



SA TOMORROW SUB-AREA PLANNING:

SOUTHEAST COMMUNITY AREA

PUBLIC REVIEW DRAFT – FEBRUARY 2022

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MIG, Inc.
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Special Thanks

District 2 City Council Staff
District 3 City Council Staff
Susan Guinn, Office of the
City Attorney
CoSA Transportation
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CoSA Public Works Department
CoSA Economic
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VIA Metropolitan Transit
San Antonio River Authority
Texas Department of
Transportation

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1 Introduction

Process and Timeline

The process of developing the Southeast Community Area Plan was approximately three years from project chartering to City Council adoption. Planning Department staff worked with a wide range of community members that included neighborhood organizations and representatives, business and property owners, employers, educational institutions, and partner agencies and City departments to create a realistic and implementable plan for the Southeast Community Area.

Phase 1: Project Chartering

October-December 2018:

The first phase of the project focused on project chartering. This phase ensures the planning process has a clear timeline and supports the overall goals of SA Tomorrow, while identifying key stakeholders to be involved in the process. Project chartering also included determining the Planning Team membership, finalizing the detailed plan area boundaries, and refining projections for future housing, job, and population growth within all sub-areas and high-capacity transit corridors.

Phase 2: Analysis and Visioning

January-June 2019:

The second phase of the project focused on assessing the existing conditions and growth capacity of the Southeast Community Area while drafting a vision and set of goals for the future of the area with Planning Team and community direction. The analysis and refinement of existing conditions helped ensure that the vision and goals for the Southeast Community Area are grounded in the proper context.

Phase 3: Plan Framework

July 2019-February 2021

The third phase of the project focused on working with the community and stakeholders to establish the Plan Framework. The Plan Framework components include Land Use, Housing, Economic Development, Mobility, Amenities, Public Space, and Focus Areas/Corridors.

Phase 4: Recommendation and Implementation Strategies

March 2021-September 2021:

The fourth phase developed specific projects, programs, and policies to effect change in the Southeast Community Area. This phase also included the development of specific, action-oriented implementation strategies and recommendations for potential funding sources.

Phase 5: Documentation and Adoption

October 2021-April 2022

The last phase of the project was devoted to converting this project website into the final ePlan for the Southeast Community Area, creating the Executive Summary, and guiding the plan through the approval

and adoption process. The Project Team met with City departments and other partners to develop critical next steps to support implementation of the plan.

Stakeholders

The Southeast Community Area Plan planning process included a range of engagement activities such as interviews, workshops, meetings, town hall events, and community meetings with stakeholders from the following groups:

- Alamo Area Council of Governments (AACOG)
- Alamo Area Metropolitan Planning Organization (AAMPO)
- Blue Rock Springs Homeowners Association
- Bexar East San Antonio Texas (BEST)
- City Council District 2
- City Council District 3
- City of San Antonio Department of Human Services
- City of San Antonio Development Services Department
- City of San Antonio Economic Development Department
- City of San Antonio Metropolitan Health District
- City of San Antonio Neighborhood and Housing Services Department
- City of San Antonio Office of Innovation
- City of San Antonio Office of Sustainability
- City of San Antonio Parks and Recreation
- City of San Antonio Public Works Department
- City of San Antonio Transportation Department
- East Central Independent School District
- Foster Meadows Homeowners Association
- Highland Park Neighborhood Association
- Jupe Manor Neighborhood Association
- Lakeside Neighborhood Association
- Pasadena Heights Neighborhood Association
- Pecan Valley Neighborhood Association
- San Antonio Public Library
- San Antonio River Authority (SARA)
- San Antonio Water System (SAWS)
- South San Antonio Chamber of Commerce
- Southside First Economic Development Council
- Texas Department of Transportation (TxDOT)
- VIA Metropolitan Transit

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- Greg Ripps, Highland Park
- Ian Palacios, Foster Meadows
- Isabel Fears, Pasadena Heights
- James McNamera, BEST
- Jose Martinez, Highland Park
- Linda Cavazos, East Central ISD
- Sara Mendiola, SARA
- Toni Moorhouse, Pecan Valley
- Yulanee McKnight, Pecan Valley

The Selection Process

Each of the SA Tomorrow sub-area plans was developed with regular input and participation from residents, business owners, property owners, institutional representatives, and other key partners and stakeholders. In addition, a formal Planning Team was created for each sub-area that provided more frequent, in-depth, and consistent advice and guidance throughout the planning process. The composition of the Planning Team for each area is drawn from the representatives and stakeholders described above, and varies depending on the existing uses, assets, challenges and opportunities associated with each area. While the Southeast Community Area Planning Team list does not include all who were invited to participate, it does include those who served as alternate and replacement representatives for participating organizations.

