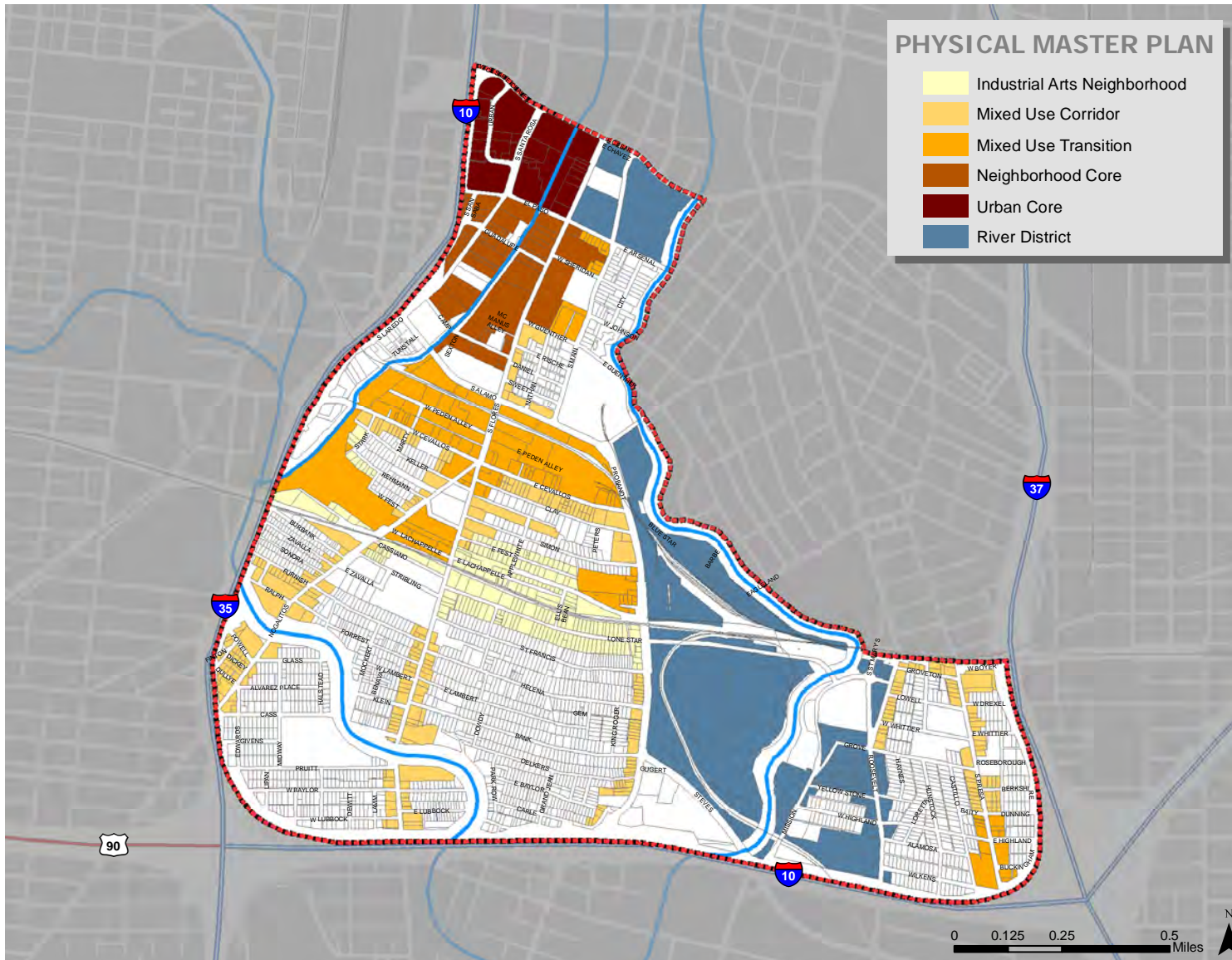


Parks / Open Space includes land for active recreation and unimproved or minimally improved land where conservation is promoted and development is not encouraged due to the presence of topographic constraints. Examples include public pocket, neighborhood, community, and linear parks and natural areas as well as private parks. Parks may include playgrounds, walking trails, courts and fields, pools, picnic facilities, recreation centers, bicycle rental kiosks, and performance spaces. Parks should be accessible to pedestrians and bicyclists.

Corresponding Zoning Districts: Varies



# Physical Master Plan



The Physical Master Plan provides calibrated site and building design standards for properties classified as Low Density Mixed Use or High Density Mixed Use on the Future Land Use Map. Brief descriptions of the Physical Master Plan Character Areas are included on page 47, guidelines for the Character Areas are included on page 48, and detailed descriptions of the character area identifiers begin on page 49.

The design standards can be attached to a zoning case when rezoning to the Infill Development Zone (IDZ) District and take the place of the regular IDZ urban design compatibility standards. The regular IDZ urban design compatibility standards require that a new development be compatible with the design of structures on adjacent lots. This requirement perpetuates poor design when the design of surrounding structures is poor or there is no discernible character. The Physical Master Plan provides an alternative that will facilitate quality design.



## PHYSICAL MASTER PLAN CHARACTER AREAS

The Physical Master Plan assigns properties classified as Low Density Mixed Use or High Density Mixed Use on the Future Land Use Map to one of six Character Areas. Properties that are classified as Low Density Mixed Use are assigned to the *Industrial Arts Neighborhood*, *Mixed Use Corridor*, or *RIO District* Character Areas. Properties that are classified as High Density Mixed Use are assigned to the *Mixed Use Transition*, *Neighborhood Core*, *Urban Core*, or *RIO District* Character Areas. Following is a brief description of the Character Areas. A complete set of site and building design guidelines for each Character Area may be found on page 48. A description of the character area identifiers begins on page 49.

### Industrial Arts Neighborhood

The Industrial Arts Neighborhood Character Area has an established urban development pattern with a mix of residential and service industrial uses. The vision for this Character Area is to encourage the redevelopment of this area to smaller scale office, retail, and cottage industrial and fabrication uses along with urban residential infill. The area could be targeted for art studio warehouses and art-oriented fabrication/ light industrial uses such as glass blowing, wrought iron, pottery, lithography, and similar workshops and studios. Key to this area is the screening of any views of outdoor service and storage areas from adjoining properties and public streets.

### Mixed-Use Corridor

The Mixed-Use Corridor Character Area includes lower intensity development with a range of retail, office, service, limited light-industrial, and higher intensity residential uses along the corridors while reinforcing the existing character. Redevelopment should also encourage the reuse of existing smaller office, retail, and former residential buildings on an incremental basis.

### Mixed-Use Transition

The Mixed-Use Transition Character Area includes development that transitions from the Urban Core or Neighborhood Core to adjoining neighborhoods with a range of

retail, service, limited light industrial, and urban residential while reinforcing the existing character and transitioning to adjoining neighborhoods. While more urban development patterns are preferred, the Mixed-Use Transition accommodates lower intensity developments with surface parking.

### Neighborhood Core

The Neighborhood Core Character Area is similar to the Urban Core but less intense and smaller in scale. These areas are intended to be secondary nodes of higher intensity development. These areas are intended for neighborhood retails and services, offices, urban residential, and restaurants. New development and redevelopment should appropriately transition to adjoining existing neighborhoods. The main streets that connect to the neighborhoods should provide a pedestrian-friendly and neighborhood-scale development context.

### Urban Core

The Urban Core Character Area includes the highest intensity mixed-use development with a strong street edge, active ground floor, and streetscape amenities. The Urban Core provides a transition from the Central Business District to the downtown neighborhoods. It is intended to be appropriate for neighborhood and community retail, services, offices, urban residential, restaurants, and entertainment uses.

### River District

The River District includes lower intensity development along the corridors and higher intensity mixed-use development in clustered nodes overlooking the San Antonio River or at major intersections. Mixed-use developments should incorporate a strong street edge, active ground floor, and streetscape amenities. The boundaries and the design guidelines for the River District are the same as the boundaries and standards for the RIO-4 Zoning Overlay District. The RIO-4 Zoning Overlay District Design Standards are located in Article VI, Division 6 of the Unified Development Code.



Character Area Identifiers* **	Urban Core	Neighborhood Core	Mixed-Use Transition	Mixed-Use Corridor	Industrial Arts Neighborhood	River District
Building Height	2-8 stories	2-6 stories	1-4 stories	1-3 stories	1-3 stories	Same as RIO-4. See UDC.
Build-To Zone	5' - 10'	5' - 10'	0' - 20'	5' - 15'	N/A	Same as RIO-4. See UDC.
Percent of Facade in Build-To Zone	85%	75%	75% primary streets, 50% other streets	75% primary streets, 50% other streets	N/A	Same as RIO-4. See UDC.
Retail-Ready Ground Floor Required	Yes	On primary street frontages	No	No	No	Same as RIO-4. See UDC.
Building and Tenant Entrances	Facing primary streets. Provide pedestrian access from San Pedro Creek.	Facing primary streets. Provide pedestrian access from San Pedro Creek.	Facing primary streets or secondary streets. Provide pedestrian access from San Pedro Creek.	Facing primary streets or courtyards. Provide pedestrian access from San Pedro Creek.	Provide pedestrian access from San Pedro Creek.	Same as RIO-4. See UDC.
Curb Cuts Along Primary Streets	Not recommended unless mid-block parcel with no other access	Not recommended unless mid-block parcel with no other access	Yes, but shared driveways encouraged	Yes, but shared driveways encouraged	Yes	Same as RIO-4. See UDC.
Location of Parking, Service Areas, Mechanical Equipment	Behind the building or in a structured garage wrapped on primary street frontage. Should be screened from adjoining thoroughfares and San Pedro Creek.	Behind the building or in a structured garage wrapped on primary street frontage. Should be screened from adjoining thoroughfares and San Pedro Creek.	Behind the building or in a sideyard. Should be screened from adjoining thoroughfares and San Pedro Creek.	Behind the building or in a sideyard. Should be screened from adjoining thoroughfares and San Pedro Creek.	No more than 50% of frontage should be on-grade parking. Should be screened from adjoining thoroughfares and San Pedro Creek.	Same as RIO-4. See UDC.
Building Materials	Traditional	Traditional	Traditional	Traditional and Non-traditional	Traditional and Non-traditional	Same as RIO-4. See UDC.
Transition to Single-Family Residences	Yes	Yes	Yes	Yes	Yes	Same as RIO-4. See UDC.
Landscape Character	Urban	Urban or Softer - no lawns	Softer including small lawns	Softer including small lawns	Mix of Urban and Softer including small lawns	Same as RIO-4. See UDC.
Privately Developed Open Space Character	Courtyards, paseos, and small plazas	Courtyards, paseos, small plazas, and squares	Courtyards, paseos, small plazas, and squares	Courtyards, paseos, small plazas, and squares	Courtyards, paseos, small plazas, squares, and greens	Same as RIO-4. See UDC.
Essential Landscape Components	Street trees, parking lot shading, and parking lot screening	Street trees, parking lot shading, and parking lot screening	Street trees, parking lot shading, and parking lot screening	Street trees, parking lot shading, and parking lot screening	Street trees, parking lot shading, and parking lot screening	Same as RIO-4. See UDC.
LID Strategies	Lot, District	Lot, District	Lot, Neighborhood, District	Lot, Neighborhood, District	Lot, Neighborhood, District	Lot, Neighborhood, District
Appropriate Uses	Community retail, restaurants, entertainment, office, urban residential	Neighborhood retail, restaurants, limited entertainment, office, urban residential	Local or unique retail and restaurants, office, and urban residential	Local or unique retail, restaurants, and entertainment with office, live-work, and urban residential	Cottage industrial, art studios and workshops, live-work, urban residential, office, supporting retail	Neighborhood or Community retail, restaurants, limited entertainment, office, urban residential. See UDC 35-338 for prohibited uses.
Corresponding Land Use Classification	High Density Mixed Use	High Density Mixed Use	High Density Mixed Use	Low Density Mixed Use	Low Density Mixed Use	Low Density Mixed Use, High Density Mixed Use

\*See page 49-50 for detailed descriptions of the character area identifiers.

\*\* Guidelines may not be appropriate for properties that are designated local historic landmarks or are within local historic districts and require design approval from the HDRC.





## CHARACTER AREA IDENTIFIERS

**Building Height** - The vertical dimension of a building measured in stories. 1-2 additional stories of building height may be appropriate at corners and where the upper stories are stepped back a minimum of 10 feet from the building facade.

**Build-To Zone** - The area along the street property line where the building's facade should be located. The zone is expressed as a range rather than as a fixed set-back line. For corner lots, the build-to zone is applicable to primary and secondary street property lines. The upper limit of the range may be extended where necessary to preserve existing trees.

**Percent of Facade in Build-To Zone** - The minimum percentage of the build-to zone occupied by a building facade, arcade, or courtyard wall. For corner lots, the build-to zone applies only to the primary street property line.

**Retail-Ready Ground Floor** - Retail-ready means at least 70% of the primary facade is glazed in clear glass on the sidewalk level story and awnings or other coverings are provided over the sidewalk. This guideline applies to the design of the building and not the use of the ground floor. At a minimum retail-ready ground floors should be provided where 'required' in the table, but may also be provided where not specifically indicated.

**Building and Tenant Entrances** - Principal building and tenant entrances should face the primary or secondary street as indicated. Doors do not necessarily have to face the street, but entryways should be prominent and face the street. Properties that abut San Pedro Creek should provide pedestrian access from the trail to the site<sup>1</sup>.

**Curb Cuts Along Primary Streets** - Curb cuts along primary streets for vehicles are not recommended in the denser character areas due to the potential for conflict with pedestrians. However, curb cuts along primary streets may be necessary if adequate access for vehicles cannot be provided via a secondary street or alley. If it is necessary to provide a curb-cut along a primary street, the curb-cut should be

the minimal width necessary and shared with abutting and adjacent properties.

**Location of Parking, Service Areas, Mechanical Equipment** - Placing parking service areas, and mechanical equipment behind buildings, in structured garages wrapped by liner buildings, or in side yards preserves the area between the front facade of the building and the adjoining public right-of-way for cafe seating, courtyards, paseos, and small plazas. Parking, service areas, and mechanical equipment should be screened from view of thoroughfares (excluding alleys), the San Antonio River, and San Pedro Creek. Screening methods will vary based on individual site conditions.

**Building Materials** - Building material guidelines apply to the exterior surface materials on facades that are visible from a dedicated public right-of-way.

- *Traditional* includes masonry such as stone, brick, stucco, wood and cement fiberboard siding, glass, and architectural grade metal panels.
- *Non-traditional* includes other materials that convey the texture, scale, and finish of traditional materials.
- Accent materials may be utilized in conjunction with *traditional* and *non-traditional* building materials. Accent materials may include almost any other material that is suitable for the exterior surface of a building.

**Transition to Single-Family Residences** - The following guidelines apply to the character areas to provide for an appropriate transition to adjacent single-family residential neighborhoods.

- Neighborhood connector streets should include primarily residential or live-work uses.
- Buildings or portions of buildings within 30 feet of an adjoining single-family residence should be no taller than 35 feet.
- Parking garages, loading docks, service entrances, dumpsters, and other building-service related activities should not face a park or single-family residences unless they are screened with a combination of walls and landscaping
- Service yards and parking lots should be screened from abutting single-family residences with a 6 foot tall solid screen fence or wall

<sup>1</sup> Subject to review and approval by the San Antonio River Authority.



- Windows should be arranged to avoid a direct line-of-sight into the rear yard of an abutting single family residence
- Site and building lighting should not spill over onto single-family residential lots

**Landscape Character** - Describes the appropriate character of landscaped areas located between the front facade of the building and the adjoining public right-of-way. An Urban Landscape is hard edged and controlled through the use of raised planter boxes and tree grates. A Softer Landscape includes a less formal delineation of space. Smaller lawns are appropriate in some Softer Landscapes.

**Privately Developed Open Space Character** - Describes the appropriate types of open space that should be included in a private development. Properties abutting San Pedro Creek should place open space adjacent to the Creek to provide a transition to the site.

- Courtyard - An open, unoccupied, unobstructed space other than a front, side, or rear yard used primarily for supplying access, light, and air to abutting buildings. Courtyards may include pools, sport courts, and other amenities.
- Paseo - A formal pedestrian path intended for strolling.
- Plaza - An open space available for civic purposes and commercial activities and often defined by building frontages. A plaza is normally paved and may include trees or other shade structures.
- Square - An open space available for civic purposes and recreation and often defined by building frontages. A square normally includes lawns with trees bisected by formal paths.
- Green - An open space available for recreation and often defined by landscaping. A green includes naturalistically clustered vegetation and trees.

**Essential landscape components** - essential landscape components include street trees, parking lot shading, and parking lot screening.

**LID Strategies** - Low Impact Development (LID) Strategies are storm water management techniques used to maintain the pre-development hydrologic cycle in post-development conditions. This is accomplished by using landscape features and engineered devices such as bio-retention, grass swales, vegetated rooftops, rain barrels, and permeable pavements to reduce runoff, minimize pollutant discharges, decrease erosion, and maintain base flows of receiving streams. LID focuses on capturing and infiltrating the storm water into the soil as close as possible to the

point at which it hits the ground, thereby reducing runoff. It differs from conventional stormwater management approaches, which typically aim to move water from a site as quickly as possible to a centrally located retention and treatment facility. LID strategies can be implemented at a range of scales:

- Lot Scale Strategies - Individual lots within the area can incorporate LID strategies such as a rain barrel or rain catchment cistern, additional trees, grass swales, rain gardens, vegetated rooftops, or permeable paving.
- Neighborhood Scale Strategies - Many LID strategies can be implemented at a neighborhood scale. Strategies include reducing the use of pipes and curbs and gutters; using infiltration swales, grading techniques, and open drainage systems; and reducing impervious surfaces and disconnecting those impervious surfaces that are constructed. Street trees, permeable pavements for streets and sidewalks, rainwater retention areas and swales can be designed into the areas within the public right-of-way.
- District Scale Strategies - Large scale detention should be considered as part of the district-wide storm water management strategy. Storm water could be diverted into parks and open space areas where the runoff can be filtered and allowed to recharge ground water supplies and/ or slowly drain to San Pedro Creek and the San Antonio River to enhance base flows. The naturalization and restoration of riparian habitat along San Pedro Creek could also include floodwater detention to reduce peak flows and/ or increased flood channel conveyance.<sup>2</sup>

**Appropriate Uses** - Provides categories of uses that are generally compatible when appropriately sited. For example, entertainment, bar, and other active uses should be carefully located with entrances and frontages away from adjacent single-family residential uses so as to minimize their impact.

**Corresponding Land Use Classification** - Distinguishes between character areas that are consistent with the low density mixed use land use classification, high density mixed use land use classification, or both.

<sup>2</sup> See the San Antonio River Authority's Westside Creeks Restoration Project Conceptual Plan for additional details.

# **GOALS & STRATEGIES** **transportation and infrastructure**



*Adaptive re-use of the City's industrial heritage for  
arts, entertainment, and creative living space.*



# Introduction: Transportation & Infrastructure

**D**uring the public input phase, four key transportation and infrastructure themes emerged: Complete Streets; Multimodal Connectivity; Traffic Management; and Drainage.

In 2011, the City adopted a Complete Streets policy. Complete Streets are roadways that are intended for all users attentive to users age and ability, including people driving cars, using transit, riding bikes, walking and using wheelchairs. The first goal for the Plan area is to showcase Complete Streets along its major corridors. South Flores is the main north-south thoroughfare for the Plan area. As such, it is recommended that South Flores be a Complete Streets champion while maintaining its role as a key thoroughfare for the Plan area.

The Plan area contains significant natural resources which include the San Antonio River and San Pedro Creek, cultural resources which include local art galleries and the nearby San Antonio Missions and recreational resources which include Roosevelt Park and Mission Trail. There is a need and community desire for greater connectivity and acknowledgement of these natural, cultural, and recreational resources. Additionally, the public investment into these resources must be easily accessible by foot, bike, car, or bus. The multimodal connectivity theme supports transportation options and establishes an interface between different modes of transportation in order to complete the last mile of all trips for example from car or bus to biking or walking.

Traffic management is necessary to ensure that the best traffic related treatments are implemented for the optimal travel experience. Traffic management includes traffic signals, pavement markings, signs, traffic studies, traffic calming measures, and more. Streets recommended for traffic management were identified during the Lone Star planning work sessions and are displayed in the Traffic Management Prioritization Map.

The drainage theme focuses on areas that were identified by community members as having drainage issues. The plan recommends that the drainage concerns should best be addressed through utilizing low impact development (LID) strategies. Stormwater run-off mitigation is potentially a significant threat to the Plan area due to the two waterways within its boundaries, the San Antonio River and San Pedro Creek. In order to maintain water quality and efficiently address stormwater runoff, LID strategies are a greater priority within the Plan area than in other areas of the City.



## Transportation & Infrastructure Themes

- Complete Streets
- Multimodal Connectivity
- Traffic Management
- Drainage

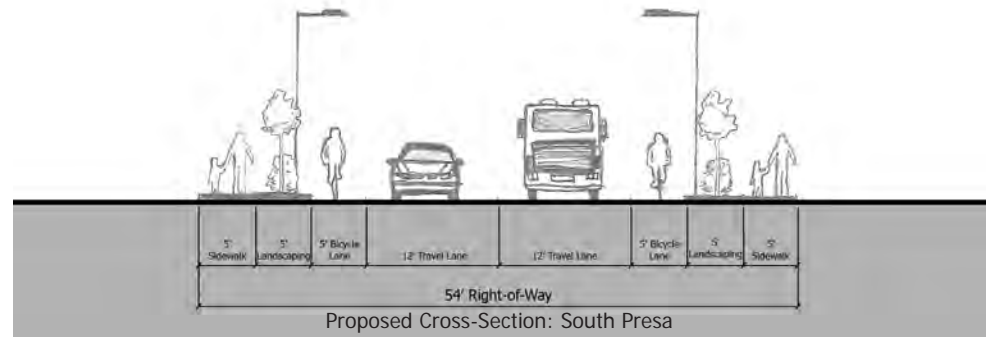


## COMPLETE STREETS

### TI-1: Institute Complete Streets in the Plan area especially along: Cevallos, Lone Star, Nogalitos, Probandt, Roosevelt, South Alamo, South Presa, South Flores, and Steves.

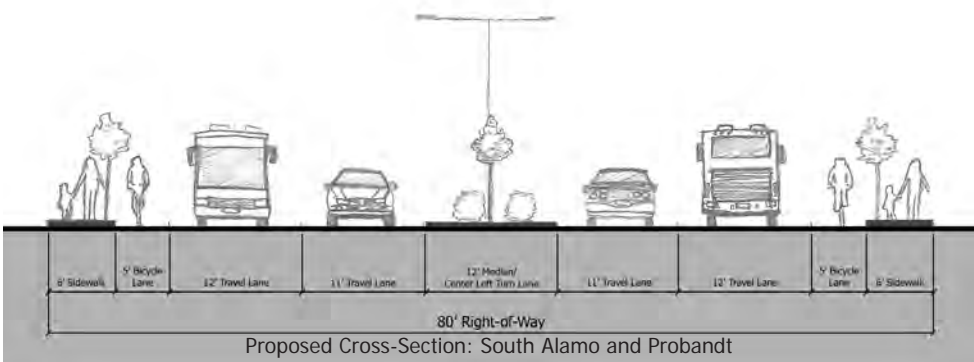
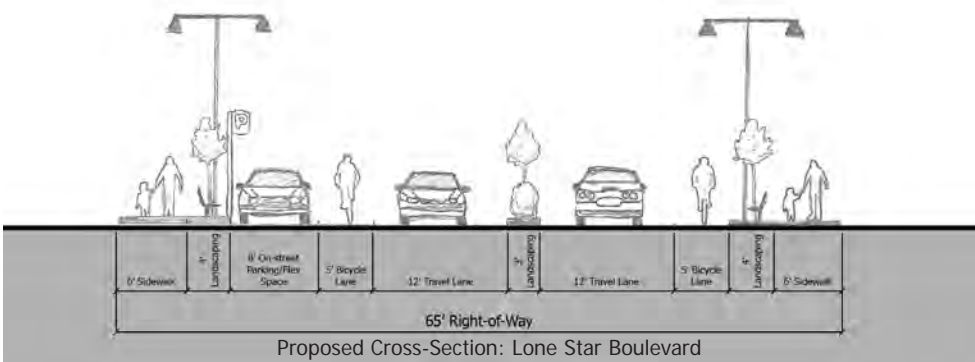
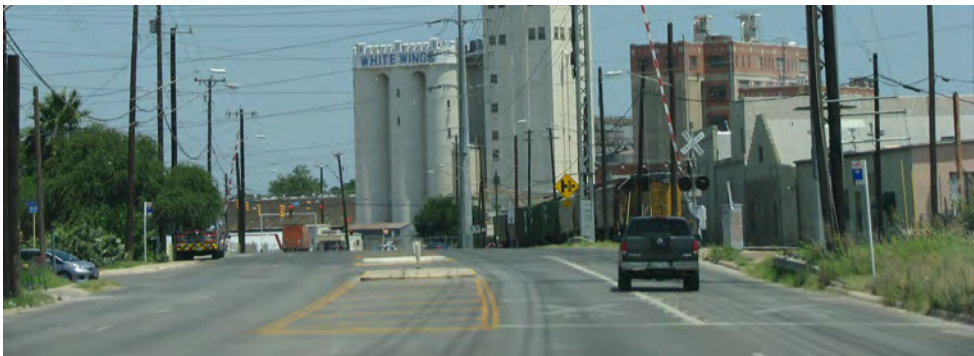
An investment in Complete Streets is an investment in the community by striving to decrease congestion, enhance travel options, encourage healthy living and support vital neighborhoods and commercial centers. There is not a one-size fits all approach to Complete Streets. The function of the road and the level of vehicular, pedestrian, and bicycle traffic will need to be considered. The adjacent land uses will also be considered to determine the best range of options for each situation. This goal supports the SA2020 Vision for San Antonio's transportation system to be a model of efficiency and environmental sustainability<sup>1</sup>. The need for Lone Star to be a complete street and pedestrian improvements to South Alamo, Probandt, and Cevallos were also identified in the Center City Strategic Framework Plan<sup>2</sup>. Complete streets are also supported by the Active Living Plan for a Healthier San Antonio<sup>3</sup>.

**Strategy TI-1.1:** Improve pedestrian access and expand the bicycle on-street network on Cevallos, Lone Star, Nogalitos, Probandt, Roosevelt, South Alamo, South Presa, South Flores and Steves as recommended in Table TI-1.1. See also the Proposed Bicycle Network Map.



Top: Existing conditions of South Presa which includes two travel lanes and sidewalks. Bottom: A proposed typical cross-section for South Presa consisting of two travel lanes, bicycle lanes, landscaping and sidewalks. A traffic study should be conducted to determine the final street design.

1 SA2020, p. 88  
2 Center City Strategic Framework Plan, p. 71, p. 74  
3 Active Living Plan for a Healthier San Antonio, p. 23-24



Top: Existing conditions on Lone Star Boulevard which consists of an unstriped roadway, elevated sidewalk with a retaining wall on the south side of the street and no sidewalk on the northern side of the street. Bottom: The proposed typical cross-section based on public input received during the third focus group meeting of Lone Star Boulevard consisting of two travel lanes, bicycle lanes, parking/flex spaces, a center landscaped median, landscaping and sidewalks. This cross-section requires expanding the current right-of-way. A traffic study should be conducted to determine the final street design.

Top: Existing conditions on Probandt which includes four travel lanes, a center median, and no sidewalk. Bottom: The proposed typical cross-section based on public input received during the third focus group meeting of South Alamo and Probandt consisting of four travel lanes, bicycle lanes, a center landscaped median, and wide sidewalks. A traffic study should be conducted to determine the final street design.



Table TI-1.1: Pedestrian and Bicycle Facilities Recommended Improvements

Street	Pedestrian Facilities							Bicycle Facilities					
	Side of Street	From	To	Priority <sup>1</sup>	Lead & Partners	Cost Estimate <sup>2</sup> (\$ in thousands)	Potential Funding Source/ Program	Type	From	To	Lead & Partners	Cost Estimate <sup>3</sup> (\$ in thousands)	Potential Funding Source/ Program
Cevallos	Both	IH-35	Stark	High	PW	\$69 - \$76	ATD, General Fund	Sharrows	IH-35	Probandt	PW, OS	\$9.5	ATD, General Fund
	Both	Stark	Probandt	Moderate	PW	\$562 - \$624	ATD, General Fund						
Guadalupe	Both	IH-35	S. Flores	High	PW	\$190 - \$211	ATD, General Fund	Route	IH-35	S. Flores	PW, OS	\$1.2	ATD, General Fund
Johnson	No improvement recommended at this time.							Route	Main	San Antonio River	PW, OS	\$0.6	ATD, General Fund
Lone Star Blvd.	Both	Probandt	Mission	High	Private Developer, CIMS, PW, DPCD	\$462 - \$514	Private Developer	Route	Probandt	Mission	CIMS, OS	\$9	2017 Bond
								Route	S. Flores	Probandt	PW, OS	\$2.5	ATD
Nogalitos	Both	Cevallos	Rehmann	High	PW	\$116 - \$129	ATD, General Fund	Lane	S. Flores	US-90	PW, OS	\$16.2	ATD
	West	Burbank	Furnish	Moderate	PW	\$38 - \$42	ATD, General Fund						
	East	Stribling	Furnish	High	PW	\$55 - \$61	ATD, General Fund						
	Both	Ralph	Glass	Moderate	PW	\$144 - \$160	ATD, General Fund						
Probandt (Spur 536)	East	S. Alamo	US-90	High	TXDOT, MPO, CIMS, PW, DPCD	\$549 - \$609	Cat. 7 - STP-MM	Lane	S. Alamo	Steves	TXDOT, MPO, OS	\$14	Cat. 7 - STP-MM
	West	S. Alamo	US-90	Moderate	See above	\$281 - \$312	Cat. 7 - STP-MM						
Roosevelt (Spur 536)	East	Whittier	US-90	High	See above	\$149 - \$165	Cat. 7 - STP-MM	No improvement recommended at this time.					
	West	Grove	US-90	Moderate	See above	\$144 - \$160	Cat. 7 - STP-MM						
Roosevelt (ADA ramps) (Spur 536)	All	at Mission		High	See above	\$5 - \$6	Cat. 7 - STP-MM						
Sheridan	North	S. Flores	Main	Moderate	PW	\$54 - \$60	ATD, General Fund	Sharrows	S. Flores	Main	PW, OS	\$1.8	ATD
South Alamo (Spur 536)	Both	S. Flores	Probandt	High	TXDOT, MPO, CIMS, PW, DPCD	\$235 - \$261	Cat. 7 - STP-MM	Lane	S. Flores	Probandt	TXDOT, MPO, OS	\$5.1	Cat. 7 - STP-MM
South Flores	See Goal TI-2	Cesar Chavez	Cevallos	High	PW, CIMS, OS, DPCD, MPO, VIA	TBD	2017 Bond, ATD, General Fund, CDBG	See Goal TI-2	Cesar Chavez	Cevallos	PW, CIMS, OS, DPCD, MPO, VIA	TBD	2017 Bond, PW, ATD, General Fund, CDBG
	West	Forrest	Lambert	High	PW	\$14 - \$16	ATD, General Fund						
	Both	Baylor	US-90	High	PW	\$104 - \$115	ATD, General Fund						
	East	Fest	Lone Star	High	PW	\$50 - \$56	ATD, General Fund						
South Presa	No improvement recommended at this time.							Lane	Boyer	US-90	PW, OS	\$10.5	ATD
Steves Ave. (Spur 536)	Both	Probandt	US-90	High	TXDOT, MPO, CIMS, PW, DPCD	\$330 - \$367	Cat. 7 - STP-MM	Sharrows	Probandt	Mission	TXDOT, MPO, OS	\$5.1	STP-MM
Total = \$3,551 - \$3,944							Total = \$75.5						

1 Priority derived from input received during the focus group meetings and field surveys. High priority signifies no sidewalks exist or sidewalks are in major disrepair and should be replaced completely. Moderate priority signifies that sidewalks are present but may have gaps or utility pole obstructions as well as are in need of repair and maintenance.  
 2 Cost estimates are based on 2012 average costs per foot. Pedestrian facilities cost estimates include excavation/removal of existing sidewalks and associated disposal fees, installation of sidewalks, curbs, gutters, and driveway approaches, and replacement sod.  
 3 Cost estimates are based on 2012 average costs per mile. Bicycle facilities cost estimate include only striping and signage installation within the existing right-of-way pavement without any changes to pavement width.





**Strategy TI-1.2:** Complete a traffic study to recommend safety enhancements for all users at the following intersections: Probandt and South Alamo; Cevallos and Probandt; and South Flores, Cevallos, and Nogalitos.

**Strategy TI-1.3:** Improve bus shelters at major boarding locations and near high density developments to provide a comfortable place for passengers and to serve as public art spaces, where possible. See Table TI-1.3.

**Strategy TI-1.4:** Install landscaping and trees to provide shade, create buffers for pedestrians and cyclists, promote aesthetically welcoming environments within the public right-of-way and allow for low impact development (LID) to minimize the effects of stormwater runoff. See also Strategy QL-1.1.



A train passes closely to **Bus Stop 27726** off of South Flores south of South Alamo. The Bus Stop should be relocated a few feet south in order to install a proper shelter and provide safe distance from passing trains.



**Table TI-1.3: Transit Stop Investments**

Stop ID	Street	Cross Street	Route	Recommendation	Cost (\$ in thousands)
36397	S. Flores	Keller	43, 44	Purchase an easement and install bus shelter	\$10 - \$11.5 + purchase of easement
27726	S. Flores	Southern Pacific Railroad	43, 44, 51, 54	Remove two on-street parking spaces, purchase an easement and move perimeter fence, and install bus shelter	\$10 - \$11.5 + purchase of easement
46156	S. Flores	Stribling	43, 44	Purchase an easement and install bus shelter	\$10 - \$11.5 + purchase of easement
53746	S. Presa	Highland	36	Purchase non-access easement to reduce driveway widths and install a bus shelter with ballards to protect it from vehicular encroachment	\$10 - \$11.5 + purchase of easement
				Total =	\$40 - \$46



Top: The current conditions of the South Alamo and Probandt intersection include missing and broken sidewalks. Middle: The current five-points intersection of Cevallos, South Flores, and Nogalitos is confusing for motorists and pedestrians. Bottom Left: This image from Portland, Oregon shows trees creating an aesthetically welcoming environment for pedestrians and includes public art which enhances the sense of place. Bottom Right: This image shows an award winning "Green Street," Dixianne Avenue, in Sacramento, California. The Green Street minimizes urban runoff through the use of stormwater planters, bioswales, pervious paving and a context sensitive planting palette.



**TI-2:** Develop a safe multimodal north-south transportation thoroughfare on South Flores that accommodates bicyclists, pedestrians, automobile traffic, and mass transit.

*South Flores is the key north-south corridor in the Plan area that flows from the north side through downtown to the south side. Focus must be placed on this significant corridor which is a great platform to highlight the City's Complete Streets Policy. There is not a one-size fits all approach to Complete Streets. The road function, adjacent land uses and the level of vehicular, transit, pedestrian, and bicycle traffic will need to be considered to determine the best cross-section. The Center City Strategic Framework Plan recommends pedestrian and landscaping enhancements on South Flores<sup>1</sup>. In addition, this goal supports the SA2020 Vision to triple the number of Complete Street miles<sup>2</sup>. The 2012 Downtown Transportation Study provides recommendations to change the cross-section of South Flores between Market and Old Guildbeau, located north of the Plan area. Any improvement to South Flores must be context sensitive and plan for safe transitions between different street cross-sections. Additionally, there are differences in the bicycle facilities recommended by the Bicycle Master Plan and the Downtown Transportation Study. A detailed corridor study of this section of South Flores is necessary to reconcile the differing recommendations between the Bicycle Master Plan and the Downtown Transportation Study.*

**Strategy TI-2.1:** Provide support for VIA's Long Range Comprehensive Transportation Plan in order to improve transit service along South Flores. See also Strategy TI-1.3.

**Strategy TI-2.2:** Conduct a corridor study that emphasizes a multimodal level of service for South Flores from Cesar Chavez to Cevallos to determine the ideal cross-section that is consistent with the proposed future land use plan.

**Strategy TI-2.3:** Improve South Flores as recommended by the corridor study conducted under Strategy TI-2.2.



Top Left: Looking north on South Flores at St. Francis, the street was recently converted to include two travel lanes, bicycle lanes and a center turn lane. Top Right: A cyclist rides north toward downtown on South Flores just north of South Alamo. Left: South Flores just south of Cesar Chavez features no placemaking amenities or landscaping. Bottom: This image shows a section of South Flores between South Alamo and Cevallos which includes on-street parking and sharrows.



1 Center City Strategic Framework Plan, p. 74, p. 79

2 SA2020, p. 88



## MULTIMODAL CONNECTIVITY

### TI-3: Improve connections between the river and the street through wayfinding and route signage.

*The interaction between the street and the multi-use path of the creek or river encourages more people to utilize and enjoy these community facilities by making these access points highly visible. Enhanced wayfinding signage may also encourage the use of alternative modes of transportation such as walking or biking that are not only better for the environment but also a healthier transportation choice.*

**Strategy TI-3.1:** Establish a trailhead at Steves Avenue to the San Antonio River Mission Reach Trail and include parking, wayfinding signage and route markers at street level.



Examples of existing River Walk signage that may be added to the proposed Steves Avenue trailhead.



Existing on-street interface between Steves Avenue and the San Antonio River Mission Reach Trail. The San Antonio River and Mission Reach Trail passes beneath Steves Avenue without any access to the trail from the road. The trailhead construction should follow or be concurrent with improvements to Steves Avenue to include installation of bicycle facilities and sidewalks. Without these improvements, access to trailhead may be limited.



**TI-4:** Expand the east-west transportation network by establishing an on-street link for cyclists and pedestrians between the San Antonio River and San Pedro Creek.

The San Antonio Mission Reach trail and the Westside Creeks Restoration Project trail along San Pedro Creek will intersect south of US-90 at Concepcion Park. Adding a northern east-west connection between these two trails will complete a loop that may be enjoyed for recreation and exercise. It will also promote a healthy lifestyle within the Plan area which is supported by SA2020<sup>1</sup> and the Active Living Plan for a Healthier San Antonio<sup>2</sup>. The proposed east-west route also links a bicycle share station on the corner of Sheridan and Main with more routing options.

**Strategy TI-4.1:** Designate bicycle facilities with signage and branding from the Westside Creeks Restoration Project and the San Antonio River Mission Reach to serve as an on-road link between the San Pedro Creek and the San Antonio River on: Guadalupe from IH-35 to South Flores Street; West Sheridan from South Flores Street to South Main Avenue; South Main Avenue from West Sheridan to West Johnson; and West Johnson to the San Antonio River. See Table TI-1.1 and the Proposed Bicycle Network Map.

**Strategy TI-4.2:** Provide links and signage from the route in Strategy TI-4.1. to other bicycle facilities such as the current bicycle lanes on Main Street and the proposed bicycle facilities on South Flores.

**Strategy TI-4.3:** Reconstruct South Alamo from South Flores to Probandt to include bicycle lanes and wider sidewalks. See Table TI-1.1.

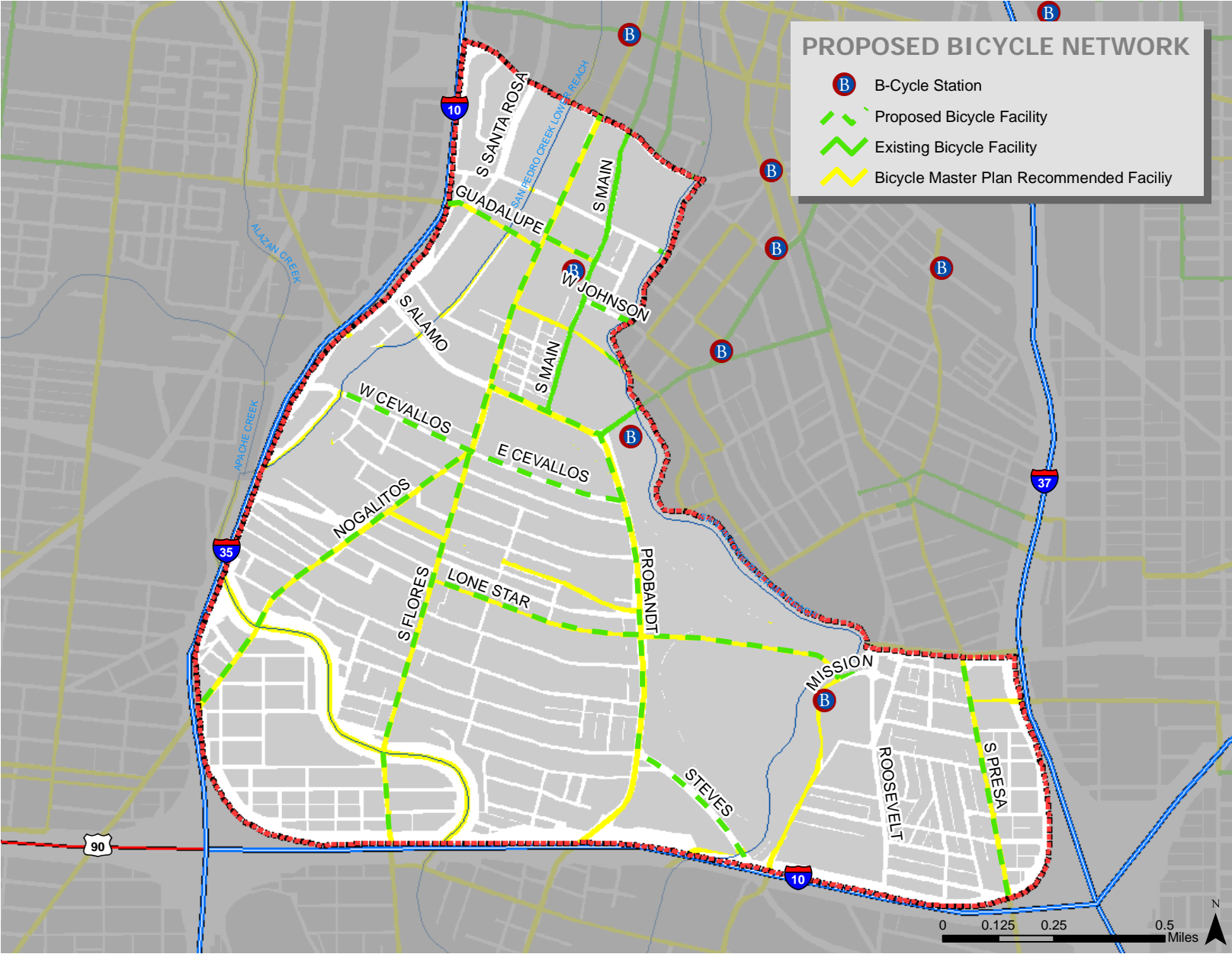


Top: Guadalupe serves as a gateway to and from the near Westside with an underpass beneath IH-35. Middle: West Sheridan links South Flores to South Main with residences to the north and SAHA to the south. Bottom: Existing conditions viewing west on South Alamo between South Flores and Probandt.



Left: Route signage on Nevada Street. Middle: Example of route signage from Portland, Oregon. Right: Example of a route map for the Eagleland Reach, a one mile trail, at Blue Star Arts Complex.

1 SA2020, p. 66  
2 Active Living Plan for a Healthier San Antonio, p. 23-24



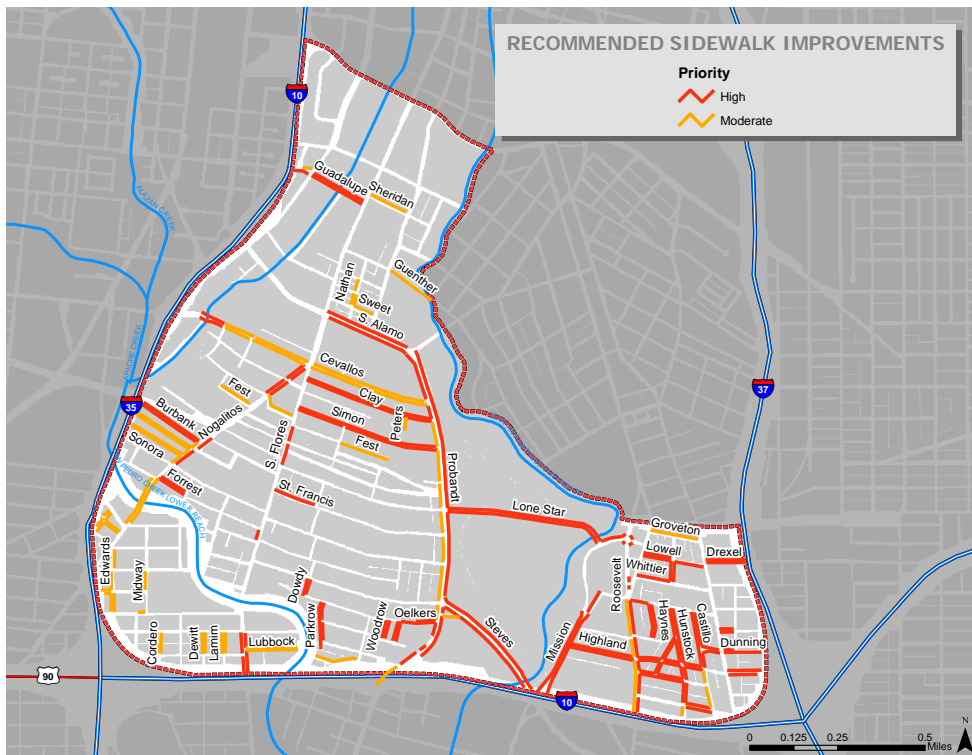


# TI-5: Improve sidewalks on local residential streets.

Sidewalks provide many benefits including safety, mobility, and healthier communities. Providing sidewalks in combination with providing access to public transit increases transportation options for all residents and in particular for those who are unable to drive or do not have access to a personal vehicle. An improved public realm by way of curbs and sidewalks is also supported by the Center City Strategic Framework Plan<sup>1</sup>.

**Strategy TI-5.1:** Construct and repair sidewalks to close the gap where pedestrian access is currently limited or nonexistent. See the Recommended Sidewalk Improvements Map and Table TI-5.1.

<sup>1</sup> Center City Strategic Framework Plan, p. 77



Top Left: Sonora Street includes narrow sidewalks and several sidewalk obstructions including utility poles, parked automobiles, and gates. Top Right: The existing sidewalk from Carle Avenue does not continue on Park Row. Middle Left: The existing sidewalk does not continue from Halstead on to Forrest. Bottom Left: Neighbors walk in the street in front of houses on Burbank without any sidewalks. Bottom Right: The broken sidewalk on Alamosa is obstructed by a utility pole.