2 Existing Conditions

History of the Southeast Community Area

[See **Figure #1**: Plan Location Map]

[See **Figure #2**: Study Area Map]

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

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

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

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

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

Major Landmarks and Infrastructure

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

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

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

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

The former Pecan Valley Golf Course was an 18-hole venue that originally opened in the 1960s. The course hosted the Texas Open, and even the PGA Championship in 1968, however, it ceased operations as of 2012. It is now the site of an apartment complex and proposed mixed-use development, while the remaining course within the FEMA 100-year Floodplain remains vacant.

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

Neighborhoods and Institutions

The Southeast Community is a linear timeline that provides a visual history of San Antonio, ranging from neighborhoods that began development as early as the 1910s to subdivisions currently under construction. These neighborhoods include Highland Park, Pasadena Heights, Comanche Community, Jupe Manor, Lower Southeast Side, Pecan Valley, Lakeside, Foster Meadows, and Blue Rock Springs.

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

Located just north of the Southeast Community Area is St. Phillip's College which was founded in 1898 and predominantly serves African American and Hispanic communities. The College is currently a

component of Alamo Colleges and has two campuses, the other being located on the Southwest side of San Antonio, in the Port San Antonio Area Regional Center plan area.

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

Assets

For Southeast stakeholders, the area offers many assets and characteristics that make it a desirable place to live, work and play. The Southeast area is described as ideal for working-class families with affordable single-family homes in safe and quiet neighborhoods. Some neighborhoods have been described as having rural characteristics with larger lots. The area is not oversaturated with “big box” stores or chain restaurants, but instead offers a variety of unique small businesses and local restaurants that are Southeast staples. Southside Lions Park and Salado Creek Greenway are popular destinations for recreational activity including fishing, biking swimming, senior center, dog park, and baseball complex. The Southeast Community Area’s proximity to both Downtown and Brooks Area Regional Centers provides convenience to retail and entertainment.

Challenges

Although most stakeholders described the Southeast area as having a low crime rate, there are select concentrated areas where criminal activity is considered an issue and should be addressed. Getting around the area for pedestrians and bicycles is a challenge as several routes are located along corridors with higher traffic volumes and speeds and do not have dedicated bike lanes, have broken or missing sidewalks, unsafe pedestrian crossings, or are uncomfortable and unpleasant for pedestrians to use due to a lack of trees, shading, and landscaping. Within older neighborhoods, some homes are poorly maintained and have fallen into disrepair, requiring rehabilitation and more code enforcement. Poor drainage along local streets along local streets in proximity to Salado Creek and Salado Creek Tributary creates issues for property owners including shifting foundations and flooding.

Opportunities

Southeast stakeholders identified opportunities for improvements to the transportation network, creating new public spaces and amenities, economic investment, and shifting the perception of safety. Within the Southeast Community Area, there are areas with large vacant parcels that could be suitable for a mix of uses including a multigenerational center with an aquatic center and services for seniors, variety of housing options, medical facilities, and more options for entertainment, retail, dining and social gathering. To increase recreational activity, opportunities for public open space, trails and connections are identified throughout the Southeast area, specifically along Rosillo and Salado Creeks and extending from Southside Lions Park in the former Pecan Valley Golf Course. Opportunities to enhance public transit include rapid transit options and improvements around public transit facilities, such as a park and ride, tree canopies and shade structures at transit stops. Pedestrian and bicycle safety improvements were recommended along major roadways throughout the area with higher volumes of automobile and freight traffic. In selected areas where public safety and crime are concerns, a police substation was suggested along with more surveillance, quality higher density housing, better lighting, and other interventions to reduce illegal activity.