**Table TI-5.1: Recommended Sidewalk Improvements**

Street	Side of Street	From	To	Priority <sup>1</sup>	Cost Estimate <sup>2</sup> (\$ in thousands)
Alamosa	Both	Roosevelt	Hunstock	High	\$118 - \$131
Baity	Both	Castillo	S. Presa	High	\$49 - \$55
Berkshire	Both	S. Presa	Kinney	High	\$39 - \$43
Burbank	Both	IH-35	Nogalitos	High	\$185 - \$205
Castillo	Both	Grove	Highland	High	\$143 - \$159
	West	Highland	Alamosa	Moderate	\$207 - \$229
Cevallos	Both	IH-35	Stark	High	\$69 - \$76
	Both	Stark	Probandt	Moderate	\$562 - \$624
Clay	Both	S. Flores	Probandt	High	\$357 - \$51
Cordero	Both	Baylor	Lubbock	Moderate	\$57 - \$63
Dewitt	Both	Baylor	Lubbock	Moderate	\$58 - \$64
Dickey	Both	Hale	Nogalitos	Moderate	\$49 - \$55
Dowdy	Both	Bank	Oelkers	High	\$45 - \$51
Drexel	Both	S. Presa	IH-37	High	\$104 - \$116
Dunning	North	S. Presa	Kinney	High	\$14 - \$16
	South	S. Presa	Berkshire	High	\$51 - \$57
Edwards	East	Alvarez Place	Cass	Moderate	\$26 - \$28
	West	Cass	Givens	Moderate	\$25 - \$28
	Both	Givens	Pruitt	Moderate	\$51 - \$57
Fest	South	Applewhite	Deadend	Moderate	\$70 - \$78
	North	Adelaide	S. Flores	Moderate	\$93 - \$104
Forrest	Both	Nogalitos	Halstead	High	\$81 - \$89
Givens	Both	Givens	Edwards	Moderate	\$23 - \$26
Grove	South	Roosevelt	Haynes	Moderate	\$25 - \$28
Groveton	North	Roosevelt	S. Presa	Moderate	\$66 - \$73
Guadalupe	Both	IH-35	S. Flores	High	\$190 - \$211
Guenther	South	Main	San Antonio River	Moderate	\$69 - \$77
Gugert	South	Probandt	Steves	Moderate	\$24 - \$27
Hale	Both	Powell	Dullye	Moderate	\$57 - \$64
Haynes	Both	Grove	Yellow Stone	High	\$93 - \$103
E. Highland	Both	S. Presa	Buckingham	High	\$86 - \$95
W. Highland	Both	Mission	Castillo	High	\$340 - \$378
Hunstock	Both	Grove	Wilkens	High	\$295 - \$328
	West	Wilkens	Deadend	Moderate	\$14 - \$15
Lamim	Both	Baylor	Lubbock	Moderate	\$57 - \$64
Lone Star Blvd	Both	Probandt	Mission	High	\$462 - \$514
Loretta	Both	Hunstock	Alamosa	High	\$102 - \$114
Lowell	Both	Roosevelt	Hunstock	High	\$77 - \$86
	South	Hunstock	S. Presa	High	\$40 - \$45

Street	Side of Street	From	To	Priority <sup>1</sup>	Cost Estimate <sup>2</sup> (\$ in thousands)
Lubbock	Both	S. Flores	San Antonio River	Moderate	\$139 - \$154
	North	Grand Jean	San Antonio River	Moderate	\$58 - \$64
Midway	West	Cass	Givens	Moderate	\$25 - \$28
Mission	Both	Mission	US-90	High	\$254 - \$282
	West	Grove	Mission	High	\$34 - \$37
Morrow	Both	Oelkers	Baylor	High	\$55 - \$62
Nathan	West	Rische	Daniel	Moderate	\$16 - \$18
Nathan	Both	Daniel	Sweet	Moderate	\$32 - \$35
Nogalitos	Both	Cevallos	Rehmann	High	\$116 - \$129
	West	Burbank	Furnish	Moderate	\$38 - \$42
	East	Stribling	Furnish	High	\$55 - \$61
	Both	Ralph	Glass	Moderate	\$144 - \$160
Oelkers	Both	Morrow	Probandt	High	\$73 - \$82
Parkrow	Both	Oelkers	Carle	High	\$113 - \$125
Peters	West	Clay	Deadend	Moderate	\$19 - \$21
Probandt (Spur 536)	East	S. Alamo	US-90	High	\$549 - \$609
	West	S. Alamo	US-90	Moderate	\$281 - \$312
Pruitt	North	Lipan	Midway	Moderate	\$10 - \$11
Roosevelt (Spur 536)	East	Whittier	US-90	High	\$149 - \$165
	West	Grove	US-90	Moderate	\$144 - \$160
Roosevelt (ADA ramps) (Spur 536)	All	at Mission		High	\$4.8 - \$5.6
S. Alamo	Both	S. Flores	Probandt	High	\$235 - \$261
S. Flores	See TI-2	Cesar Chavez	Cevallos	High	TBD
	West	Forrest	Lambert	High	\$14 - \$16
	Both	Baylor	US-90	High	\$104 - \$115
	East	Fest	Lone Star	High	\$50 - \$56
Sheridan	North	S. Flores	Main	Moderate	\$54 - \$60
Simon	Both	S. Flores	Probandt	High	\$390 - \$433
Sonora	Both	IH-35	Nogalitos	Moderate	\$160 - \$178
St. Francis	North	S. Flores	Dowdy	High	\$59 - \$65
Steves Ave (Spur 536)	Both	Probandt	US-90	High	\$330 - \$367
Sweet	North	Nathan	Main	Moderate	\$28 - \$32
Whittier	North	Roosevelt	Hunstock	High	\$46 - \$51
Wilkens	Both	Hunstock	Castillo	High	\$72 - \$80
Woodrow	Both	Oelkers	Baylor	High	\$51 - \$56
Zavalla	Both	IH-35	Nogalitos	Moderate	\$175 - \$195
					Total = \$8,500 - \$9,000

1 Priority derived from input received during the focus group meetings and field surveys. High priority signifies no sidewalks exist or sidewalks are in major disrepair and should be replaced completely. Moderate priority signifies that sidewalks are present but may have gaps or utility pole obstructions as well as are in need of repair and maintenance.

2 Cost estimates based on 2012 average cost per foot which includes excavation/removal of existing sidewalks and associated disposal fees, installation of sidewalks, curbs, gutters, and driveway approaches, and replacement sod.

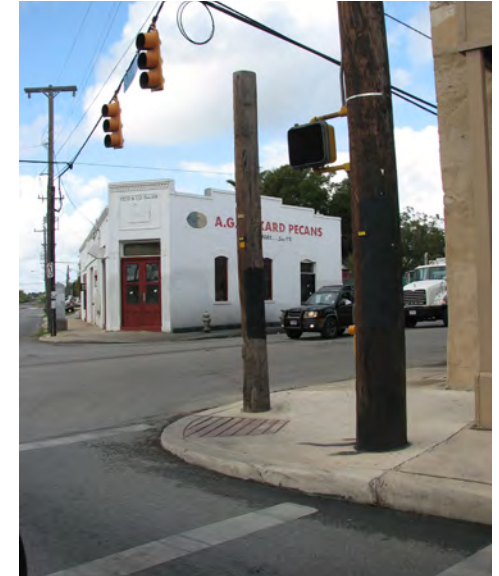


**Strategy TI-5.2:** Relocate and/or remove utility poles in the sidewalk where the sidewalk is obstructed such that it does not meet minimum Americans with Disabilities Act (ADA) requirements. See Table TI-5.2.

**Strategy TI-5.3:** Upgrade outdated traffic signal poles that obstruct sidewalks. See Table TI-5.3.

**Table TI-5.2: Utility Pole Relocation and Removal**

Street	From	To	Recommendation
Alamosa	Roosevelt	Hunstock	Remove/Relocate
Cesar Chavez	IH-35	San Antonio River	Remove/Relocate
Cevallos	IH-35	Probandt	Remove/Relocate
Drexel	S. Presa	IH-37	Remove/Relocate
Hunstock	Whittier	Lowell	Remove/Relocate
Hunstock	Grove	Alamosa	Remove/Relocate
Lone Star	S. Flores	Mission	Remove/Relocate
Lowell	Hunstock	S. Presa	Remove/Relocate
Main	Cesar Chavez	S. Alamo	Remove/Relocate
Mission	St. Mary's	US-90	Remove/Relocate
Nogalitos	Cevallos	US-90	Remove/Relocate
Probandt	S. Alamo	US-90	Remove/Relocate
Roosevelt	Groveton	US-90	Remove/Relocate
S. Alamo	IH-35	San Antonio River	Remove/Relocate
S. Alamo	at S. Flores		Remove
S. Flores	Cesar Chavez	US-90	Remove/Relocate
S. Flores	at Cevallos		Remove
S. Presa	Boyer	US-90	Remove/Relocate
Santa Rosa	Cesar Chavez	El Paso	Remove/Relocate
Steves	Probandt	US-90	Remove/Relocate
W. Peden Alley	Deadend	S. Flores	Remove/Relocate

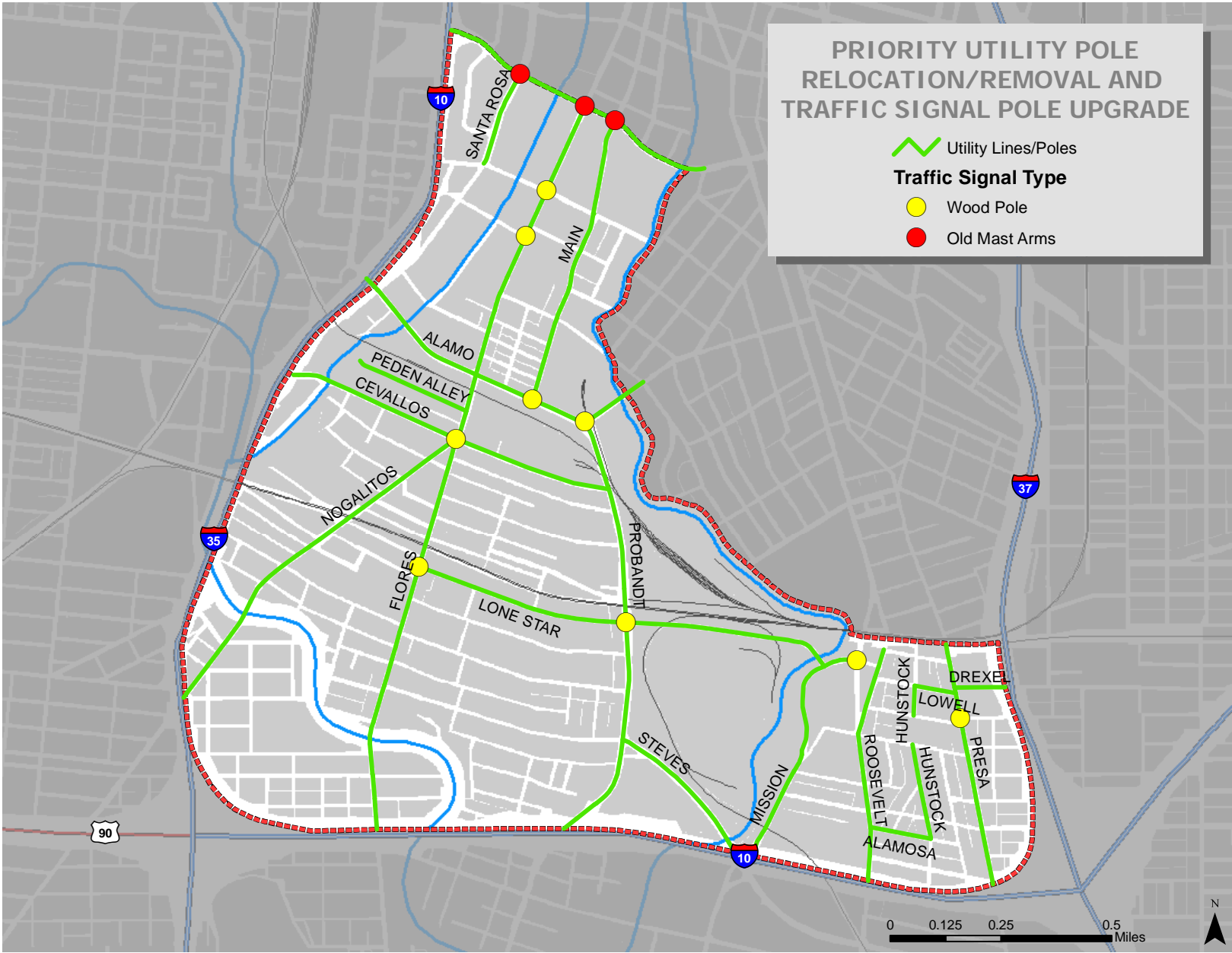


Top Left: The image shows a utility pole sidewalk obstruction on Lowell at Hunstock with recent pedestrian facilities improvements which includes a crosswalk and ADA curb ramps. Bottom Left: Utility pole obstructions on an already narrow sidewalk on Roosevelt Avenue. Right: A wooden utility pole located at Cevallos and South Flores no longer in use and traffic signal wood poles obstruct the sidewalk.

**Table TI-5.3: Outdated Traffic Signal Poles**

Street	Cross Street	Type	Recommendation
Cesar Chavez	S. Flores	Old Mast Arms	Upgrade
Cesar Chavez	S. Main	Old Mast Arms	Upgrade
Cesar Chavez	Santa Rosa	Old Mast Arms	Upgrade
Arsenal	S. Flores	Wood Pole	Upgrade
Lone Star	Probandt	Wood Pole	Upgrade
Mission	Roosevelt	Wood Pole	Upgrade
Presa	Whittier	Wood Pole	Upgrade
S. Alamo	Main	Wood Pole	Upgrade
S. Alamo	Probandt	Wood Pole	Upgrade
S. Flores	Guadalupe	Wood Pole	Upgrade
S. Flores	Lone Star	Wood Pole	Upgrade
S. Flores	Nogalitos	Wood Pole	Upgrade







## TI-6: Improve connectivity to Blue Star Street.

The proposed redevelopment of the former Big Tex site along Blue Star Street is a mixed-use development with a community gathering place, a gallery, retail/office space, and multi-family living space. Current access to the site is limited by the San Antonio River to the east and Union Pacific rail lines to the west. Removal of the more active of the two rail lines would allow for safer pedestrian, cyclist, and motor vehicle access to the site. The proposed extension of Blue Star Street would result in greater connectivity between the Big Tex and Lone Star sites and provide a shorter, more direct route to Roosevelt Park. The Cevallos-Blue Star connection is supported by the Center City Strategic Framework Plan<sup>1</sup>.

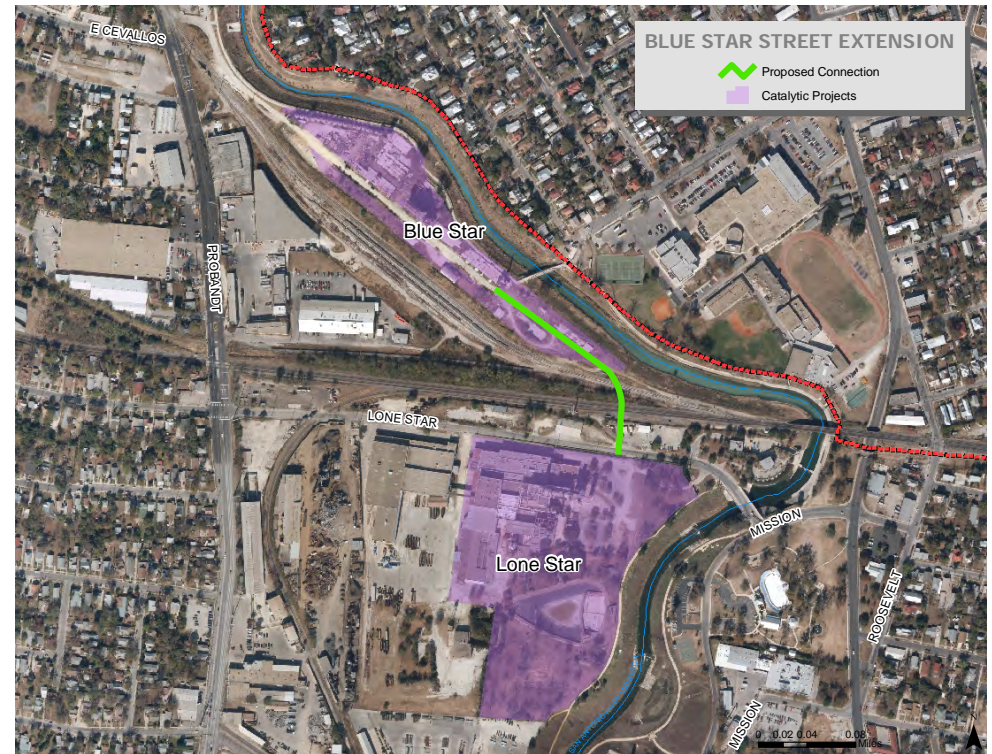
**Strategy TI-6.1:** Conduct a feasibility study in order to estimate the cost to construct a new road to connect Blue Star Street to Lone Star Boulevard with an at-grade railroad crossing. See the Blue Star Street Extension Map.

**Strategy TI-6.2:** Based upon the results of the feasibility study, design and construct a new road between Blue Star Street and Lone Star Boulevard with an at-grade railroad crossing that is consistent with the Federal Railroad Administration requirements for Quiet Zones. Acquire right-of-way from affected property owners.

**Strategy TI-6.3:** Complete a preliminary engineering study in cooperation with Union Pacific to determine the feasibility of abandoning the portion of the Kerrville Subdivision within the Plan area by diverting rail traffic to the Del Rio Subdivision via the Laredo Subdivision. See the Railroad Network Map.

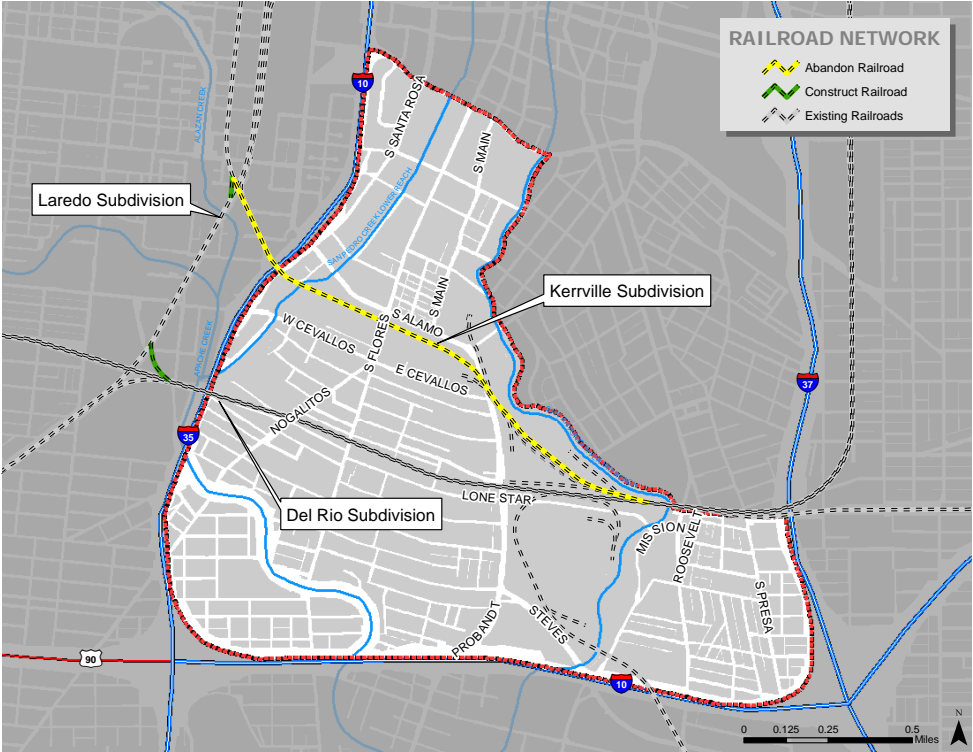
**Strategy TI-6.4:** Conduct a feasibility study with cost estimates for the extension of Cevallos Street from Probandt to Blue Star Street with an at-grade railroad crossing that takes into account the safety of cyclists and pedestrians crossing Probandt. See the Cevallos Street Extension Map.

**Strategy TI-6.5:** Based upon the results of the feasibility study, design and construct an extension of Cevallos Street from Probandt to Blue Star Street that prioritizes the safety of cyclists and pedestrians crossing Probandt, and abandon Blue Star Street right-of-way to the north. See the Cevallos Street Extension Map.



Left: The current view from Blue Star Street looking beyond the railroad track toward the former Lone Star Brewery. Right: The image shows the current Kerrville Subdivision as it crosses Probandt at an obtuse angle.

<sup>1</sup> Center City Strategic Framework Plan, p. 71, p. 74



Left: The current intersection of Blue Star and Probandt and the T-intersection of Cevallos and Probandt. The plan recommends abandoning the intersection of Blue Star and Probandt and building an extension of Cevallos to Blue Star. Right: The T-intersection of Cevallos and Probandt looking north.



# TI-7: Create better public transit service from Downtown to the San Antonio Missions utilizing Roosevelt Avenue.

Better public transit to the San Antonio Missions will allow local residents as well as visitors better access to the missions. Additional transportation modes will also contribute to the site as a proposed United Nations Organization for Education, Science and Culture (UNESCO) World Heritage Site by allowing more people the opportunity to visit the missions. Support for VIA's fixed rail streetcar plan is expressed in the Center City Strategic Framework Plan<sup>1</sup>.

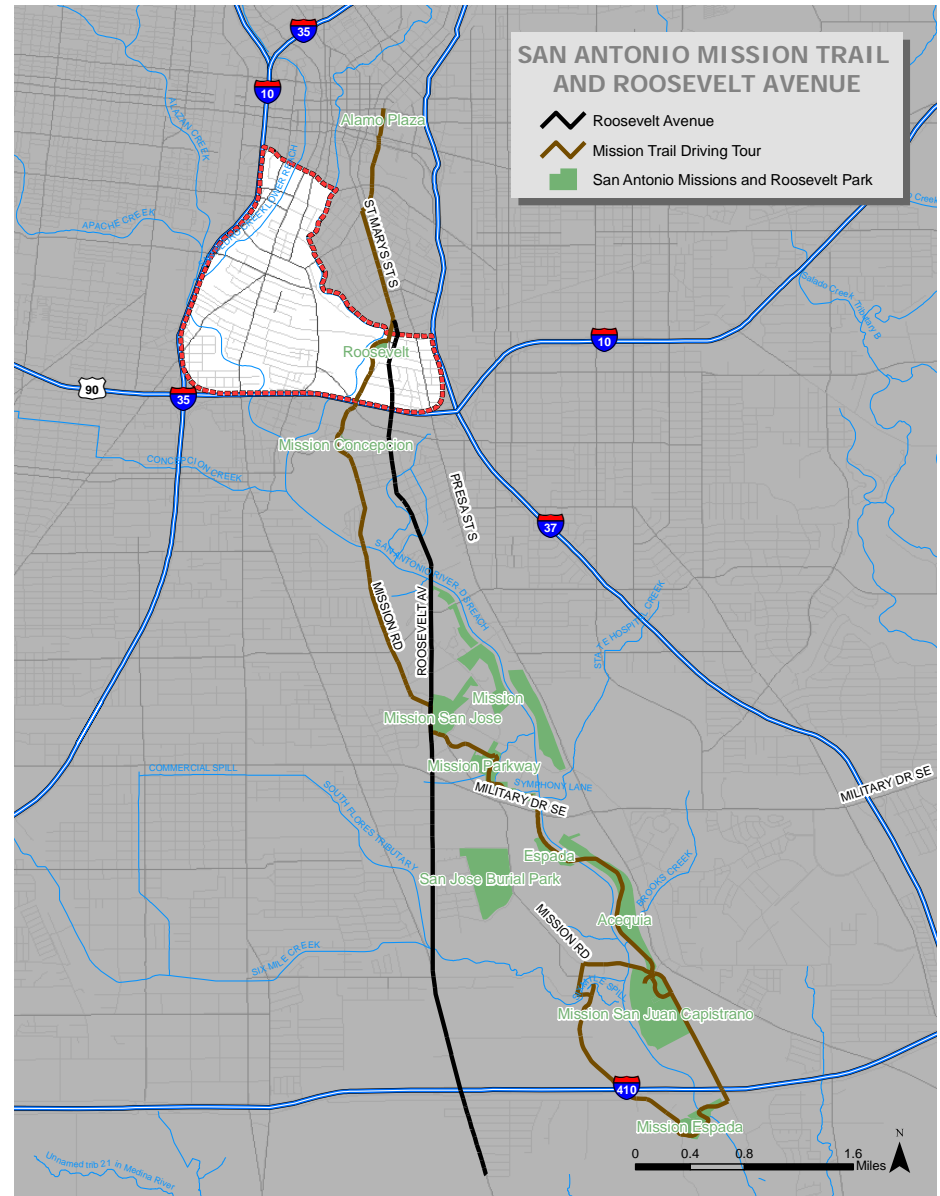
**Strategy TI-7.1:** Develop and improve transit service from Roosevelt Park to the San Antonio Missions.

**Strategy TI-7.2:** Conduct a feasibility study to investigate short term alternatives to adding a streetcar system for high capacity transit service along Roosevelt Avenue.

1 Center City Strategic Framework Plan, p. 54, p. 56, p. 86, p. 94



Left: Mission San Jose established in 1720 is also known as the "Queen of the Missions." Transit access to the site is currently available along Roosevelt Avenue. Right: Mission San Francisco de la Espada Church completed in 1756 is the southernmost mission in San Antonio. Current transit service does not provide access to the site.





# TRAFFIC MANAGEMENT

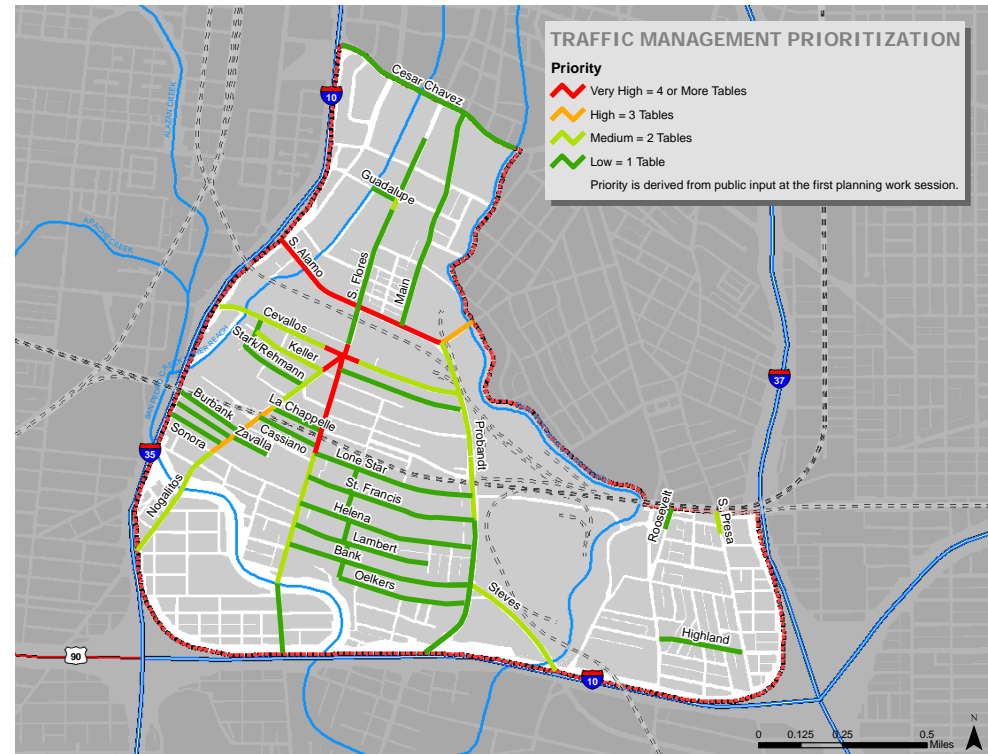
## TI-8: Address traffic concerns utilizing traffic management.

Traffic management ensures that the best traffic related treatments are implemented to provide motorists and pedestrians an optimal traveling experience. Traffic management includes traffic signals, pavement markings, signs, traffic studies, traffic calming measures, and more. Traffic calming measures are typically aimed at reducing vehicle speeds and/or the volume of non-local traffic in residential areas. Certain traffic calming measures may not be appropriate on streets with high traffic volumes such as some collectors and arterials. Safe residential streets will not only bring neighbors together but also promotes health and fitness for those that choose to bike or walk. Less driving not only reduces the likelihood of obesity but also improves air quality by reducing vehicle emissions. A safe city where everyone can walk, ride, drive, or wheel and being the best city to raise a family are goals supported by SA2020<sup>1</sup> and the Active Living Plan for a Healthier San Antonio<sup>2</sup>.

**Strategy TI-8.1:** Conduct a feasibility study to determine where new or improved traffic management tools are warranted and construct necessary roadway improvements to address priority areas identified in the Traffic Management Prioritization Map.

1 SA2020, p. 22, p. 50, p. 88

2 Active Living Plan for a Healthier San Antonio, p. 23-24



The following are examples of traffic calming measures. Left to Right: Chokers are mid-block curb extensions that reduce the roadway width from curb to curb. Chicanes are mid-block curb extensions that alternate from one side of the street to the other, forming S-shaped curves. Median islands are raised landscaped areas located in the center of a roadway in the middle of a block. Speed tables are flat-topped speed humps that cover the entire width of the roadway. When outfitted with crosswalk markings and signage, the speed table becomes a raised crosswalk.



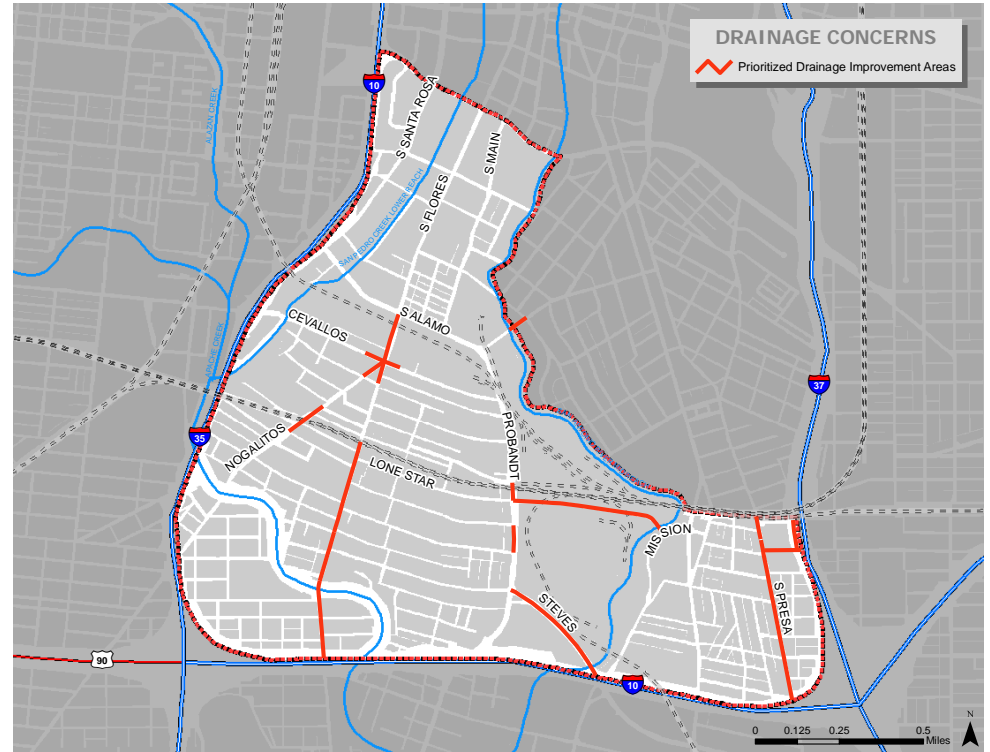
# DRAINAGE

**TI-9:** Address drainage issues on South Alamo, South Flores, Probandt, Lone Star, Nogalitos, South Presa, Steves, and Drexel utilizing low impact development (LID) strategies.

*Effective and efficient storm water mitigation is necessary for public health and safety. Utilizing LID strategies promotes environmental sustainability and green infrastructure satisfying the SA2020 vision for San Antonio to be a model for responsible resource management and respectful stewards of natural resources<sup>1</sup>.*

**Strategy TI-9.1:** Conduct a drainage study to determine how to address drainage problems utilizing LID strategies. See the Drainage Concerns Map.

**Strategy TI-9.2:** Implement the improvements based on the drainage study.



Left to Right: Standing water on South Alamo after a minor rain event. Standing water on South Presa after a minor rain event. Standing water on South Presa following a water main break.

1 SA2020, p. 74

# GOALS & STRATEGIES

## community facilities



*Adaptive re-use of the City's industrial heritage for  
arts, entertainment, and creative living space.*





# Introduction: Community Facilities

**C**ommunity facilities, parks, greenways, libraries, and other facilities, are key elements that can create a strong sense of community and identity. They serve as community gathering space, present recreation opportunities, support education, and provide various other benefits that contribute to the wellbeing of the community. Facilities such as parks, trails, and other public spaces can also act as engines to spur redevelopment and private investment.

The Community Facilities chapter includes goals and strategies arranged according to the themes: Services and Programs; Public/Recreational Facilities; and Parkland and Open Space. The services and programs section outlines goals that include entertainment opportunities to enliven parks, a food truck area and farmers market to activate public spaces and improve the availability of healthy food, and support for community gardening.

Goals presented in the public/recreational facilities section address redeveloping Lone Star Lake and Pool, increasing access to library services, and expanding the use of the Commanders House facility as a park.

The parkland and open space theme presents goals for improving San Pedro Creek as a pedestrian and recreational amenity, a rails to trails conversion to link San Pedro Creek to the San Antonio River Improvements, and establishing new parks in the areas that presently have limited access to parks.



## Community Facilities Themes

- Services and Programs
- Public/ Recreational Facilities
- Parkland and Open Space



## SERVICES AND PROGRAMS

**CF-1:** Provide entertainment opportunities in the parks by creating a multiple purpose outdoor space for community gathering, recreational activities, and performance opportunities and by programmatic improvements such as hosting movie nights or music performances.

*The use of park space for artistic events and activities provides individuals, families, and neighborhoods with meaningful engagement opportunities and experiences, fostering pride in both creative expression and social identity, contributing to the overall community cohesiveness and creating stronger social ties. This goal is consistent with the SA2020 visions for Arts and Culture and Downtown Development<sup>1</sup>.*

**Strategy CF-1.1:** Include a multiple use outdoor space as part of the San Pedro Creek restoration improvements for community gathering, recreational activities, and performance opportunities.

**Strategy CF-1.2:** Initiate outdoor movie screening series in Roosevelt Park and SAHA Park.

**Strategy CF-1.3:** Market DCCD grant funding opportunities to local non-profits to support musical and theatrical performances in public spaces such as Roosevelt Park and SAHA Park. Initiate a series of performances in Roosevelt Park and SAHA Park.

1 SA2020, p. 16, p. 28



Source: losdunnis - flickr



Source: Ionya Baum, DTOP



Source: Ionya Baum, DTOP

Top: A view of the Pearl Brewery Amphitheater. Bottom Row: The Movies by Moonlight series shows a free movie every Tuesday from June through August in Hemisfair Park and is in its fourth year.



## CF-2: Develop designated food truck and farmers market areas.

*Food is a significant contributor to the vibrancy of urban space and food trucks serve as natural public gathering places. Social activity surrounds food trucks, helping to create more vibrant urban spaces (placemaking). Additionally, food trucks can activate public spaces and make more efficient use of otherwise unused space. Food trucks also offer opportunities for entrepreneurship and employment and can lead to economic activity where previously non-existent as they require less startup capital than brick-and-mortar restaurants.*

*Farmers markets offer a wealth of public benefits; nutritional, social, environmental, and economic. Nutritionally, they increase access to healthy, fresh food for consumers with limited access to a supermarket or grocery store. Socially, they activate public spaces and create places for social interactions. Environmentally, farmers markets can reduce the carbon footprint of a community by reducing the distance food must travel to market. Economically, farmers markets support local agricultural producers and provide economic opportunities to small businesses.*

*This goal supports the SA2020 visions for Downtown Development and Health and Fitness<sup>1</sup>.*

**Strategy CF-2.1:** Host Farmer’s Market in SAHA parking lot. See San Antonio Housing Authority Site Activation Plan.

**Strategy CF-2.2:** Include designated food truck area at SAHA Park to serve employees of nearby major employers (SAHA, COSA, ACCD, HEB). See San Antonio Housing Authority Site Activation Plan.

<sup>1</sup> SA2020, p. 28, p. 66



Bottom Left: fresh produce displayed for sale. Bottom Right: food trucks queued-up at Travis Park



### CF-3: Initiate a community garden program.

Gardens can benefit a community in a variety of ways including providing a place for recreation and exercise, increasing access to healthy food, and preserving green space. Community gardens can also serve as an outdoor classroom where youth can learn valuable skills like communication, cooperation, and responsibility and learn about the importance of community, stewardship, and environmental responsibility. Additionally, community gardens can strengthen the identity of a community and provide a gathering place. This goal is consistent with the SA2020 vision for Health and Fitness<sup>1</sup>.

**Strategy CF-3.1:** Create community gardens at SAHA Park and Cass Avenue pocket park. See also CF-9.1.

1 SA2020, p. 66



Source: SouthernPixel-Alby Headrick Flickr



Source: San Antonio Green Spaces Alliance



Source: NOWCarISA Flickr



Source: NOWCarISA Flickr



Source: NOWCarISA Flickr

Clockwise from top: Community Garden through a fish-eye lense; students volunteering in local community gardens; the South Presa Street Community Garden; the East Side Neighborhood Garden



## PUBLIC/ RECREATIONAL FACILITIES

### CF-4: Redevelop Lone Star Lake and pool as a community amenity.

*Increase opportunities for recreation and exercise for the community translate into improved health and wellness within the community. Additionally, dynamic public spaces such as this can be the engines that catalyze economic growth and redevelopment, attracting residents and visitors to the area. This goal is consistent with the Center City Strategic Framework<sup>1</sup> and the Center City Strategic Framework Implementation Plan vision for Near River South<sup>2</sup>.*

**Strategy CF-4.1:** Establish public-private partnership to rehabilitate the Lone Star Lake and pool.

- 1 Center City Strategic Framework, p. 71
- 2 Center City Strategic Framework Implementaion Plan, p. 82



Lone Star Brewing Company 1975 Annual Report, Bob Skillman collection



Top: Lone Star Brewery circa 1975 during the visit of the American Freedom Train. Above: Photographs of the pool and lake during a site tour in 2011. Left: 2011 Lone Star tour photograph.



## CF-5: Increase community access to library services.

*The social and community benefits of public libraries are broad. They promote literacy, stimulate initiative and enhance quality of life, introduce and develop skills in using information technology, and foster research and information seeking skills. All of these contribute to quality education for all students and the development of community. This goal supports the vision of SA2020 for Education<sup>1</sup>.*

**Strategy CF-5.1:** Monitor population increase within the Plan Area and adjacent neighborhoods to evaluate the need for additional library facilities. Consider establishing a co-located library in conjunction with a school or a storefront library within the Plan Area as the population nears 10,000 persons<sup>2</sup>.

**Strategy CF-5.2:** Add public Wi-Fi service to Roosevelt Park and the Commander's House property to provide community access to library resources and the internet.

**Strategy CF-5.3:** Incorporate library services including public Wi-Fi service, laptop check-out, and book exchange into the Lone Star Recreational Facility or the Commanders House.

<sup>1</sup> SA2020, p. 42

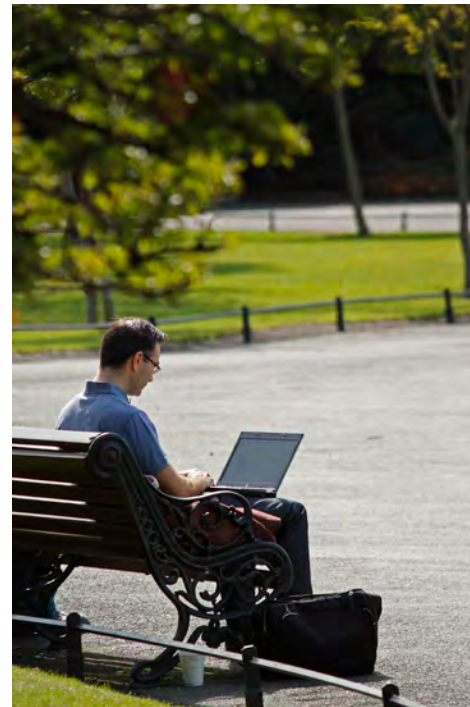
<sup>2</sup> Currently there are several branch libraries within a three mile radius of the Plan Area, meeting the Library Board of Trustees' goal of citizens having access to library service without having to travel more than three miles. However, as the center city increases in population and population density this goal should be reviewed to ensure adequate service of this population. Additionally, residents of the Plan Area face significant physical barriers to library access in the interstate highways that bound the downtown area.



Source: San Antonio Public Library



Source: San Antonio Public Library



Source: flickr

### Lone Star Recreational Facility

\$1,850,000 was allocated through the 2012-2017 bond program for the development of a recreational facility in the Lone Star Neighborhood. At the time of the adoption of this Community Plan the City was pursuing an agreement with the Archdiocese of San Antonio to utilize space previously occupied by the recently closed Saint Philip of Jesus Catholic School for the new recreational facility. Under this agreement, the facility would be operated by the Boys and Girls Clubs of San Antonio.

Top: SAPL Bookmobile. Above and Left: Pruitt Library at Roosevelt High School.

Left: Park users enjoy wireless internet access.



Source: San Antonio Public Library



Source: San Antonio Public Library



**CF-6:** Preserve the Commander's House facility and expand the use of the property by increasing access to the grounds and enhancing services and programs offered.

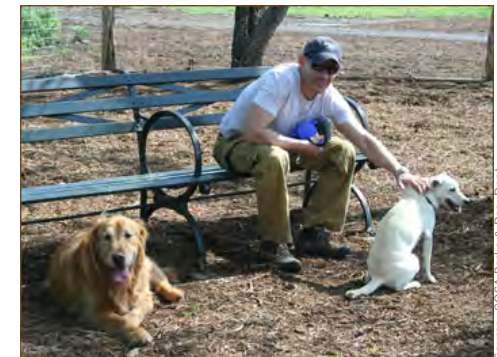
*Increased opportunities for recreation and exercise for the community translates into improved health and wellness within the community. Additionally, dynamic public spaces such as this can be powerful catalysts for economic growth and redevelopment, attracting residents and visitors to the area.*

*The Commanders House has served the community as a senior citizens center since 1978 and the services and programs it offers should be maintained. However, the property can be more effectively used by making it more accessible to all user groups, providing invaluable urban green space. This goal supports the vision of SA2020 for Downtown Development to include inviting parks and green spaces<sup>1</sup>.*

**Strategy CF-6.1:** Replace unsightly perimeter fencing at the Commander's House property with a historically appropriate ornamental metal fence subject to review and approval by the HDRC.

**Strategy CF-6.2:** Add park seating and Wi-Fi to the grounds of Commander's House property. See also CF-5.2.

**Strategy CF-6.3:** Continue to provide senior services and activities at Commander's House.



Top and Left Middle: The Commander's House is presently enclosed by a chain-link fence topped with barbed wire, allowing access only from Main Street into the parking lot. Right Middle: Removal of the fence will allow greater use of the grounds as park space which could include a dog park to serve the growing number of residents nearby. Left: The facility should continue to provide senior services and activities.

Source: COSA Parks & Rec. Dept.

1 SA2020, p. 28



## PARKLAND AND OPEN SPACE

### **CF-7:** Improve San Pedro Creek by restoring the creek ecosystem and adding recreational amenities such as hike and bike trails.

*Improving San Pedro Creek by adding trails will allow it to function as a linear park, a pedestrian-friendly transportation corridor, and a source of recreation throughout the community. This will present opportunities for economic development as trail connections will create redevelopment nodes to capitalize on the new amenities. As an opportunity for recreation and active transportation, it will also contribute to the public health and wellness. This goal is consistent with the SA2020 visions for Downtown Development and Neighborhood and Growth Management<sup>1</sup>, as well as the Center City Strategic Framework Implementation Plan recommendations for Public Investment<sup>2</sup>.*

**Strategy CF-7.1:** Coordinate with partners to fund, design, and build San Pedro Creek improvements.

1 SA2020, p. 28, p. 82

2 Center City Strategic Framework Implementation Plan, p. 10, p. 40



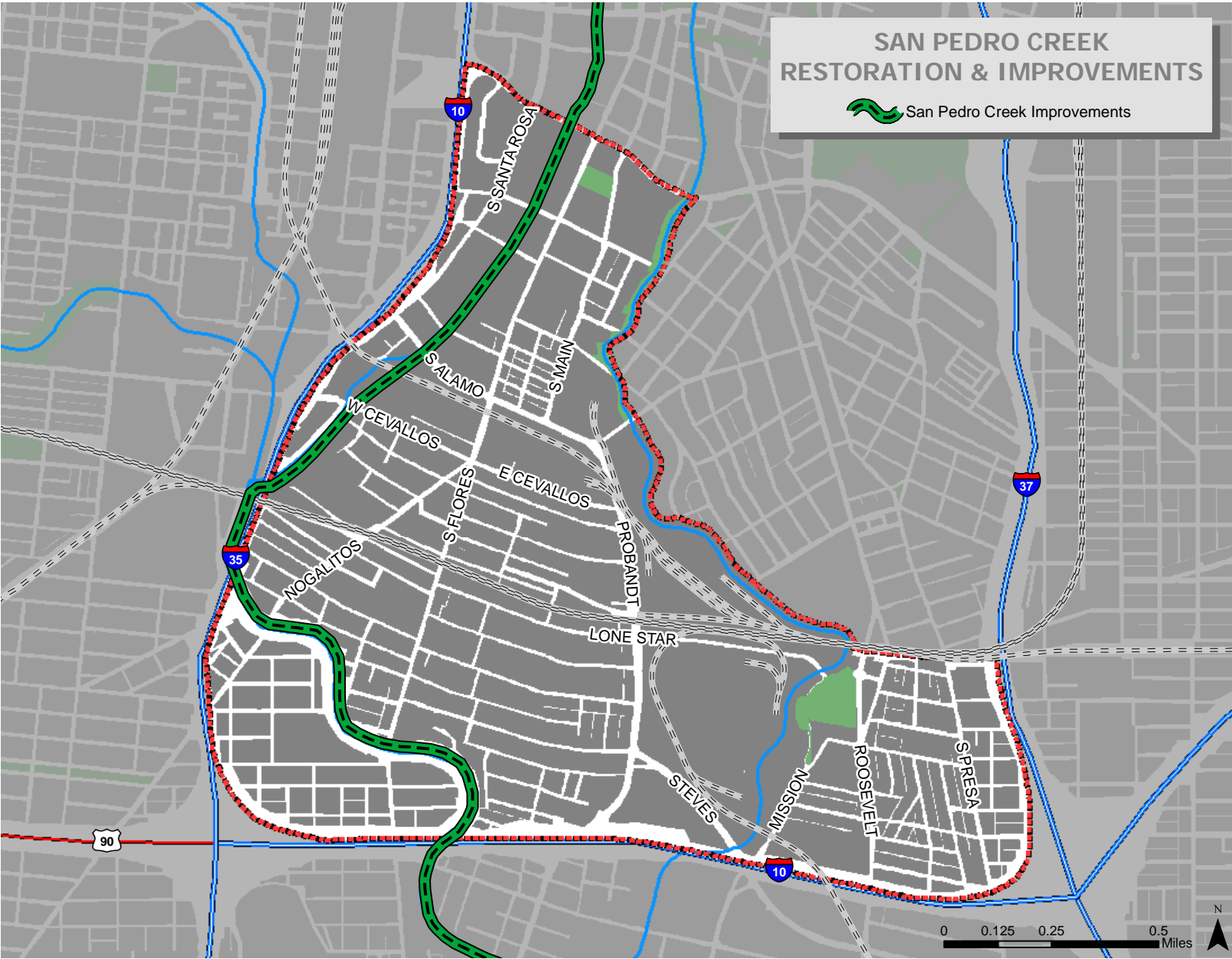
Source: West Side Creeks Restoration Project Conceptual Plan



Source: West Side Creeks Restoration Project Conceptual Plan

Top: The photographs show San Pedro Creek in its present state. The left photo shows a south view of the creek from Guadalupe Street while the right photo shows the creek as viewed from South Flores Street facing West. Above: The two illustrations above show the creek restoration concept. Opposite Page: The map shows the route of San Pedro Creek through the plan area.







## CF-8: Convert abandoned rail line to a hike and bike trail to create an east to west connection between San Pedro Creek and the San Antonio River.

*The conversion of an abandoned rail line into public trails would create an east-west connection between the San Antonio River Mission Reach and the future improvements to San Pedro Creek forming a network of interconnected greenways. Establishing this network benefits the residents and visitors alike, by creating destination open space and recreation opportunities. The connections created between the trails and streets also create nodes for development and focus for other investments. This goal is consistent with the Center City Strategic Framework Implementation Plan<sup>1</sup> recommendations for Public Investment and supports the SA2020 Vision for Downtown Development and Neighborhood and Growth Management<sup>2</sup>.*

**Strategy CF-8.1:** Acquire property from Union Pacific and other current owners utilizing a land swap for city surplus properties and through fee simple transactions. See Proposed Trails Map.

**Strategy CF-8.2:** Acquire vacant properties adjacent to rail-to-trail to be utilized as park space where feasible. Acquire access easements when property acquisition is not feasible. See Proposed Trails Map.