Sub-Area Plans and Existing Neighborhood and Community Plans

San Antonio is a city of neighborhoods, each with its own unique history, qualities and character. Many neighborhoods throughout the City have developed Neighborhood Plans that reflect local values and priorities. These plans, adopted by the City, have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City. The City is currently in the process of creating Sub-Area Plans to implement the SA Tomorrow Comprehensive Plan. These Sub-Area Plans are intended to provide a more coordinated, efficient and effective structure for neighborhood planning. The Sub-Area Plans are intended to increase equity citywide, by ensuring that all of San Antonio's neighborhoods have a base level of policy guidance, as many neighborhoods within the City lack an existing Neighborhood Plan or a registered neighborhood organization. In this way, each Sub-Area Plan will integrate key elements of existing Neighborhood Plans for those neighborhoods that have a plan, while promoting citywide policy consistency and providing key recommendations and strategies for those neighborhoods currently lacking that direction. The Neighborhood Profile and Priorities section of the Sub-Area Plans provides special attention to prior neighborhood planning efforts and recognizes the community groups and individuals who were instrumental in their creation. They summarize specific opportunities, challenges, recommendations and priorities from each participating neighborhood, in an effort to more efficiently direct public and private investment within the City to help these neighborhoods achieve their short-term goals and long-term visions.

3 Vision and Goals

What is a Vision Statement?

A vision statement describes the desired state of a place in the future. With community support, an effective vision can influence decisions and inspire action to move toward that idealized future. Goals further describe the outcomes that will support the realization of the vision. These, in turn, are supported by more specific strategies and actions that will implement the bigger-picture vision and goals. These strategies will involve specific proposed projects, programs, policies, and other means of achieving the community vision.

The Southeast Community Area Plan's Vision and Goals were developed with input from residents, community stakeholders, and Planning Team members through an iterative process of developing and refining these concepts. During preliminary community engagement, efforts that included surveys, community meetings, and Planning Team meetings, community members articulated important values and identified the Southeast Area's assets, challenges, and opportunities. This community input became the guiding principle for the Plan Area's Vision and Goals, which were refined with feedback from community residents during community and Planning Team meetings.

Establishing the Vision and Goals

The success of the SA Tomorrow Sub-Area Plans depends on broad participation from area stakeholders. To ensure this success, City Staff worked with a wide range of community members throughout the planning process for the Southeast Community Area. These included neighborhood associations, business and property owners, residents, employers, educational and cultural institutions, public and nonprofit organizations, relevant agencies, and other City departments to create a realistic and implementable plan for the Southeast Community Area.

The planning process was designed to create a "feedback loop" between the City and the community as the plan was developed. This approach ensures that the Plan reflects community values and priorities. A variety of tools and techniques were used to ensure that those interested were: well-informed about the Plan; encouraged to participate in a range of events and activities; and engaged in providing constructive feedback that help Planning staff prepare a plan that reflects input received from the community. The vision and goals were referenced throughout the planning process to ensure key recommendations and strategies aligned with the long-term vision for the area.

Vision

The Southeast Community Area will be a safe, attractive, family-friendly community to live, work, interact, and play, creating an inviting environment for residents and visitors. Through collaboration with neighbors and community partners, the community will be engaged and social capital will be strengthened. The area will be convenient to get around and will include a well-connected transportation network. The area will provide access to quality job opportunities; retail, entertainment, dining, and grocery options; and public amenities and facilities, to ensure a healthy, vibrant, and economically dynamic community. Through placemaking efforts and community branding, the area will become a local and regional destination. Residents will have access to educational opportunities, health

services, and quality housing, establishing a community that promotes aging in place, is welcoming to future residents and families, and supports a sustainable quality of life.

Goals

Goal 1: Land Use

- Implement land use policies that promote compatible adjacency, mixed-use opportunities, and commercial centers that provide a variety of uses.

Goal 2: Community Engagement

- Strengthen community relationships by creating a cohesive and welcoming atmosphere that encourages engagement and interaction.