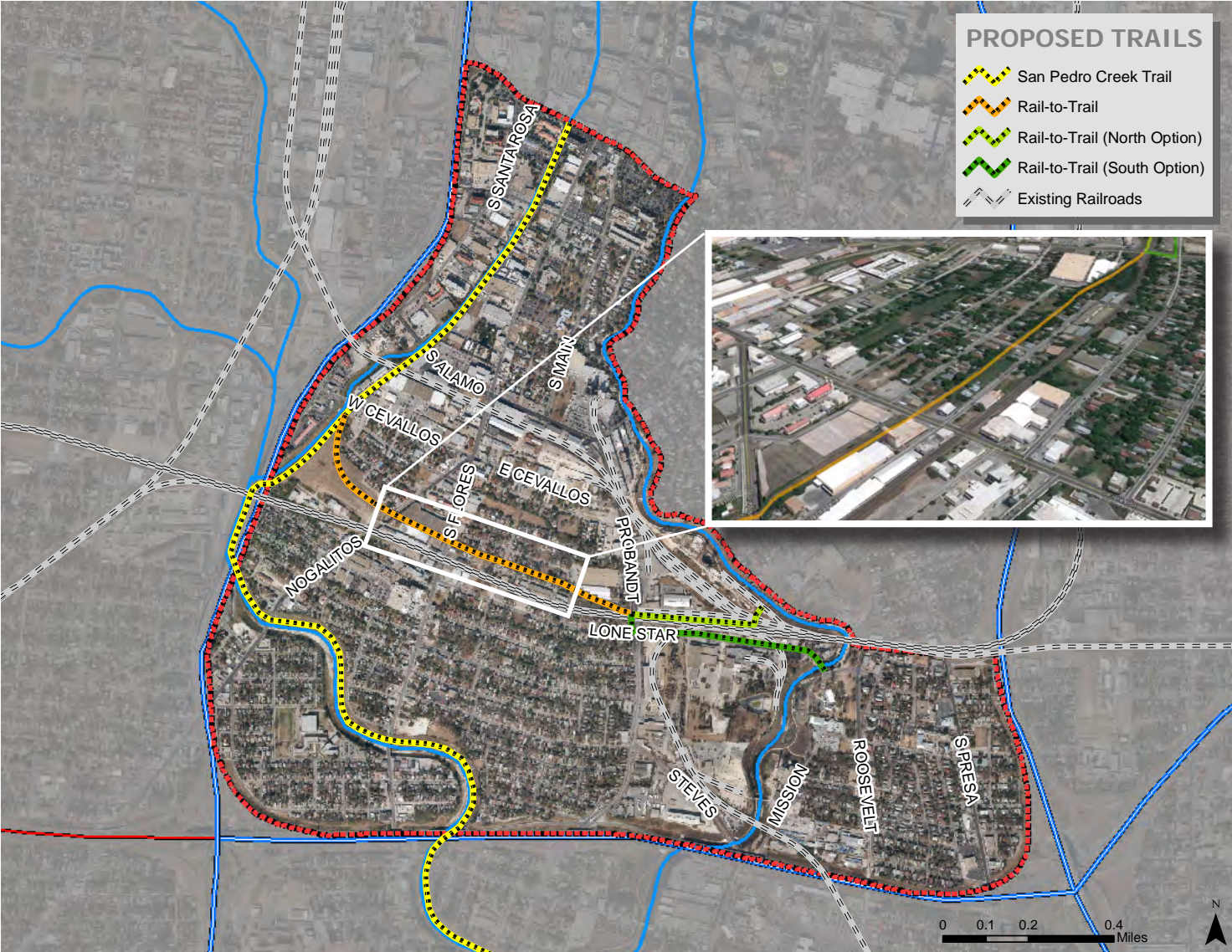
**Strategy CF-8.3:** Design and construct rail-to-trail improvements.



1 Center City Strategic Framework Implementation Plan p. 10, p. 40  
2 SA2020, p. 82

### Rails to Trails: Recommended Design Guidelines

- Design should be sensitive to the context of the community character and culture.
- Preserve historic MK&T Rail Road bridge over Nogalitos Street.
- Use asphalt/concrete trail surface to accommodate multiple uses (walking and cycling). Light broom finish recommended for concrete to prevent slip hazard.
- Minimum trail width of 12 feet. Recommend 15-foot width with separate treads for different users where conditions allow (10 feet for bicyclists, 5 feet for walkers/runners).
- Safety for cycling, walking, and running:
  - Pavement markings (center stripe) or grass median to separate pedestrian and bicycle traffic
  - Clearly identify crossings with warning lights, painted crosswalks, signage, etc.
  - Design intersections to minimize potential conflict between trail users and motorists
- Plant vegetation around the trail to enhance barren areas, provide shade for year-round use, and provide soil retention and mitigate erosion.
- Proper drainage for water to avoid maintenance and prevent standing water.
- Provide furnishings:
  - Water fountains
  - Bicycle racks
  - Shade structures
  - Dog waste bag dispensers
  - Benches
  - Tables
  - Trash/recycling cans
  - Exercise stations
- Accessible to community
  - multiple entry points
  - level grade entry for wheelchairs and bicycles
- Display public art to enhance community and trail identity.
- Lighting for safety, but which is unobtrusive to adjacent properties. Recommend 3-foot bollard lighting or similar style.
- Way finding signage
- Informational signage



Opposite page: Trail design should create an inviting space for multiple users with different needs. Left (from top): Conceptual rendering of a trail segment as viewed from South Flores Street. The MK&T Rail Road bridge over Nogalitos Street viewing North. The abandoned rail line passes through industrial, commercial, and residential areas, often in close proximity to buildings.



**CF-9:** Establish parks where feasible, particularly west of the San Antonio River, to increase community access to park space.

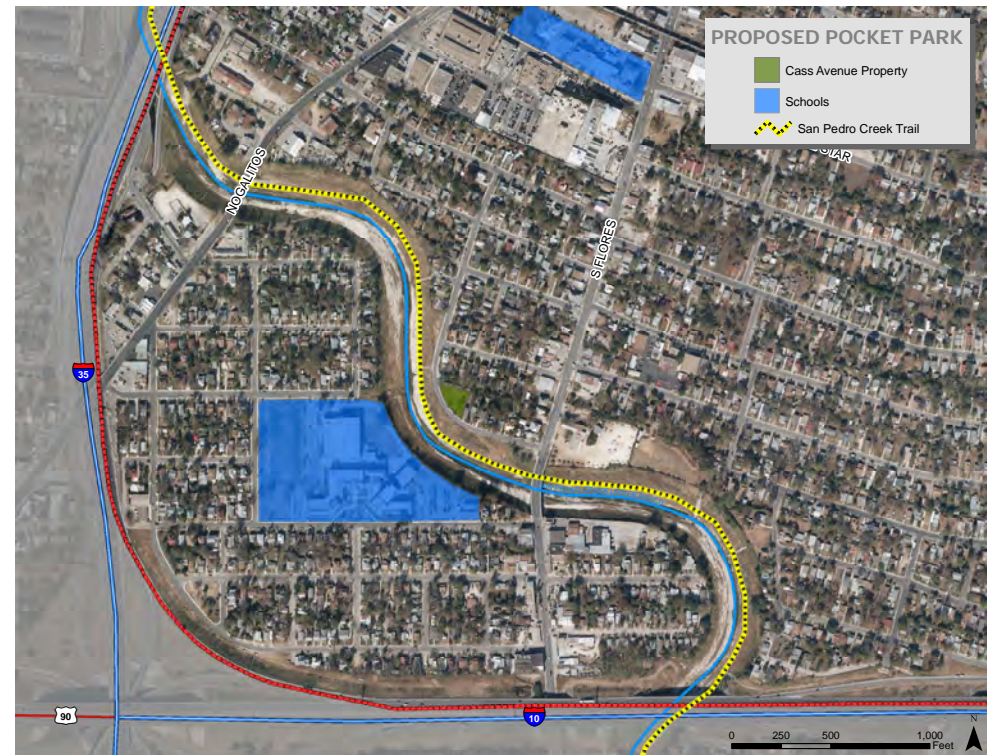
*Accessibility to recreational and exercise opportunities is essential to the health and overall wellness of a community. Healthy living and park space accessibility was also a concern of residents in the Plan area. In addition to encouraging physical activity, it has been shown that parks can reduce crime, revitalize local economies, and help bring neighborhood residents together. The area at the southwest corner of the plan area, generally south of Cevallos Street and west of Probandt Street, suffers from limited access to park space and recreational services when compared to other areas in the city. When coupled with the limited amount of land available for park development, the City's challenge providing these crucial services is very apparent. However, innovative solutions to providing these crucial services could reduce service-delivery costs to the City while providing timely services this underserved community. Converting existing school grounds and underutilized city-owned and privately owned properties into community recreational use and accessible open space is an outside-the-box approach to providing these services. Further, other underutilized properties, such as abandoned rail lines and former brownfield sites, should be considered as another innovative mode to secure recreation and open space while also removing a potential blight in the community. This goal is consistent with the SA2020 vision for Neighborhood and Growth Management<sup>1</sup>.*

**Strategy CF-9.1:** Transform city owned property on Cass Avenue into a pocket park. See Proposed Pocket Park Map.

**Strategy CF-9.2:** Expand the SPARK School Park Program to include Harris Middle School, Briscoe Elementary, and Robert B. Green Elementary. Give priority to Harris Middle School SPARK Park.

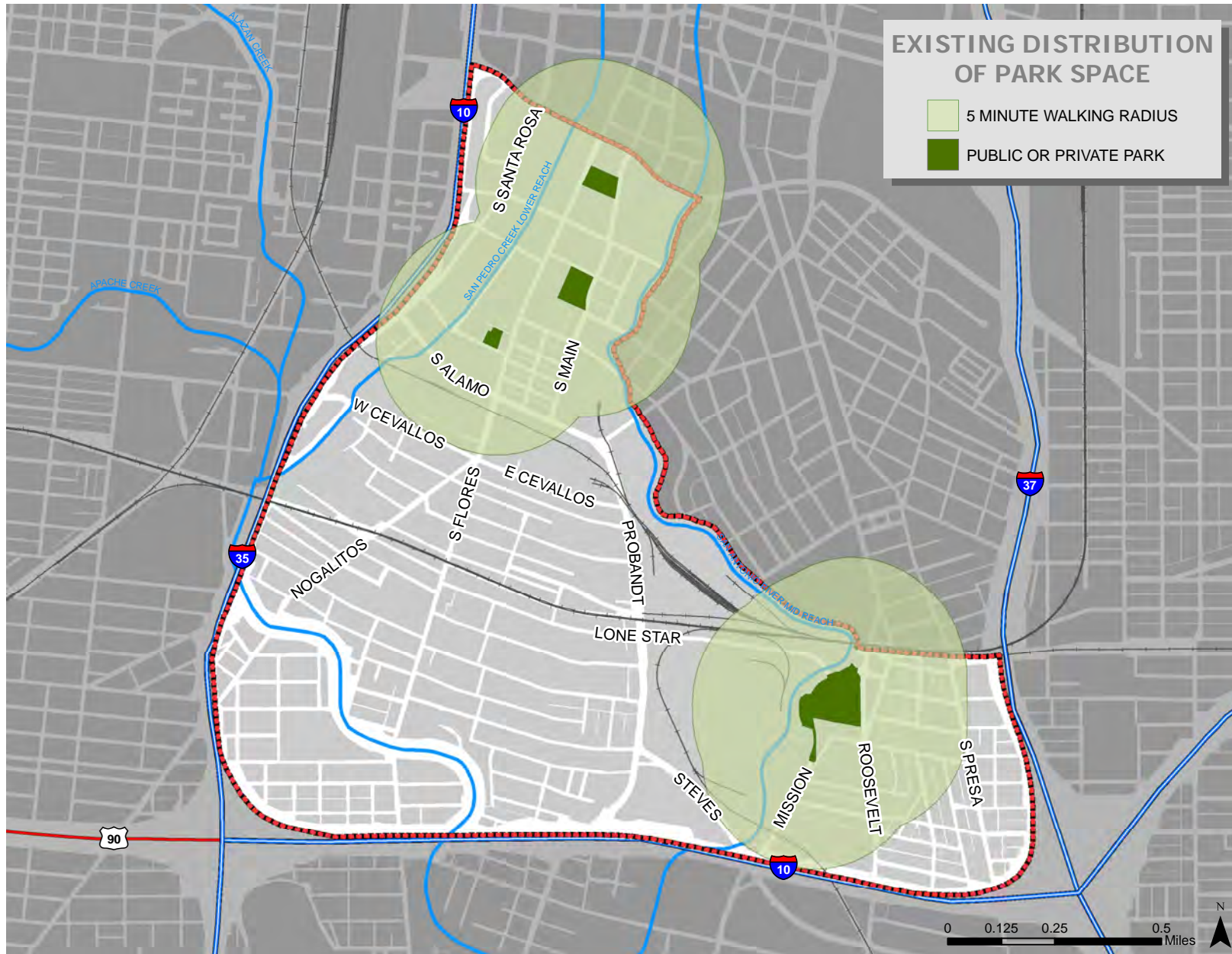


Source: Public Art San Antonio

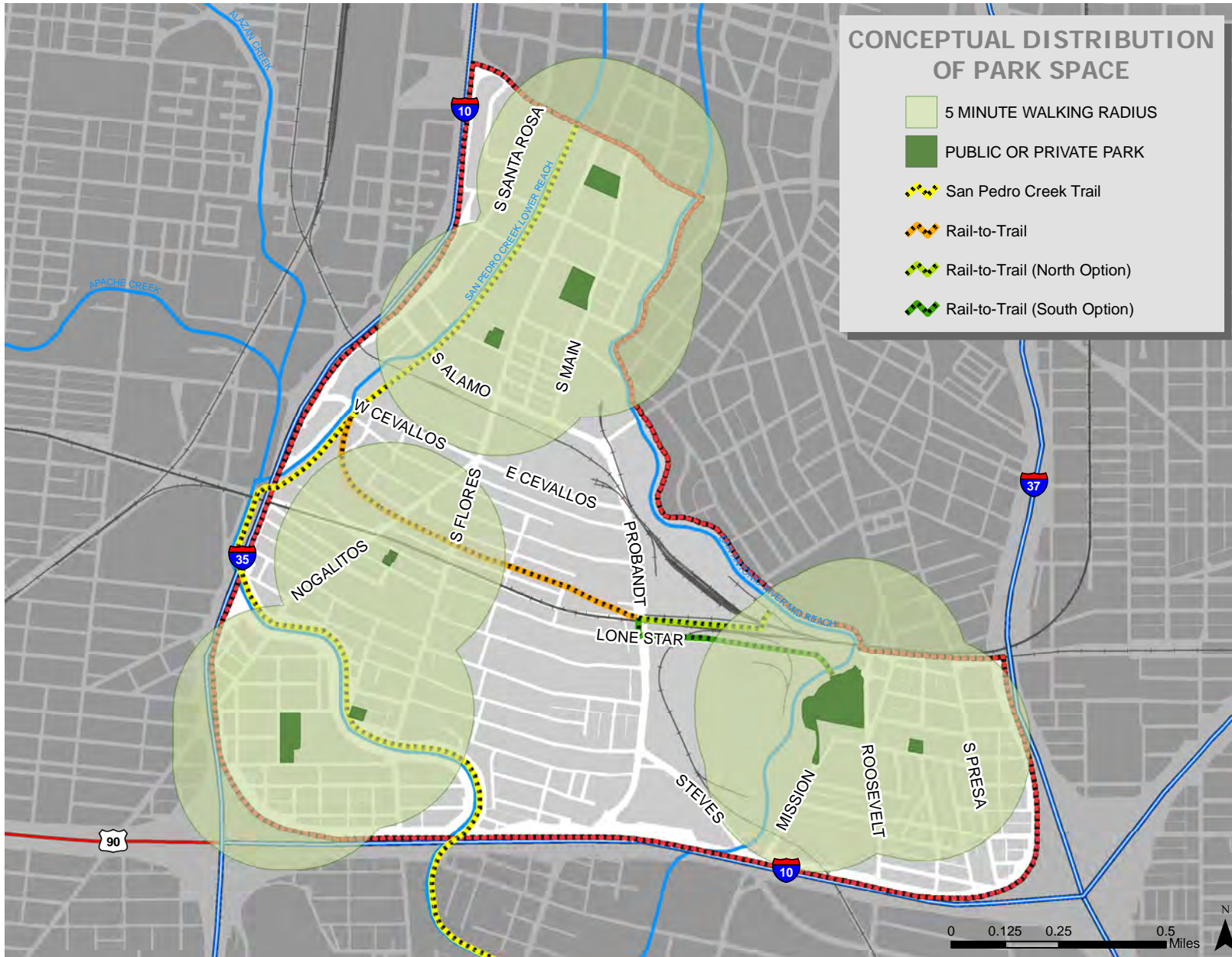


Top left: A series of eight ceramic tile-covered bollards by Twyla Arthur, 2005, to be used as seating and public gathering area. Top right: The city owned open space on Mockert Street and Cass Avenue.

1 SA2020, p. 82



Above and Next Page: These maps show the existing park space distribution (above) and the distribution of park space that should result through the implementation of these strategies (next page).



# GOALS & STRATEGIES

## quality of life



*Adaptive re-use of the City's industrial heritage for  
arts, entertainment, and creative living space.*





# Introduction: Quality of Life

A significant goal of the Lone Star Community Plan is to improve the overall Quality of Life. Quality of Life generally refers to well-being of individuals and communities and their interrelationship. There are many physical and environmental factors that affect the well-being of all citizens. Physical factors include the physical environment, such as buildings and streets and their accessibility, design, relationship with each other and their locations. A component of this physical environment includes public art (or art in the public realm), sense of place, liveliness, and the type of available services by both the public and private sectors. Many of these factors were visited in previous chapters of this plan. Environmental factors include community safety, cleanliness, environmental features (such as trees and air quality), and the general appearance of a community. This Plan seeks to address the overall Quality of Life by synergizing the inter-relationships between the physical and environmental factors.

One way of improving the Quality of Life within the Plan area would be the promotion of a well-maintained housing stock – exceeding the minimum Code requirements. A well-maintained house, with landscaping and trees in the yard, will not only increase the value of the property, but also it will contribute positively to the overall wellness and livability of the neighborhood.

It should be noted that this section will mostly focus on City services such as: public art; code enforcement; housing rehabilitation; community identity; environmental; public safety and public health. These topics were emphasized and discussed during the public input phase to a great length, with more “physical-type” improvements being advanced in other chapters.

The Quality of Life section reflects a sound attempt to improve the Quality of Life in this evolving part of San Antonio's Center City.



## Quality of Life Themes

- Enhanced City Services
- Housing Improvements
- Capitalize on the Creative Community
- Improve Public Health and Safety
- Environment





## NATURAL ENVIRONMENT

### QL-1: Increase tree canopy along local streets and public areas.

*Planting trees will provide shade on sidewalks and on structures. This will make walking on sidewalks more convenient, help reduce power consumption of households during summer months and increase tree canopy coverage. This goal is consistent with the SA2020 vision for Natural Resources and Sustainability<sup>1</sup>.*

**Strategy QL-1.1:** Distribute 100 trees each year through 2020 for planting in the front yard of residential parcels and in public areas such as parks and right-of-way medians and islands.

#### How the Tree Adoption Event Incentives for Neighborhoods Program Works

- Neighborhoods may receive trees for free of charge if neighborhoods provide sweat equity during tree planting events to reduce the cost of planting and maintaining new trees
- The City Arborist will provide expertise (in terms of determining tree locations, choosing the right type of tree and actual planting) at tree planting events
- DPCD sends notices to property owners and neighborhood for community outreach



Example of well-shaded residential streets



Volunteers at a tree planting event

1 SA2020, p. 74



## ARTS & CULTURE

**QL-2:** Support art and artists through public art projects and cultural tourism programs.

*Arts and culture defines the character of the Plan area. Support for arts and culture is vital for the community to thrive and differentiate itself from rest of the City. This goal is consistent with the SA2020 vision for Arts and Culture<sup>1</sup>.*

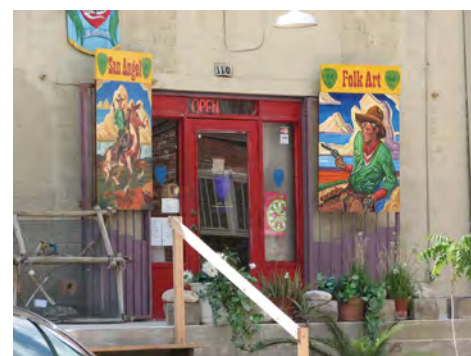
**Strategy QL-2.1:** Incorporate public art into the catalytic infrastructure projects identified in Table QL-2.1.

**Strategy QL-2.2:** Work with local non-profits to develop increased funding opportunities for arts education programs within the Plan area.

**Strategy QL-2.3:** Include Lone Star Neighborhoods in DCCD Cultural Corridors Initiative that celebrates and recognizes burgeoning arts developments in the Plan area as economic and cultural generators.



Examples of public art



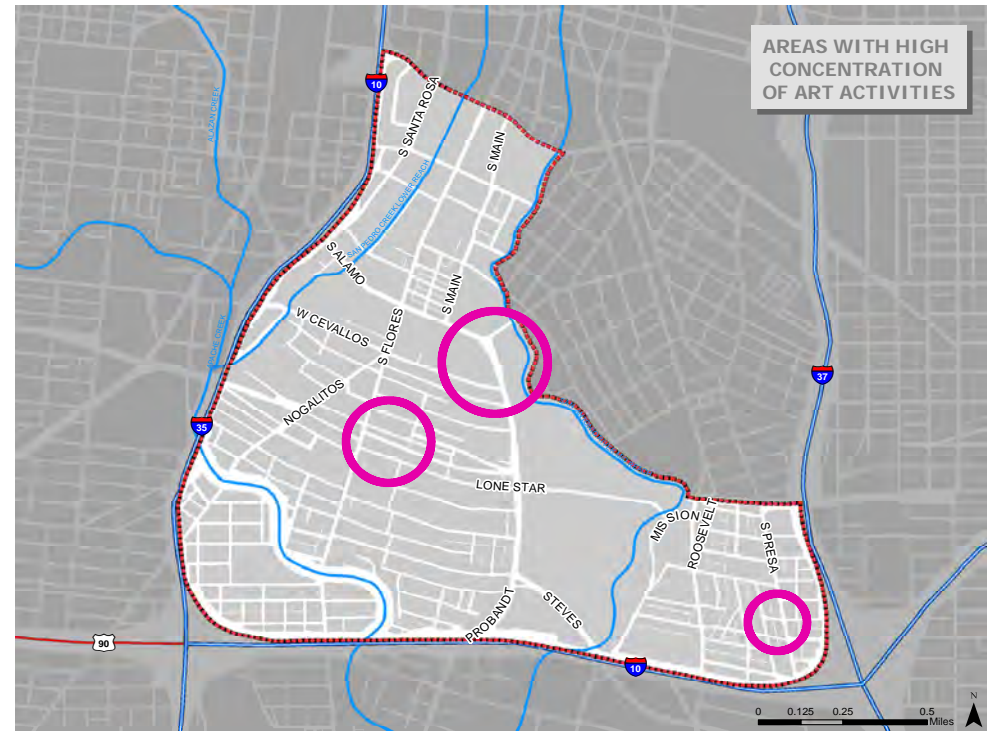
Various art establishments in the plan area

1 SA2020, p. 16



Table QL-2.1: Public Art for Catalytic Projects

Catalytic Project	Location
Rails to Trail Project	Probandt and abandoned railroad tracks
Major street improvements projects	Appropriate locations include: Lone Star, Nogalitos, Probandt, South Alamo, South Presa, Steves and South Flores
New Riverwalk connections	Steves at San Antonio River, and San Pedro Creek at future on-street east-west connector between San Pedro Creek and San Antonio River Mission Reach



Various art establishments in the plan area





## HOUSING

### QL-3: Rehabilitate existing housing stock.

*A well-maintained housing stock will contribute to maintaining and in some cases increasing property values as well as health, safety and well being of the neighborhood.*

**Strategy QL-3.1:** Prioritize identified houses in the neighborhood for receiving enhanced assistance through the City's Housing Programs. See Structure Grading Map.

**Strategy QL-3.2:** Rehabilitate targeted housing stock. Leverage other programs to provide full housing rehabilitation service.

**Strategy QL-3.3:** Market CPS Energy's Weatherization Program in the Plan area.

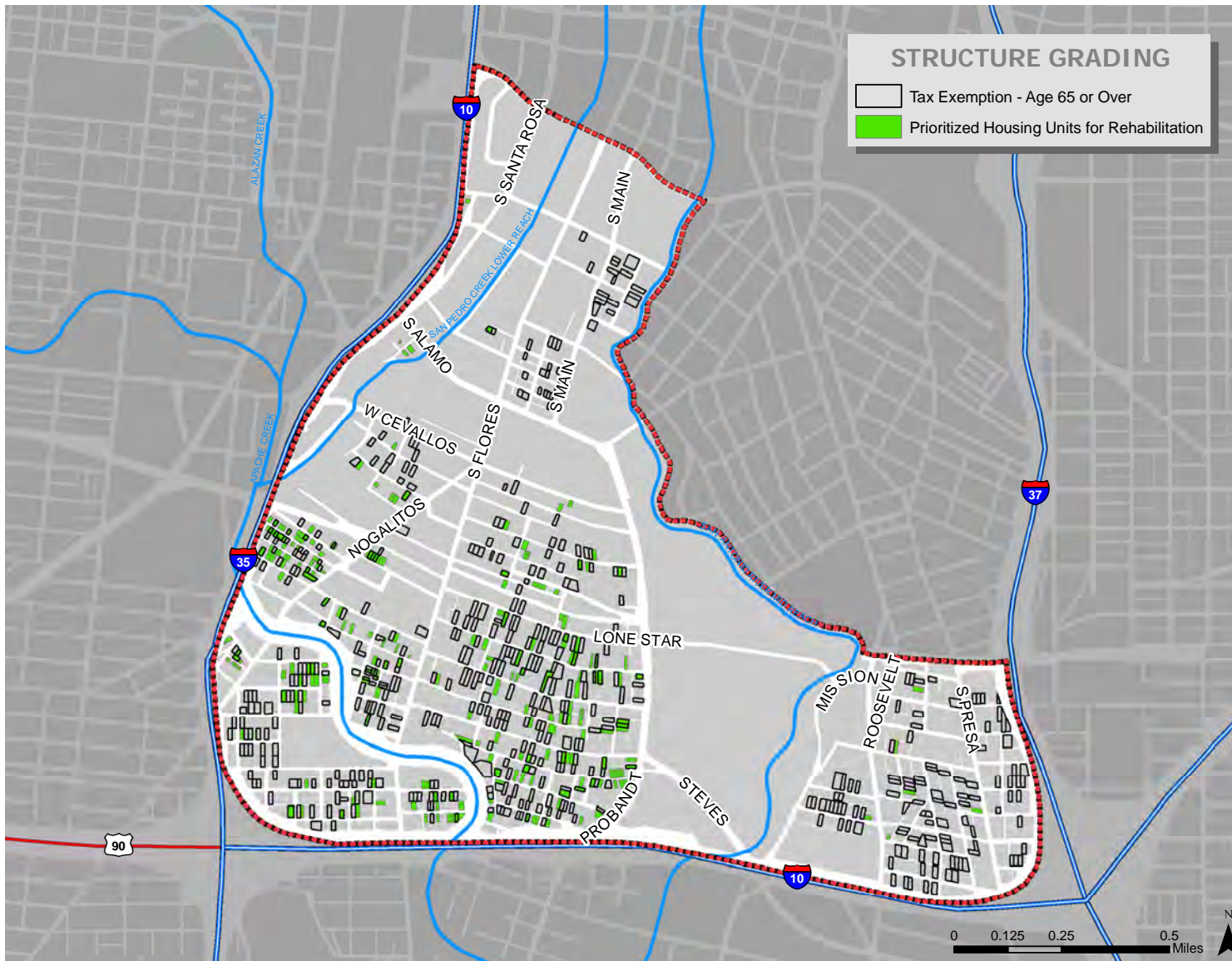
**Strategy QL-3.4:** Identify structures that are eligible for historic district designation. Protect and revitalize these structures through local historic district designation and provide eligible rehabilitation incentives for historically designated properties.



Examples of potential structures that may benefit from COSA's Housing Program



A residential unit built by COSA's Housing Program



Structures graded by the Bexar County Appraisal District appraisers based on properties' structural integrity



# CODE COMPLIANCE

**QL-4:** Address the sites that threaten public health, safety and welfare by increasing monitoring and clean-up activities in the plan area for anti-dumping, graffiti removal and illegal storage prevention.

*This goal will help to achieve a clean and orderly neighborhood where people will enjoy living and visiting.*

**Strategy QL-4.1:** Conduct a neighborhood sweep of the plan area annually starting in 2013 through 2016.

**Strategy QL-4.2:** Target the nuisance locations in Table QL-4.2 for code enforcement violations.

**Strategy QL-4.3:** Coordinate with neighborhood associations to implement the Code Rangers Program in the Plan area.

**Strategy QL-4.4:** Provide at least one bulky item drop-off event in the Plan area per year by utilizing the City's Dial-a-Trailer Program.

**Strategy QL-4.5:** Encourage residents to take advantage of Free Landfill Day with targeted marketing in the Plan area.

**Neighborhood Sweep**

During a Neighborhood Sweep, Code Enforcement Officers bring much-needed attention and City services to a neighborhood over a focused period of time. Typical services provided include junk vehicle removal, street sweeping, graffiti abatement, vacant lot clean-ups, animal control, and fire safety inspections.



Various code violations in the Plan area

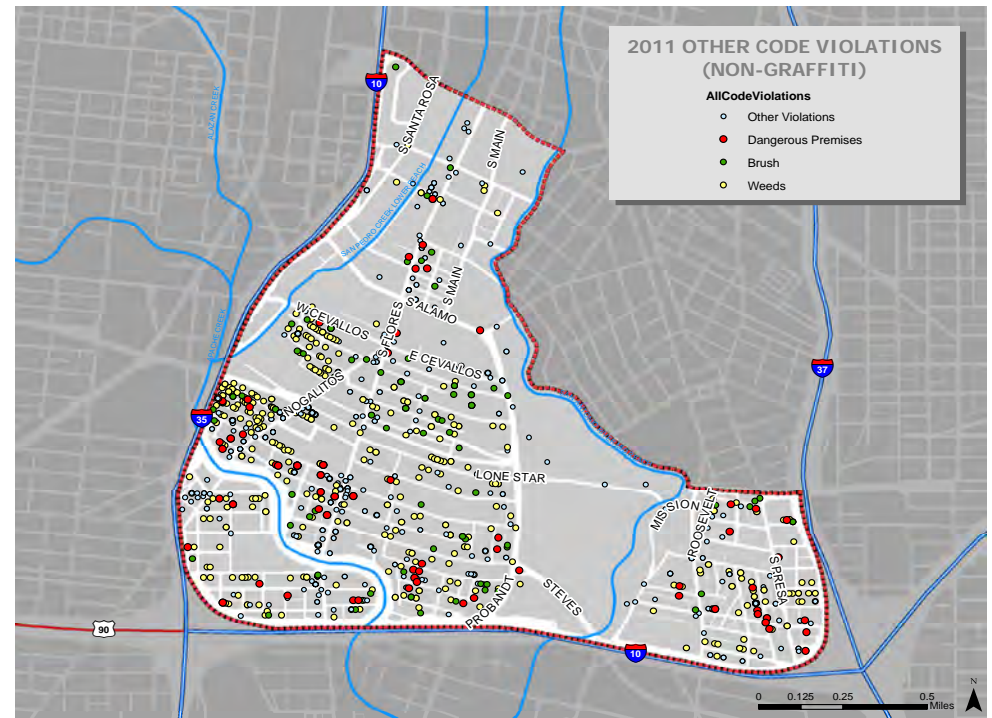
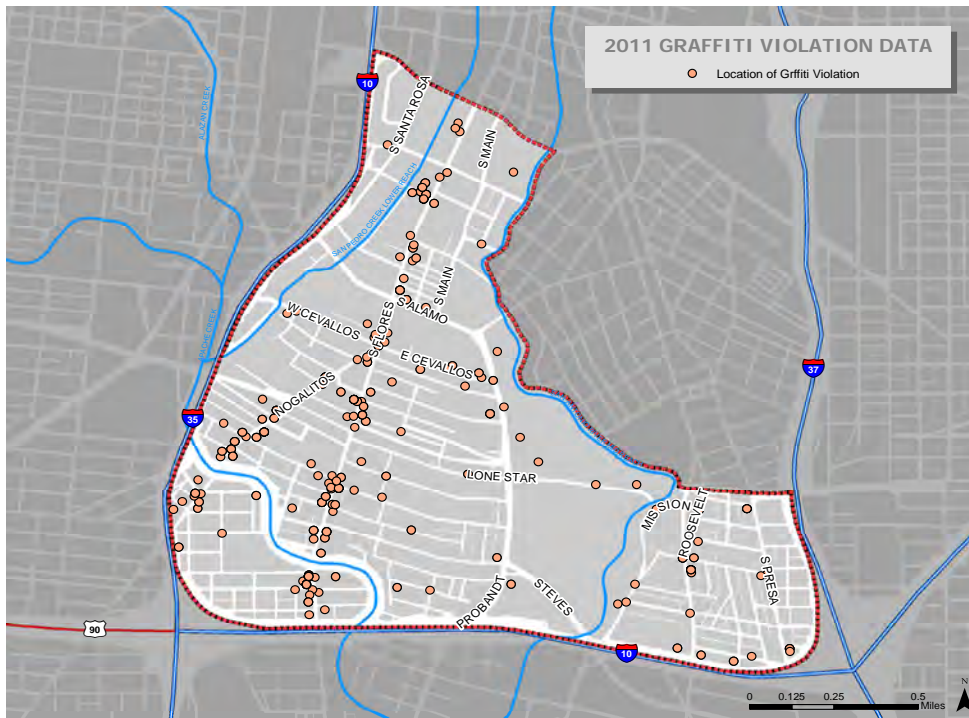
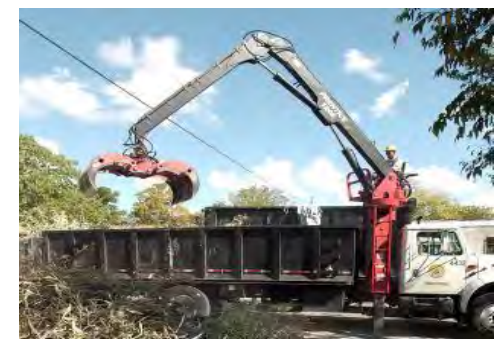


Table QL-4.2: Targeted Code Enforcement Violations

Location	Violation
W Boyer and IH-37 underpass	Illegal dumping
Clay and Probandt	Dirty vacant lots
Area between RR tracks – IH-10 – W Lachapelle	Illegal dumping
S Flores between Bank and IH-10	Various
Keller between S Flores and Nogalitos	Graffiti







# COMMUNITY IDENTITY

**QL-5:** Preserve, promote, and enhance identities of area's distinct neighborhoods through public art, signage and cultural tourism initiatives.

*Area specific signage and public art will help establish the community with its own branding and identity. This will help to attract more visitors to this area who can travel safely and conveniently. This goal is consistent with the SA2020 vision for Neighborhoods and Growth Management<sup>1</sup>.*

**Strategy QL-5.1:** Create community identity guidelines including design, shape and color palette for way-finding signage to incorporate into downtown way-finding signage and installation project.

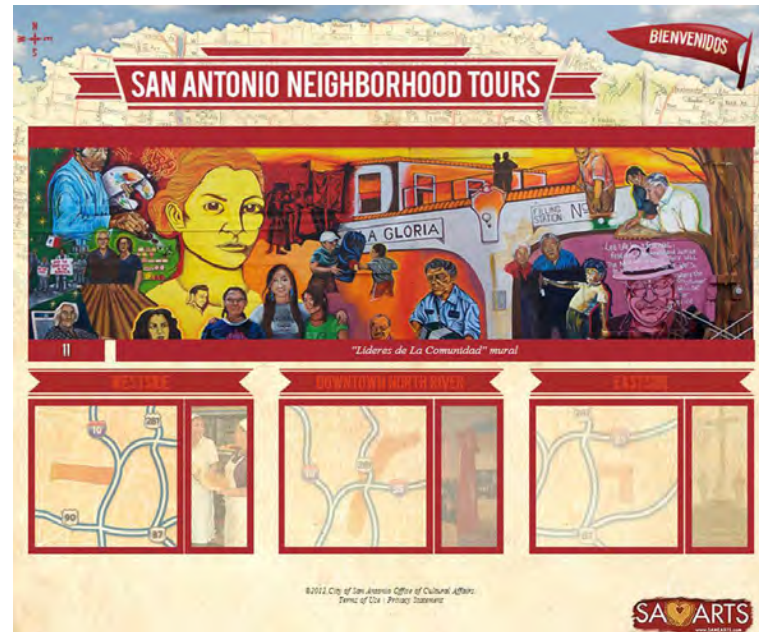
**Strategy QL-5.2:** Restore Neighborhood Improvement Challenge Grant Program See text box for program details.

**Strategy QL-5.3:** Create an on-line web based project to highlight the significant artistic, cultural, and historic nature of neighborhoods within the Plan area.



**Neighborhood Improvement Challenge Grant Program**

- \$100,000 in City funds to leverage private matching funds or private in-kind contributions for neighborhood improvement projects (\$95,000 in grants, \$5,000 administration).
- Between \$2,500 and \$5,000 dollars available per project.
- All projects will have a 1:1 match.



City's Neighborhoods Tour Website



1 SA2020, p. 82



## PUBLIC SAFETY

### QL-6: Increase the sense of safety by enhancing lighting and adding bike patrols.

*A safe environment is vital for any place to be considered livable. A safe environment is crucial to an active, healthy and successful community. This goal will enable area residents and visitors to use public spaces safely at any time during the day. This goal is consistent with the SA2020 vision for Community Safety<sup>1</sup>.*

**Strategy QL-6.1:** Assess locations for where additional street lighting is needed in the Plan area. Install LED lamps and fixtures where recommended.

**Strategy QL-6.2:** Increase Bike Patrols along the River.



Source: E-Lite Opto Tech

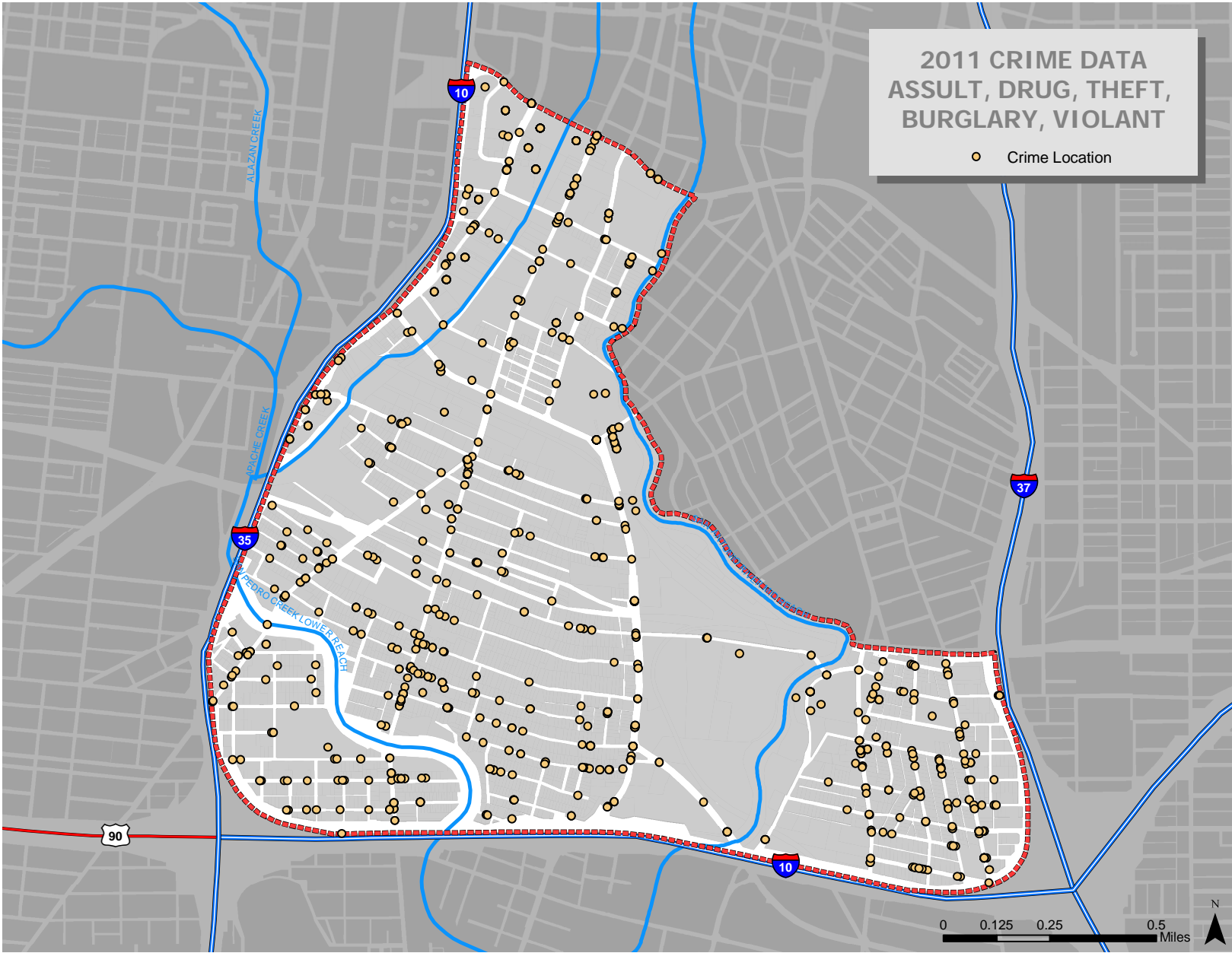


An example of LED streetlight fixture and a LED lit street



A SAPD Bike Patrol Officer

1 SA2020, p. 22





## ANIMAL CARE

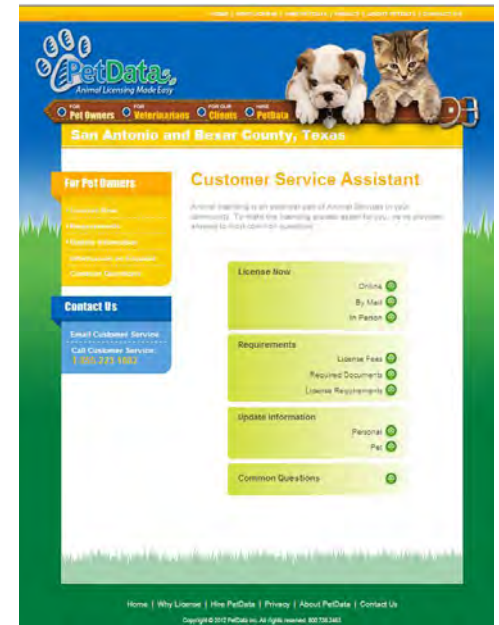
### QL-7: Increase animal care services to control the stray animal population.

*Creating a stray-free environment will help to achieve a safe neighborhood.*

**Strategy QL-7.1:** Increase patrols and enforcement along San Pedro Creek.

**Strategy QL-7.2:** Conduct a licensing drive which includes free pet license. (Funds for this strategy may only be available if Plan area qualifies as a Comprehensive Neighborhood Sweep Initiative Area.)

**Strategy QL-7.3:** Conduct annual Mobile Spay and Neuter Surgery Clinic in the Plan area through 2020. (Funds for this strategy may only be available if Plan area qualifies as a Comprehensive Neighborhood Sweep Initiative Area.)





## PUBLIC HEALTH

### QL-8: Provide active and healthy lifestyle opportunities.

*Keeping an active lifestyle will lead to healthy individuals in the community. This will help reducing healthcare and transportation expenses of individuals and will reduce emissions from vehicles. This goal is consistent with the SA2020 vision for Health and Fitness<sup>1</sup>.*

**Strategy QL-8.1:** Target plan area for Healthy Restaurants, Healthy Menu “Por Vida” and Healthy Stores “Tiendita Por Vida” initiatives.

**Strategy QL-8.2:** Consider routing a future Siclovia event through the Plan area to involve new and long-time residents in healthy living activities and showcase redevelopment projects.

**Strategy QL-8.3:** Add B-Cycle stations on South Flores and South Alamo intersection, future parks, and the future Lone Star Brewery development.

#### Active Lifestyle by Walking and Biking

Healthy eating habits and active lifestyles are the two major components for having and maintaining good health. Regular exercise or physical activity helps many of the body’s systems function better, keeps away heart disease, diabetes, and a host of other diseases, and is a key ingredient for losing weight.

Walking is an ideal exercise for many people—it doesn’t require any special equipment, can be done any time, any place, and is generally very safe. Studies have demonstrated that this simple form of exercise substantially reduces the chances of developing heart disease, stroke, and diabetes. Recent reports suggest that bicycling offers similar benefits to walking.

Source: Harvard School of Public Health



Siclovia and Better Block events in San Antonio

#### Siclovia

Siclovia is San Antonio's version of opening up streets to all users (except cars) on a Sunday for people to run, bike, rollerskate and socialize. It promotes a sense of community and physical activity in a non-traditional public space.

#### Bike Sharing

San Antonio's B-Cycle is a municipal bike share system that provides a low-cost, convenient, and healthy transportation alternative for short trips.

#### Better Block

Better Block project is a demonstration tool that revisions an area to show the potential to create a great walkable, vibrant neighborhood center. The project acts as a living charrette so that communities can actively engage in the “complete streets” buildout process and develop pop-up businesses to show the potential for revitalized economic activity in an area.

1 SA2020, p. 66



Metro Health Initiatives



PLAY IN THE STREET



NEW in October, kick off the fun with a run at the Siclovía 5K Run/Walk, San\* at Alamo Plaza. Details at register.leapweb.com. \*Route will be closed to cyclist until 10am.

Sunday, October 7, 2012 10am - 3pm



FREE and open to everyone!



Enjoy a safe, car-free route open to pedestrians, bicyclists and recreational activities. Along the way, enjoy Reclavias providing healthy fun activities for your entire family!

Join us in making San Antonio a healthier city. For more information visit www.siclovía.org

Sponsorships available! Contact 210.246.9697 for details.



Example of mobile food vendors; Source: Houston Chronicle

B-Cycle station at Roosevelt Park



B-Cycle station locations

**IMPLEMENTATION MATRIX**  
**land use**  
**transportation & infrastructure**  
**community facilities**  
**quality of life**



*Adaptive re-use of the City's industrial heritage for  
arts, entertainment, and creative living space.*





# Introduction: Implementation Matrix

The Implementation Matrix succinctly outlines the goals and strategies introduced in the Land Use, Transportation & Infrastructure, Community Facilities, and Quality of Life chapters of this Plan. The Implementation Matrix includes goals, strategies, timelines, partners, estimated costs, and funding sources. Acronyms are used frequently; please refer to the Acronym Glossary in Appendix A for full names.

## Goals & Strategies

The goals and strategies were developed through a community-based planning process that is described in greater detail in Chapter 1. The public input activities conducted as part of the planning process were designed to generate strategies that can be completed by 2020. Due to the longer funding cycles for larger infrastructure projects, the strategies for these types of projects may include programming but not necessarily physical construction of these projects by 2020.

## Time Frames

The Plan includes strategies that can be completed or programmed by 2020. If specific time frames are known, they are provided. Otherwise time frames are classified into three levels:

- Short - 1 to 2 years following plan adoption
- Mid - 3 to 5 years following plan adoption
- Long - 6 to 7+ years following plan adoption

Some action items have been classified as "Ongoing." These action steps require continuous effort.



## Implementation Lead and Partners

The leads for the individual implementation strategies include various City departments and partner agencies. Designating a City department or outside partner agency as the lead is a significant departure from previously adopted Community Plans. In previously adopted plans, neighborhood associations and other community groups were usually designated as the lead and city departments and outside agencies were typically the partners. As the lead, the neighborhood associations or community groups were expected to coordinate the implementation of the strategies. This approach has been met with minimal success. The Lone Star Community Plan relieves the neighborhood associations and other community groups of the lead responsibility and instead places them in a partner

role. The City departments and outside agencies that are designated as the leads (indicated with bold lettering in the matrix) are expected to actively pursue the implementation of the strategies in the time frames provided.

## Cost Estimate

Cost estimates are provided in most cases and are based on best available information. They are only to be used for budgeting purposes. Actual costs will vary.

## Funding Source

The funding sources listed in the matrix are recommendations based on current sources of funds. Other funding sources may be pursued if they are more appropriate and should be pursued as they become available.



# Land Use Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source	
<b>GOAL LU-1: Establish performance standards for industrial uses. Phase out industrial uses that do not comply with performance standards with a combination of zoning changes and relocation assistance.</b>					
LU-1.1	Eliminate existing zoning that allows industrial uses that do not meet the performance criteria in Table LU-1.1 (pg. 28). (This strategy does not apply to properties designated as Business Park on the Future Land Use Map (pg. 41).)	Initiate at plan adoption and complete within 6-9 months	DPCD	\$13,000 with City Council waiver for application fees	DPCD, CDBG
LU-1.2	Encourage the relocation of industrial uses that do not meet the performance criteria in Table LU-1.1 (pg. 28) to suitable locations on city-owned property located outside of the Plan area. Assist relocating industrial business owners with environmental clean-up expenses to prepare the vacated sites for reuse/ redevelopment. (See LU-4.3). (This strategy does not apply to properties designated as Business Park on the Future Land Use Map (pg. 41).)	Initiate property search immediately	CCDO, EDD, CIMS, DPCD	varies	ICIF, EDIF, State and Federal Grants
LU-1.3	Allow low impact industrial uses associated with low volume production by an artisan subject to the performance criteria in Table LU-1.1 (pg. 28).	Initiate at plan adoption and complete within 6-9 months	DPCD	\$13,000 with City Council waiver for application fees	DPCD
LU-1.4	Encourage efforts to provide buffer areas and landscaping or neighborhood/ community commercial uses between Business Park and adjoining uses. Encourage the use of buffer areas for community events as business needs allow.	Ongoing	DSD, DPCD, CCDO	Minimal	DSD
<b>GOAL LU-2: Incorporate site and building design principles including attractive and functional streetscapes, inviting public spaces, creative design and material selection, sustainable development techniques, and a mix of uses into new development and redevelopment projects.</b>					
LU-2.1	Implement site and building design principles in Table LU-2.1 (pg. 31) through a comprehensive rezoning that utilizes "special zoning districts" to implement the Future Land Use Plan (pg. 41) and Physical Master Plan (pg. 46).	Initiate at plan adoption and complete within 6-9 months	DPCD	\$13,000 with City Council waiver for application fees	DPCD, CDBG
LU-2.2	Develop standards for utility placement in the Center City to minimize the impacts of power poles and associated infrastructure on view sheds, pedestrian mobility, and building placement.	Short	DPCD, CPS, CCDO	Minimal	DPCD



## Land Use Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source
LU-2.3 Conduct a better block demonstration project within the Plan area during FY13 to showcase the benefits of complete streets and the City's facade improvement program (Operation Facelift).	2013	DPCD, CCDO, DCCD, ULI, AIA, APA, UTSA COA	\$10,000	Grant
GOAL LU-3: Attract/ retain office, retail, and service uses through zoning and development incentives.				
LU-3.1 Rezone to ensure a community-scale grocery store and neighborhood-scale retail and service businesses such as neighborhood dry cleaners, coffee shops, restaurants, pharmacies, bike shops, and fitness centers are permitted where appropriate. Utilize "special zoning districts" to reduce minimum off-street parking space requirements to facilitate the reuse of existing sites.	Initiate at plan adoption and complete within 6-9 months	DPCD	\$13,000 with City Council waiver for application fees	DPCD, CDBG
LU-3.2 Utilize the full complement of community resources and incentive programs through 2020 to attract/ retain employment generating businesses to/ within the Plan area.	Ongoing	EDD, CCDO	Varies	EDIF
LU-3.3 Continue to authorize funding for the Center City Housing Incentive Program (CCHIP) Mixed Use Forgivable Loan Program through 2020 to incentivize first floor retail and commercial office space in new mixed use buildings. Market program within the Plan area.	Reoccurring	CCDO, IEDD	Portion of \$3M ICIF	ICIF
LU-3.4 Market Operation Facelift to owners of existing commercial buildings in the Plan area through 2020 to assist with facade improvements that will make existing and new business more viable. Begin outreach along South Flores and later expand to other major corridors.	Short and Ongoing	DPCD	Minimal	CDBG
LU-3.5 Add on-street parking striping and 2-hour limit signs to commercial corridors and side streets where space is available to serve neighborhood-scale retail and service businesses and facilitate the lease of existing buildings with limited off-street parking.	Ongoing	PW, CCDO, DTOPS	Approximately \$200/ sign, \$3/ linear foot for 4-inch wide white lines	ATD, General Fund
LU-3.6 Investigate the feasibility of establishing an improvement district in the Plan area. Consider including those parts of the Plan area that abut or are adjacent to the San Antonio River for initial expansion.	2018	Centro SA	\$50,000 for study	Assessments on property owners



# Land Use Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source
LU-3.7 Develop shared “park-once” facilities with structured off-street parking to minimize parking requirements for individual business owners and limit space devoted to surface parking lots.	Mid to Long Term	CCDO, Private Developer	\$100,000 for small 20-space surface lot to \$12M for 600-space garage	Private Developer, ICIF
<b>GOAL LU-4: Utilize Brownfields Program to facilitate the redevelopment of vacant buildings and contaminated sites.</b>				
LU-4.1 Develop inventory of brownfield sites within the Plan area by utilizing the Brownfields Inventory Evaluation System. See Table LU-4.1 (pg. 35) and Potential Brownfield Sites Map (pg. 35).	Short	CCDO, DSD	Minimal	CCDO, State & Federal Grants
LU-4.2 Provide technical assistance to help brownfield property owners/ responsible parties clean-up and redevelop sites.	Short and ongoing	CCDO	Minimal	CCDO, State & Federal Grants
LU-4.3 Perform Phase I and II Environmental Site Assessments (ESAs) for projects within the Plan area identified through the Brownfields Program. Provide priority assistance to industrial users that are vacating sites suitable for mixed-use reuse/ redevelopment. See also LU-1.2.	Short and ongoing	CCDO, CIMS	Minimal	CCDO, State & Federal Grants
<b>GOAL LU-5: Relax development code requirements that prevent or significantly increase the cost of improving and reusing existing buildings along the major corridors and redeveloping vacant and underutilized parcels; provide fee waivers and utilize TIRZ funds to offset the costs of returning these commercial properties to productive use.</b>				
LU-5.1 Track impediments to improving and reusing existing commercial buildings along the major corridors and submit findings and recommendations annually to the In-fill Development Task Force. Support code amendments that will not compromise safety, character, or the vision for the area.	Short and ongoing	CCDO, DSD, DPCD	Minimal	CCDO
LU-5.2 Ensure revised ICRIP policy continues to provide fee waivers for new and improving neighborhood-scale retail and service businesses in the Plan area.	FY2013	DPCD, CCDO	Minimal	DPCD
LU-5.3 Utilize TIRZ funds to pay for eligible expenses associated with catalytic redevelopment projects in the Plan area.	Ongoing	DPCD	Varies	Center City TIRZ, Westside TIRZ



## Land Use Implementation Matrix

Strategies		Time Frame	Lead & Partners	Cost Estimate	Funding Source
GOAL LU-6: Establish policies that provide for a range of housing types that are affordable to people at most income levels.					
LU-6.1	Rezone to provide for a range of housing types including single-family detached, townhouses, senior housing, live/ work units, and apartments.	Initiate at plan adoption and complete within 6-9 months	<b>DPCD</b>	\$13,000 with City Council waiver for application fees	DPCD, CDBG
LU-6.2	Support San Antonio Housing Authority (SAHA) efforts to obtain funding for, and construct new mixed-income housing within the Plan area.	Mid to Long	<b>DPCD</b> , SAHA, CCDO, City Council	Minimal	DPCD
LU-6.3	Support applications for Housing Tax Credits for the creation of mixed-income housing through new construction and the substantial rehabilitation of existing residential units to create an appropriate mix of price points for housing.	Ongoing	<b>DPCD</b> , Private Developers, City Council	Minimal	DPCD
LU-6.4	Support SAHA, private, and non-profit developer efforts to preserve and renovate affordable housing that already exists in the Plan area.	Ongoing	<b>DPCD</b> , Private Developers, City Council	Minimal	DPCD
LU-6.5	Freeze City property taxes at the current assessed value prior to residential rehabilitation for up to 10 years for properties that receive funding for improvements through the DPCD Housing Programs to maintain housing affordability in the Plan area.	Short and ongoing	<b>DPCD</b> , OMB, Bexar County Tax Assessor-Collector	Minimal	DPCD
LU-6.6	Market Substantial Rehabilitation Tax Incentives program to owners of designated local landmarks and properties within local historic districts within the Plan area. See Historic Properties Map (pg. 38).	Short	<b>OHP</b>	Minimal	OHP



# Transportation & Infrastructure Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source
<b>GOAL TI-1: Institute Complete Streets in the Plan area especially along: Cevallos, Lone Star, Nogalitos, Probandt, Roosevelt, South Alamo, South Presa, South Flores, and Steves.</b>				
TI-1.1 Improve pedestrian access and expand the bicycle on-street network on Cevallos, Lone Star, Nogalitos, Probandt, Roosevelt, South Alamo, South Presa, South Flores and Steves as recommended in Table TI-1.1 (pg. 56). See also the Proposed Bicycle Network Map (pg. 61).	Mid to Long	See Table TI-1.1	See Table TI-1.1	ATD, CDBG, 2017 Bond, Cat. 7 - STP-MM
TI-1.2 Complete a traffic study to recommend safety enhancements for all users at the following intersections: Probandt and South Alamo; Cevallos and Probandt; and South Flores, Cevallos, and Nogalitos.	Short to Mid	DPCD, CCDO, CIMS, PW	TBD	CDBG, MPO UPWP
TI-1.3 Improve bus shelters at major boarding locations and near high density developments to provide a comfortable place for passengers and to serve as public art spaces, where possible. See Table TI-1.3 (pg. 57).	Short	VIA, DCCD, DPCD, CIMS	\$40,000 - \$46,000 + purchase of easements	CDBG, VIA
TI-1.4 Install landscaping and trees to provide shade, create buffers for pedestrians and cyclists, promote aesthetically welcoming environments within the public right-of-way and allow for low impact development (LID) to minimize the effects of stormwater runoff. See also Strategy QL-1.1.	Short to Long	PARD, PW, CIMS	TBD	CDBG, 2017 Bond, Tree Mitigation Fund
<b>GOAL TI-2: Develop a safe multimodal north-south transportation thoroughfare on South Flores that accommodates bicyclists, pedestrians, automobile traffic, and mass transit.</b>				
TI-2.1 Provide support for VIA's Long Range Comprehensive Transportation Plan in order to improve transit service along South Flores. See also Strategy TI-1.3.	Ongoing	DPCD, VIA, CIMS, PW	Minimal	DPCD
TI-2.2 Conduct a corridor study that emphasizes a multimodal level of service for South Flores from Cesar Chavez to Cevallos to determine the ideal cross-section that is consistent with the proposed future land use plan.	Long	DPCD, PW, CCDO	\$36,000	CCDO, CDBG, DPCD, MPO UPWP
TI-2.3 Improve South Flores as recommended by the corridor study conducted under Strategy TI-2.2.	Long	PW, CIMS, OS, DPCD, MPO, VIA (Lead will depend on extent of improvements)	TBD	2017 Bond, General Fund, ATD, CDBG



# Transportation & Infrastructure Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source	
<b>GOAL TI-3: Improve connections between the river and the street through wayfinding and route signage.</b>					
TI-3.1	Establish a trailhead at Steves Avenue to the San Antonio River Mission Reach Trail and include parking, wayfinding signage and route markers at street level.	Mid	SARA, TxDOT	\$750,000	State or Federal Grants, Bexar County
<b>GOAL TI-4: Expand the east-west transportation network by establishing an on-street link for cyclists and pedestrians between the San Antonio River and San Pedro Creek.</b>					
TI-4.1	Designate bicycle facilities with signage and branding from the Westside Creeks Restoration Project and the San Antonio River Mission Reach to serve as an on-road link between the San Pedro Creek and the San Antonio River on: Guadalupe from IH-35 to South Flores Street; West Sheridan from South Flores Street to South Main Avenue; South Main Avenue from West Sheridan to West Johnson; and West Johnson to the San Antonio River. See Table TI-1.1 (pg. 56) and the Proposed Bicycle Network Map (pg. 61).	Short	SARA, PW, OS	\$2,500	ATD, CDBG
TI-4.2	Provide links and signage from the route in Strategy TI-4.1. to other bicycle facilities such as the current bicycle lanes on Main Street and the proposed bicycle facilities on South Flores.	Short	OS, PW, SARA	\$1,500	ATD, CDBG
TI-4.3	Reconstruct South Alamo from South Flores to Probandt to include bicycle lanes and wider sidewalks. See Table TI-1.1 (pg. 56).	Mid	TxDOT, MPO, OS, PW	TBD	Cat. 7 - STP-MM
<b>GOAL TI-5: Improve sidewalks on local residential streets.</b>					
TI-5.1	Construct and repair sidewalks to close the gap where pedestrian access is currently limited or nonexistent. See the Recommended Sidewalk Improvements Map (pg. 62) and Table TI-5.1 (pg. 63).	Short to Mid	PW, TxDOT for Spur 536	See Table TI-5.1	General Fund, CDBG, ATD, Cat. 7 - STP-MM
TI-5.2	Relocate and/or remove utility poles in the sidewalk where the sidewalk is obstructed such that it does not meet minimum Americans with Disabilities Act (ADA) requirements. See Table TI-5.2 (pg. 64).	Short to Mid	CPS	TBD	CPS, ATD, General Fund
TI-5.3	Upgrade outdated traffic signal poles that obstruct sidewalks. See Table TI-5.3 (pg. 64)	Short to Mid	PW	TBD	CPS, ATD, General Fund



# Transportation & Infrastructure Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source	
<b>GOAL TI-6: Improve connectivity to Blue Star Street.</b>					
TI-6.1	Conduct a feasibility study in order to estimate the cost to construct a new road to connect Blue Star Street to Lone Star Boulevard with an at-grade railroad crossing. See the Blue Star Street Extension Map (pg. 66).	Short	DPCD, PW, UP	TBD	MPO UPWP
TI-6.2	Based upon the results of the feasibility study, design and construct a new road between Blue Star Street and Lone Star Boulevard with an at-grade railroad crossing that is consistent with the Federal Railroad Administration requirements for Quiet Zones. Acquire right-of-way from affected property owners.	Mid	CIMS, UP, Blue Star Arts Complex	TBD	2017 Bond
TI-6.3	Complete a preliminary engineering study in cooperation with Union Pacific to determine the feasibility of abandoning the portion of the Kerrville Subdivision within the Plan area by diverting rail traffic to the Del Rio Subdivision via the Laredo Subdivision. See the Railroad Network Map (pg. 67).	Mid	DPCD, UP, Bexar County, PW, LSTAR	\$200,000	MPO UPWP
TI-6.4	Conduct a feasibility study with cost estimates for the extension of Cevallos Street from Probandt to Blue Star Street with an at-grade railroad crossing that takes into account the safety of cyclists and pedestrians crossing Probandt. See the Cevallos Street Extension Map (pg. 67).	Short	DPCD, PW, UP	TBD	MPO UPWP
TI-6.5	Based upon the results of the feasibility study, design and construct an extension of Cevallos Street from Probandt to Blue Star Street that prioritizes the safety of cyclists and pedestrians crossing Probandt, and abandon Blue Star Street right-of-way to the north. See the Cevallos Street Extension Map (pg. 67).	Mid	CIMS, TxDOT, Affected property owners	TBD	2017 Bond
<b>GOAL TI-7: Create better public transit service from Downtown to the San Antonio Missions utilizing Roosevelt Avenue.</b>					
TI-7.1	Develop and improve transit service from Roosevelt Park to the San Antonio Missions.	Short	VIA, NPS	TBD	VIA, NPS
TI-7.2	Conduct a feasibility study to investigate short term alternatives to adding a streetcar system for high capacity transit service along Roosevelt Avenue.	Short	VIA	Minimal	VIA





# Transportation & Infrastructure Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source	
GOAL TI-8: Address traffic concerns utilizing traffic management.					
TI-8.1	Conduct a feasibility study to determine where new or improved traffic management tools are warranted and construct necessary roadway improvements to address priority areas identified in the Traffic Management Prioritization Map (pg. 69).	Mid	DPCD, PW	TBD	MPO UPWP
GOAL TI-9: Address drainage issues on South Alamo, South Flores, Probandt, Lone Star, Nogalitos, South Presa, Steves, and Drexel utilizing low impact development (LID) strategies.					
TI-9.1	Conduct a drainage study to determine how to address drainage problems utilizing LID strategies. See the Drainage Concerns Map (pg. 70).	Short	SARA, PW, TXDOT	TBD	SARA
TI-9.2	Implement the improvements based on the drainage study.	Mid to Long	CIMS, SARA, TXDOT	TBD	2017 Bond, State and Federal Grants



# Community Facilities Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source
<b>GOAL CF-1: Provide entertainment opportunities in the parks by creating a multiple purpose outdoor space for community gathering, recreational activities, and performance opportunities and by programmatic improvements such as hosting movie nights or music performances.</b>				
CF-1.1 Include a multiple use outdoor space as part of the San Pedro Creek restoration improvements for community gathering, recreational activities, and performance opportunities.	Long	<b>SARA</b> , Bexar County, City of San Antonio	\$750,000	2017 Bond, Linear Creekway Funds, Bexar County West-side Creeks Fund
CF-1.2 Initiate outdoor movie screening series in Roosevelt Park and SAHA Park.	Short	<b>Neighborhood Associations</b> , PARD, DTOPS, SAHA, SAPF	Minimal	Sponsorship(s)
CF-1.3 Market DCCD grant funding opportunities to local non-profits to support musical and theatrical performances in public spaces such as Roosevelt Park and SAHA Park. Initiate a series of performances in Roosevelt Park and SAHA Park.	Short	<b>DCCD</b> , PARD, SAPF	\$12,000	DCCD Grants, Sponsorship(s)
<b>GOAL CF-2: Develop designated food truck and farmers market areas.</b>				
CF-2.1 Host Farmer’s Market in SAHA parking lot. (See San Antonio Housing Authority Site Activation Plan (pg. 75).)	Short	<b>SAHA</b> , Regional Farmers Market Association(s)	Minimal	SAHA
CF-2.2 Include a designated food truck area at SAHA Park to serve employees of nearby major employers (SAHA, COSA, ACCD, HEB). See San Antonio Housing Authority Site Activation Plan (pg. 75).	Short	<b>SAHA</b>	Minimal	SAHA (if adding seating area in park)
<b>GOAL CF-3: Initiate a community garden program.</b>				
CF-3.1 Create community gardens at SAHA Park and Cass Avenue pocket park. See also CF-9.1.	Short to Mid	<b>Neighborhood Associations</b> , Green Spaces Alliance, SAHA	\$6,000 (start-up costs)	Green Spaces Alliance Community Garden Funding, Metro Health Grant



## Community Facilities Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source
GOAL CF-4: Redevelop Lone Star Lake and pool as a community amenity.				
CF-4.1 Establish public-private partnership to rehabilitate the Lone Star Lake and pool.	Mid to Long	CCDO, Private Developer, OHP, CIMS, CCDO, SAPF	\$1.5M	Private Developer, 2017 Bond, SAPF fundraising campaign
GOAL CF-5: Increase community access to library services.				
CF-5.1 Monitor population increase within the Plan Area and adjacent neighborhoods to evaluate the need for additional library facilities. Consider establishing a co-located library in conjunction with a school or a storefront library within the Plan Area as the population nears 10,000 persons.	Mid to Long	SAPL, SALF, SAISD, CIMS	\$1M	2017 Bond
CF-5.2 Add public Wi-Fi service to Roosevelt Park and the Commander's House property to provide community access to library resources and the internet.	Short to Mid	ITSD, PARD, SAPL	TBD	ITSD
CF-5.3 Incorporate library services including public Wi-Fi service, laptop check-out, and book exchange into the Lone Star Recreational Facility or the Commanders House.	Mid	SAPL, PARD, ITSD	\$50,000 annually	2012 Bond, SAPL Annual Budget
GOAL CF-6: Preserve the Commanders House facility and expand the use of the property by increasing access to the grounds and enhancing services and programs offered.				
CF-6.1 Replace unsightly perimeter fencing at the Commander's House property with a historically appropriate ornamental metal fence subject to review and approval by the HDRC.	Mid to Long	PARD, OHP, CIMS	\$35,000	2017 Bond
CF-6.2 Add park seating and Wi-Fi to the grounds of Commander's House property. See also CF-5.2.	Mid to Long	PARD, Green Spaces Alliance, CIMS	\$75,000	2017 Bond
CF-6.3 Continue to provide senior services and activities at Commander's House.	Ongoing	PARD, DHS	Minimal	PARD, DHS



# Community Facilities Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source
<b>GOAL CF-7: Improve San Pedro Creek by restoring the creek ecosystem and adding recreational amenities such as hike and bike trails.</b>				
CF-7.1 Coordinate with partners to fund, design, and build San Pedro Creek improvements.	Long	<b>SARA</b> , Bexar County, US Army Corps of Engineers, CoSA	\$97M	2017 Bond, Linear Creekway Funds, Bexar County West-side Creeks Fund, US Army Corps of Engineers
<b>GOAL CF-8: Convert abandoned rail line to a hike and bike trail to create an east to west connection between San Pedro Creek and the San Antonio River.</b>				
CF-8.1 Acquire property from Union Pacific and other current owners utilizing a land swap for city surplus properties and through fee simple transactions. See Proposed Trails Map (pg. 83).	Long	<b>CIMS</b> , CCDO, VIA, PARD	\$1.4M (see also CF-8.2)	2017 Bond, State and Federal Grants
CF-8.2 Acquire vacant properties adjacent to rail-to-trail to be utilized as park space where feasible. Acquire access easements when property acquisition is not feasible. See Proposed Trails Map (pg. 83).	Long	<b>CIMS</b> , PARD	\$1.4M (see also CF-8.1)	2017 Bond, CDBG
CF-8.3 Design and construct rail-to-trail improvements.	Long	<b>CIMS</b> , PARD	\$1.5M	2017 Bond, CDBG, State and Federal Grants
<b>GOAL CF-9: Establish parks where feasible, particularly west of the San Antonio River, to increase community access to park space.</b>				
CF-9.1 Transform city owned property on Cass Avenue into a trail head or pocket park. See Proposed Pocket Park Map (pg. 84).	Long	<b>SARA</b>	\$25,000	2017 Bond, Linear Creekway Funds, Bexar County West-side Creeks Fund, US Army Corps of Engineers
CF-9.2 Expand the SPARK School Park Program to include Harris Middle School, Briscoe Elementary, and Robert B. Green Elementary. Give priority to Harris Middle School SPARK Park.	Mid to Long	<b>SA Sports</b> , PARD, MHD, SAISD	\$180,000 (per park)	State and Federal Grants, 2017 Bond, CDBG



## Quality of Life Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source
<b>GOAL QL-1: Increase tree canopy along local streets and public areas.</b>				
QL-1.1 Distribute 100 trees each year through 2020 for planting in the front yard of residential parcels and in public areas such as parks and right-of-way medians and islands.	Short	<b>PARD</b> , DSD, Alamo Forest Partnership, Neighborhood Associations, Affected Property Owners	\$5,000/year	Tree Mitigation Fund, Tree Challenge, CDBG
<b>GOAL QL-2: Support art and artists through public art projects and cultural tourism programs.</b>				
QL-2.1 Incorporate public art into the catalytic infrastructure projects identified in Table QL-2.1 (pg. 92).	Short to Long	<b>DCCD</b> , CIMS	Individual Project cost TBD	2012 and 2017 Bond Programs, Annual Capital Improvements Program budget and Grants
QL-2.2 Work with local non-profits to develop increased funding opportunities for arts education programs within the Plan area.	Mid	<b>DCCD</b> , Non-profits	TBD	DHS, State and Federal Grants
QL-2.3 Include Lone Star Neighborhoods in DCCD Cultural Corridors Initiative that celebrates and recognizes burgeoning arts developments in the Plan area as economic and cultural generators.	Short	<b>DCCD</b> , DPCD, local artists and art institutions	Minimal	DCCD, DPCD, art institutions
<b>QL-3: Rehabilitate existing housing stock.</b>				
QL-3.1 Prioritize identified houses in the neighborhood for receiving enhanced assistance through the City's Housing Programs. See Structure Grading Map (pg. 94).	Short	<b>DPCD</b> , Participating Property Owners	Minimal	CDBG, HOME
QL-3.2 Rehabilitate targeted housing stock. Leverage other programs to provide full housing rehabilitation service.	Short to Mid	<b>DPCD</b> , Participating Property Owners	TBD	CDBG, HOME



# Quality of Life Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source
QL-3.3 Market CPS Energy's Weatherization Program in the Plan area.	Short	<b>CPS</b>	Minimal	CPS
QL-3.4 Identify structures that are eligible for historic district designation. Protect and revitalize these structures through local historic district designation and provide eligible rehabilitation incentives for historically designated properties.	Short to Mid	<b>OHP</b>	Minimal	OHP
<b>GOAL QL-4: Address the sites that threaten public health, safety and welfare by increasing monitoring and environmental clean-up activities in the plan area for anti-dumping, graffiti removal and illegal storage prevention.</b>				
QL-4.1 Conduct a neighborhood sweep of the plan area annually starting in 2013 through 2016.	Short to Mid	<b>DSD</b>	Minimal	DSD
QL-4.2 Target the nuisance locations in Table QL-4.2 (pg. 96) for code enforcement violations.	Short	<b>DSD</b>	Minimal	DSD
QL-4.3 Coordinate with neighborhood associations to implement the Code Rangers Program in the Plan area.	Short	<b>DSD, Neighborhood Associations</b>	Minimal	DSD
QL-4.4 Provide at least one bulky item drop-off event in the Plan area per year by utilizing the City's Dial-a-Trailer Program.	Ongoing	<b>Neighborhood Associations, SWMD, DSD</b>	TBD	Solid Waste Enterprise Fund
QL-4.5 Encourage residents to take advantage of Free Landfill Day with targeted marketing in the Plan area.	Ongoing	<b>SWMD, Neighborhood Associations</b>	None	N/A
<b>GOAL QL-5: Preserve, promote, and enhance identities of area's distinct neighborhoods through public art, signage and cultural tourism initiatives.</b>				
QL-5.1 Create community identity guidelines including design, shape and color palette for way-finding signage to incorporate into Downtown way-finding signage and installation project.	Short	<b>DPCD, CCDO, DCCD</b>	Minimal	DPCD, CCDO
QL-5.2 Restore Neighborhood Improvement Challenge Grant Program. See Table QL-5.2 (pg. 97) for program details.	Short	<b>DPCD</b>	\$100,000/ year	DPCD



## Quality of Life Implementation Matrix

Strategies	Time Frame	Lead & Partners	Cost Estimate	Funding Source
QL-5.3 Create an on-line web based project to highlight the significant artistic, cultural, and historic nature of neighborhoods within the Plan area.	Short to Mid	<b>DCCD</b> , OHP	\$5,000	DCCD
<b>GOAL QL-6: Increase the sense of safety by enhancing lighting and adding bike patrols.</b>				
QL-6.1 Assess locations for additional street lighting where needed in the Plan area. Install LED lamps and fixtures where recommended.	Short to Mid	<b>CPS</b> , SAPD	\$3,000 per light fixture and powder coated colored pole	CPS
QL-6.2 Increase Bike Patrols along the San Antonio River in the Plan area.	Ongoing	<b>SAPD</b> , PARD	Minimal	SAPD
<b>GOAL QL-7: Increase animal care services to control the stray animal population.</b>				
QL-7.1 Increase patrols and enforcement along San Pedro Creek.	Short	<b>ACS</b>	Minimal	ACS
QL-7.2 Conduct a licensing drive which includes free pet license. (Funds for this strategy may only be available if Plan area qualifies as a Comprehensive Neighborhood Sweep Initiative Area.)	Short to Mid	<b>ACS</b>	Minimal	ACS CNSI
QL-7.3 Conduct annual Mobile Spay and Neuter Surgery Clinic in the plan area through 2020. (Funds for this strategy may only be available if Plan area qualifies as a Comprehensive Neighborhood Sweep Initiative Area.)	Short to Long	<b>ACS</b>	TBD	ACS CNSI
<b>GOAL QL-8: Provide active and healthy lifestyle opportunities.</b>				
QL-8.1 Target plan area for Healthy Restaurants, Healthy Menu "Por Vida" and Healthy Stores "Tiendita Por Vida" initiatives.	Short to Mid	<b>MHD</b>	Minimal	Grants/MHD
QL-8.2 Consider routing a future Siclovia event through the Plan area to involve new and long-time residents in healthy living activities and showcase redevelopment projects.	Short to Long	<b>YMCA</b> , Mayor's Fitness Council	TBD	Sponsorship(s)
QL-8.3 Add B-Cycle stations on South Flores and South Alamo intersection, future parks, and future Lone Star Brewery development.	Short to Mid	<b>OS</b> , San Antonio Bike Share	Approximately \$45,000 per station	State and Federal Grants



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**APPENDICES**  
**glossary of acronyms**  
**glossary of terms**



*Adaptive re-use of the City's industrial heritage for  
arts, entertainment, and creative living space.*



# Glossary of Acronyms

Acronyms are used throughout this Plan to preserve space and for ease of reading. The following glossary includes acronyms used in this Plan. Departments and programs are City of San Antonio unless otherwise stated.

Acronym	Name
AASHTO	American Association of State Highway & Transportation Officials
ACS	Animal Care Services
ADA	Americans with Disabilities Act
AIA	American Institute of Architects - San Antonio Chapter
APA	American Planning Association - Southwest Texas Section
ATD	Advanced Transportation District
CCDO	Center City Development Office
CCHIP	Center City Housing Incentive Program
CDBG	Community Development Block Grant
CENTRO SA	Centro San Antonio Management Corporation
CIMS	Capital Improvement Management Services
CNSI	Comprehensive Neighborhood Sweep Initiative
COSA	City of San Antonio
CPS	City Public Service Energy
DCCD	Department for Culture and Creative Development
DHS	Department of Human Services
DPCD	Department of Planning and Community Development
DSD	Development Services Department
DTOPS	Downtown Operations
EDD	Economic Development Department

Acronym	Name
EDIF	Economic Development Incentive Fund
FY	Fiscal Year
HOME	HOME Investments Partnership Program
HUD	U.S. Department of Housing and Urban Development
ICIF	Inner City Incentive Fund
ICRIP	Inner City Reinvestment/ Infill Policy
ITSD	Information Technology Services Department
LID	Low Impact Development
LSTAR	Lone Star Rail District
MHD	Metropolitan Health District
MPO	San Antonio - Bexar County Metropolitan Planning Organization
MPO UPWP	San Antonio - Bexar County Metropolitan Planning Organization Unified Planning Work Program
NPS	National Park Service
OHP	Office of Historic Preservation
OMB	Office of Management and Budget
OS	Office of Sustainability
PARC	Parks and Recreation Department
PW	Public Works
PW IMP	Public Works Infrastructure Management Program



Acronym	Name
SA Sports	San Antonio Sports Foundation
SAHA	San Antonio Housing Authority
SAISD	San Antonio Independent School District
SALF	San Antonio Library Foundation
SAPD	San Antonio Police Department
SAPF	San Antonio Parks Foundation
SAPL	San Antonio Public Library
SARA	San Antonio River Authority
SAWS	San Antonio Water System
SPARK	Spark School Park Program
STP-MM	Surface Transportation Program – Metropolitan Mobility
SWMD	Solid Waste Management Department
TIRZ	Tax Increment Reinvestment Zone
TxDOT	Texas Department of Transportation
ULI	Urban Land Institute - San Antonio District Council
UP	Union Pacific Corporation
UTSA COA	University of Texas at San Antonio College of Architecture
VIA	VIA Metropolitan Transit
YMCA	YMCA of Greater San Antonio



# Glossary of Terms

**Accessory Building** – A building subordinate to the use of the primary building located on the same lot, such as a detached garage, storage or out-building.

**Adaptive Reuse** – The development of a new use for an older building or for a building originally designed for a specific purpose.

**Alley** – A road primarily used to access the rear of residences and businesses - not designed for general traffic.

**At-Grade Crossing** – The general area where two or more roadways, railways, and/or pathways join or cross. For example, an at-grade railroad crossing has a street going across the railroad tracks.

**Bicycle Facility**– Any facility that provides for bicycle accommodation. May include: improved shoulder; bicycle trail; multi-use path; bicycle route; bicycle lane; and bicycle parking.

**Improved Shoulders**– Unsigned striped outer edge of a roadway that may be used by cyclists to separate from automotive traffic.

**Bicycle Trail** – A bicycle facility designed to accommodate bike travel off-road typically found in parks or other types of access easements.

**Multi-use Path** – An access route, usually scenic, for the exclusive use of bicycles and pedestrians, physically separated from motorized vehicular traffic by an open space or barrier and either within the right-of-way or within an independent right-of-way.

**Bicycle Route** – A signed designated route on roadways recommended for bicycle traffic due to low traffic volumes, minimized conflict points, lane width, etc.

**Bicycle Lane** – A portion of the roadway that has been designated for preferential or exclusive use by bicycles, usually by striping, signing and/or pavement markings.

**Bicycle Parking** – A bicycle rack or bicycle locker used to store bicycles when not in use.

**Bicycle Master Plan** – A document aimed at comprehensively planning for the expansion of bicycle facilities, paths, and trails, and connecting those facilities to existing infrastructure as well as ensuring its implementation in new developments. It integrates with roadway maintenance programs and identifies which projects should include bicycle infrastructure, and when they should be funded.

**Board of Adjustment (BOA)** - Composed of 11 members and 6 alternates appointed by City Council for 2-year terms. Hears and rules on exemptions to Unified Development Code (UDC) requirements. Appeals to BOA decisions are made to district court. Meets the 1st and 3rd Monday of each month at 1:00 PM at the Development and Business Services Center, Board Room, 1st Floor, 1901 South Alamo.

**Buffer** – A strip of land that physically and/or visually separates two land uses, especially if the uses are incompatible, or to shield or block noise, lights or other nuisances. This can include fences and beams as well as shrubbery and trees.

**Building Coverage** – The percentage of the lot area covered by the building area.



**Bus Shelter** – A roofed structure located on or adjacent to the right-of-way of a street, and which is designed and used primarily for the weather protection and convenience of waiting bus passengers.

**Bus Stop** – A fixed location where passengers board and alight, usually identified by a sign.

**Census Tract** – Small areas into which large cities and adjacent areas have been divided for statistical purposes. Each census tract is based upon an average population of four thousand people.

**Charrette** – Is a brainstorming exercise that results in a quick visual presentation of the generated ideas.

**Community Facilities** – Services or conveniences provided for or available to a community. Examples include parks, libraries, fire/police stations, etc.

**Complete Street** – Roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. "All users" includes people of all ages and abilities.

**Corridor** – A generally linear transportation route that is dominated by one or more main lines for transport, such as a rail lines or highways. The corridor can also include the origins and destinations that are linked together. When referring to a land use, it is a generally linear area where a certain type of development occurs, for example a commercial corridor. These often follow major roadways.

**Corridor Study** – A study used to determine the best way to serve existing and future travel demand. These studies define alignment, mode(s) and facilities between activity centers or other logical termini.

**Crosswalk** – The marked or unmarked portion of the roadway designated for pedestrians to cross the street.

**Curb Bulb** – An extension of the curb line into the roadway. This improves pedestrian crossings by providing better visibility between motorists and pedestrians, shortening the crossing distance, and reducing the time that pedestrians are in the street. They also prevent vehicles from parking in a crosswalk and may encourage motorists to drive more slowly. Intersections may have full or half-corner curb bulbs. Also known as flares.

**Curb Cut** – An opening in the curb where vehicles may enter or leave the roadway. Where there is no curb, the point at which the driveway meets the roadway pavement is considered the curb cut.

**Density** – the number of families, individuals, dwelling units, or housing structures per unit of land.

**Design Guidelines** – Design guidelines are intended to provide a framework of design criteria within which physical planning can take place. The guidelines provide suggestions for the design of new homes/businesses and repair/rehabilitation of existing homes/businesses in order to maintain the overall character of the neighborhood. Generally, character-defining elements such as front porches, roof slopes, etc. are emphasized in residential guidelines while setbacks, canopies and signage may be emphasized in commercial guidelines.



Duplex – A building used exclusively for residential purposes containing two dwelling units.

Dwelling – A building or portion of a building designed exclusively for residential occupancy, but not including motels and hotels.

Dwelling Unit – A building or portion of a building designed exclusively for residential occupancy by one family and provided with sanitation and cooking facilities.

Egress – An exit.

Eminent Domain – The authority of a government to take, or authorize the taking of, private property for public use. The Fifth Amendment to the U.S. Constitution requires just compensation for any taking and prohibits the taking of private property for private use unless declared blighted.

Façade – the exterior wall of a building exposed to public view.

Feasibility Study – An analysis of a specific project or program to determine if it can be successfully carried out.

Grade-separated Crossing – An interchange between roadways, railways, or pathways that provides for the movement of traffic on different levels.

Granny Flat – an additional separate dwelling unit on a property that is considered secondary or accessory to the primary residence on the parcel typically with its own entrance, kitchen, bathroom and living area. May be in the form of one of the following types: a garage apartment, an apartment above or below the primary residence, or a detached guesthouse typically in the rear of the primary structure.

Green Building - Development that has minimal environmental impact, is energy and water efficient, utilizes existing infrastructure where possible and uses recycled or recyclable material to create healthier in and outdoor environments.

Green Space - Wooded and grassy areas that provide sites for recreation and enjoyment of nature, often located in the midst of urban areas that are otherwise occupied by buildings and paved areas.

High Capacity Transit – This type of transit differs from normal transit primarily in that it can move larger volumes of passengers at faster speeds. This can be achieved through dedicated right of way, grade separation, more frequent service, higher capacity modes of transit such as rail, and less frequent stops.

Historic Tax Credits – Ad Valorem tax (property tax) exemption is available to City of San Antonio home and commercial property owners who substantially restore or renovate their historic properties. If a commercial property is listed on the National Register of Historic Properties or a contributing structure in a National Register Historic District, commercial property owners may be eligible for a federal income tax credit for completing a restoration or renovation of the historic property.



Household – Consists of all the people who occupy a housing unit.

Housing Unit – (as defined by the census bureau) A house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied as a separate living quarters, or if vacant, is intended for occupancy as a separate living quarters.

Infill Development – New buildings constructed on vacant lots or open sites in an area that is predominantly developed.

Kiosk – A small freestanding structure either open or partially closed, where merchandise is displayed, advertised, or sold, or where notices are displayed.

Land Use – The manner in which land is used. For example, low-density residential land uses primarily include single-family houses.

Live/Work Units – Living units which also are zoned to allow small businesses to operate from a portion of the structure, generally identified by small retail or service oriented businesses or artist studios.

Local Access Street – A roadway, primarily a residential street, designed to provide direct access to individual homes, shops, abutting land, and similar minor traffic destinations with no provision for through traffic.

Low Impact Development (LID) – A stormwater management approach that is modeled after nature such that stormwater runoff is managed at the source with the goal of mimicking a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and/or detain runoff close to its source.

Master Plan – The City's Master Plan Policies were adopted May 1997. The Master Plan Policies are intended to provide guidance in the evaluation of future decisions on land use, infrastructure improvements, transportation, and other issues, and ordinances that are proposed and considered after the adoption of the Master Plan Policies. It should be consistent with the relevant goals and policies contained in the Plan. The primary objectives of master plans are to coordinate public and private investment; minimize conflict between land uses; influence and manage the development of the community; increase both the benefits and cost effectiveness of public investment; predict infrastructure and service needs in advance of demand; and ensure that community facilities are located to best serve the community.

Mixed-Use Development - Incorporates two or more of the following major land use types; residential, office or retail within a single project.

Multi-use Path – An access route, usually scenic, for the exclusive use of bicycles and pedestrians, physically separated from motorized vehicular traffic by an open space or barrier and either within the right-of-way or within an independent right-of-way.

Multimodal – A connected transportation system that supports different modes of transportation such as private vehicles, bicycles, pedestrians, rail, public transit, or watercraft.





Natural Resources – Existing natural elements relating to land, water, air, plant and animal life, including but not limited to soils, geology, topography, surface and subsurface waters, wetlands, vegetation, and animal habitats.

Node – A center of activity or development, often located at a major intersection.

Off-street parking – Publicly or privately owned parking outside the street right-of-way.

Open Space – Land and/or water area with its surface open to the sky or predominantly undeveloped, which is set aside to serve the purposes of providing park and recreation opportunities, conserving valuable resources, and structuring urban development and form.

Overlay Zoning – A zoning classification which defines an additional set of requirements over and above the base zoning requirements.

Pedestrian Friendly – An environment that is pleasant and inviting for people to experience on foot; specifically, offering sensory appeal, safety, street amenities such as plantings and furniture, good lighting, easy visual and physical access to buildings, and diverse activities.

Pedestrian Refuge Island – A defined area in the center of the street that protects pedestrians from moving traffic and provides a safe place to wait to cross the street. They allow the pedestrian to cross one half of the roadway with a safe place to stop before crossing the second half of the roadway.

Pedestrian Scale Lighting – Overhead street lighting that is typically over the sidewalk instead of the roadway, and at a lower height than typical street light fixtures; providing illumination for pedestrians instead of motorists.

Planning Commission – Responsible for reviewing and approving applications for the subdivision and development of land and recommends amendments and additions to the City's Master Plan. Has nine members appointed by City Council for two-year terms. Meets the 2nd and 4th Wednesday of each month at 2:00 PM at the Development and Business Services Center Board Room 1st Floor, 1901 South Alamo.

Planting Strip – The street right-of-way area lying between the constructed curb and the sidewalk.

Public Transit – Passenger services provided to the general public by public, private, or nonprofit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

Residential Parking Zone – A designated zone in which on-street parking for the general public is restricted. Residents of the area are exempted from the parking restrictions by permit.

Right-of-way (ROW) – 1) A strip of land platted, dedicated, condemned,, established by prescription, or otherwise legally established for the use of pedestrians, vehicles or utilities; 2) the legal right of one vehicle, bicycle, pedestrian or device to proceed in a lawful manner in preference to another vehicle, bicycle pedestrian or device.



**Runoff** – That portion of precipitation that is discharged from an area into stream channels or by overland flow; types include surface runoff, groundwater runoff, or seepage.

**Setback** – The required or actual placement of a building a specified distance away from a road, property line or other structure.

**Signage** – A communication device, structure, or fixture that incorporates graphics, symbols, or written copy, or any combination thereof, by which anything is made known such as to provide direction or identification for a premises or facility and which is designed to attract attention or convey a message.

**Single-family Detached Dwelling** – A dwelling that is designed for and occupied by only one family and surrounded by open space or yards and is not attached to any other dwelling.

**Street Furniture** – Accessories and amenities placed on sidewalks for the convenience and accommodation of pedestrians. These may include such things as benches or other seating, trash receptacles, drinking fountains planter, kiosks, clocks, newspaper dispensers, or telephones.

**Streetscape** – The visual character of a street as determined by elements such as structures, greenery, driveways, open space, view, and other natural and man-made components.

**Street Tree** – A tree planted within the public right-of-way. Street trees can create comfortable, pedestrian-scale spaces, provide shade, reduce heat and absorb pollutants.

**Tax Increment Financing (TIF)** – TIF is a financing tool used to attract development or redevelopment to areas that are currently not benefiting from private-sector investment. The area in which TIF is being used is known as a Tax Increment Reinvestment Zone (TIRZ). For more information, visit <http://www.sanantonio.gov/nad/devdiv/tif/tif.asp>

**Thoroughfare** – Road or street that leads at each end to another street primarily providing for the movement of through traffic and as a secondary function may provide access to abutting land.

**Townhome/Townhouse** – A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside and each unit is separated from another unit by one or more common fire resistant walls.

**Traffic Calming** – Of or relating to transportation techniques, programs, or facilities intended to slow the movement of motor vehicles.

**Trailhead** – An access point to a trail or trail system often accompanied by various public facilities, such as parking areas, toilets, water, and directional and informational signs.



Transit Oriented Development (TOD) – Retail services and other uses clustered in a “town center” and a range of housing densities are offered providing an alternative to typical suburban growth patterns typically located 0.25 mile radius around a transit stop that is designed to emphasize a pedestrian environment where it is convenient for residents and employees to travel by transit, bicycle or foot.

Walkable Community - A community that is pedestrian oriented, where connectivity between housing, retail, schools and community facilities is prioritized to ensure accessibility by walking or bicycling.

Wayfinding – The ways in which people orient themselves in physical space and navigate from place to place through the use of effective signage.

Weatherization - Improvements to energy efficiency of a structure, especially by reducing air flow into or out of the structure. Typical weatherization measures include: adding insulation, caulking and weatherstripping; replacing incandescent light bulbs with compact fluorescent light bulbs (CFLs); replacing inefficient appliances; and shading or window screening windows.

Zoning – Regulates density and land use. Zoning is a key tool for carrying out planning policy.

Zoning Commission - Tasked with making recommendations to City Council on zoning change requests and boundaries of zoning districts. Composed of eleven members appointed by City Council with one from each council district and the Mayor which serve overlapping two-year terms. Meets the 1st and 3rd Tuesday of each month at 1:00 PM at the Development and Business Services Center, Board Room, 1st Floor, 1901 South Alamo.



# City Council Ordinance

SG/cia  
03/21/2013  
# P-8A

Comprehensive Master Plan Amendment  
Lone Star Community Plan

AN ORDINANCE 2013-03-21-0214

ADOPTING THE LONE STAR COMMUNITY PLAN AS A COMPONENT OF THE COMPREHENSIVE MASTER PLAN OF THE CITY FOR AN AREA BOUND BY CESAR E. CHAVEZ BOULEVARD AND A UNION PACIFIC RAILROAD RIGHT-OF-WAY ON THE NORTH, THE SAN ANTONIO RIVER AND INTERSTATE HIGHWAY 37 ON THE EAST, US HIGHWAY 90 ON THE SOUTH, AND INTERSTATE HIGHWAY 35 ON THE WEST.

\* \* \* \* \*

WHEREAS, the San Antonio Master Plan Polices adopted May 29, 1997 recommends that the City preserve, protect, and enhance the integrity, economic viability, and livability of San Antonio's neighborhoods and encourage development of the Downtown area as a complete neighborhood to enhance its image to both visitors and residents; and

WHEREAS, the Downtown Neighborhood Plan was first adopted by City Council on May 13, 1999 as a component of the City's Comprehensive Master Plan; and

WHEREAS, the South Central San Antonio Community Plan was first adopted by City Council on August 19, 1999 as a component of the City's Comprehensive Master Plan; and

WHEREAS, the Center City Implementation Plan adopted June 21, 2012 recommends that the City implement the Strategic Framework Plan by increasing public investment, creating a housing finance strategy, coordinating management, and regulating development by undertaking master planning for key center city growth areas; and

WHEREAS, the Lone Star Community Plan is the master plan for the *Near River South* growth area and provides a balanced approach to redevelopment that was developed through a community-based public participation process; and

WHEREAS, the Lone Star Community Plan includes approximately 1.9 square miles and 6,885 residents and is bound by Cesar E. Chavez Boulevard and a Union Pacific Railroad right-of-way on the north, the San Antonio River and Interstate Highway 37 on the east, US Highway 90 on the south, and Interstate Highway 35 on the west; and

WHEREAS, the planning process was initiated in July 2012 and six community meetings and two technical committee meetings were held; and

WHEREAS, the San Antonio Planning Commission reviewed the Lone Star Community Plan on February 27, 2013, and found the plan to be consistent with City policies, plans and regulations and in conformance with the *Unified Development Code*, §35-420, therefore meeting all requirements; and

SG/cia  
03/21/2013  
# P-8A

Comprehensive Master Plan Amendment  
Lone Star Community Plan

WHEREAS, a public hearing was held on February 27, 2013 and the Planning Commission recommended that the City Council adopt the Lone Star Community Plan as an addendum to the neighborhood component of the Comprehensive Master Plan adopted May 29, 1997; NOW THEREFORE;

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

SECTION 1. The Lone Star Community Plan is hereby adopted as a component of the Comprehensive Master Plan of the City of San Antonio for an area of approximately 1.9 square miles bound by Cesar E. Chavez Boulevard and a Union Pacific Railroad right-of-way on the north, the San Antonio River and Interstate Highway 37 on the east, US Highway 90 on the south, and Interstate Highway 35 on the west. A copy of the plan is attached hereto and incorporated herein by reference for all purposes as "Attachment I".

SECTION 2. The Lone Star Community Plan shall supersede: 1) the Land Use Plan (Section L p. 10 and 11) and text that reference the Lone Star Community Plan area in the South Neighborhood Plan (p. 26-27) and the West Neighborhood Plan (p. 28-29) of the Downtown Neighborhood Plan, adopted by City Council on May 13, 1999, and 2) the overlapping portion of the Land Use Plan Map (p. 15) of the South Central Community Plan Update adopted by City Council on November 10, 2005.

SECTION 3. This ordinance shall take effect on March 31, 2013.

PASSED AND APPROVED this 21<sup>st</sup> day of March 2013.

*Carlton Soules FOR:*  
M A Y O R  
Julian Castro

ATTEST:  
*Leif M. Vacek*  
Leif M. Vacek, City Clerk

APPROVED AS TO FORM:  
*Michael Bernard*  
for Michael Bernard, City Attorney

*Adaptive re-use of the City's industrial heritage for  
arts, entertainment, and creative living space.*



Prepared by the City of San Antonio  
Department of Planning & Community Development  
[sanantonio.gov/planning](http://sanantonio.gov/planning)