Goal 3: Neighborhoods

- Maintain and improve the characteristics that make the neighborhoods of the Southeast Community Area Plan an enjoyable place to live, with special attention to walkability, open spaces, and sense of neighborhood identity.

Goal 4: Housing

- Provide a variety of high-quality, mixed-income housing options that are well-maintained, complementary to the character of existing neighborhoods, and accommodating to all stages of life.

Goal 5: Local Economic Development

- Attract new and retain existing businesses that provide a variety of shopping, healthy food and quality dining options, entertainment, and services that support all residents and expand economic and employment opportunities for the local workforce.

Goal 6: Mobility

- Improve and enhance major corridors, public rights-of-way, transit facilities, trails, and greenways using innovative strategies to accommodate all modes of mobility and provide efficient, comfortable, and properly maintained connections to jobs, neighborhoods, and citywide destinations.

Goal 7: Safety

- Expand and develop strategies and partnerships to support a safer community.

Goal 8: Parks, Creeks, and Open Space

- Protect and enhance natural systems, green spaces, parks, and recreational amenities to meet the community's recreational and environmental needs.

Goal 9: Health and Wellness

- Facilitate the development of new local medical and fitness facilities and amenities that offer a variety of health and wellness services that are accessible to all residents.

Goal 10: Education

- Build partnerships and develop strategies to provide better access to amenities and create opportunities for educational and technical programs.

Goal 11: Sustainability, Infrastructure, and Stormwater Management

- Utilize sustainable approaches for the planning, design, and construction of new infrastructure projects.

4 Plan Framework

The Plan Framework comprises the six main topics of the plan: Land Use, Focus Areas, Mobility, Amenities and Public Spaces, Housing, and Economic Development. Detailed background information, maps, illustrations, and recommendations for each of those topics can be found in their respective sections following this overview. Throughout those sections, numerous important recommendations and strategies are identified for achieving the vision and goals of the plan based on existing conditions analysis; research and best practices case studies; collaboration with other City departments and partner agencies and organizations; and many conversations with the Planning Team and the wider Southeast Community.

While all the recommendations and strategies in the plan are important, this overview highlights those that are either most critical to achieving the plan vision and goals, are more likely to be funded and implemented in the short-term, build upon other existing or ongoing initiatives, or are a necessary first step to provide a foundation for other projects and investments. These Implementation Priorities are presented in two ways: the list below represents the full range of priorities, while the accompanying Plan Framework Map [See **Figure #3**] illustrates all those that can be physically depicted in order to show important overlaps, adjacencies, and mutually supportive relationships. Some Land Use, Housing, Economic Development, and other recommendations and strategies are not easily depicted on the map but are included in the Implementation Priorities list. Together, the Implementation Priorities and Plan Framework Map represent the key strategic concepts and physical improvements that will influence future development of the Southeast Community.

Implementation Priorities and Plan Framework Map

Land Use

Strategy 1.2 (Regulatory and Policy)

Review development standards to ensure it is possible and not disproportionately burdensome for infill, revitalization, and adaptive re-use projects consistent with historic patterns, particularly as they relate to setbacks, encroachments, scale, parking, and first floor uses.

Strategy 4.4 (Regulatory and Policy)

Encourage temporary and auxiliary uses in public spaces and near mixed-use corridors which serve pedestrians and transit riders, such as street vendors, pop-up displays, temporary signs, food trucks, provided an unobstructed pedestrian zone is preserved within the sidewalk space.

Strategy 4.5 (Regulatory and Policy)

Encourage courtyard-facing primary entries and dual frontage buildings in mixed-use corridors and centers, to encourage a smoother transition between primary streets and cross streets, and engagement of businesses with people who are not in cars.

Focus Areas

Strategy 1.2 (Partnerships / Investments)

Attract more employment and diverse options for retail, dining, and entertainment to create walkable commercial hubs.

Strategy 1.3 (Investments)

Encourage diverse and appropriately scaled housing types to support transit and businesses. Housing options in focus areas should target a variety of household sizes, ages, and income levels.

Strategy 1.4 (Regulatory and Policy / Partnerships)

Encourage continued coordination between private residential developers and registered neighborhood associations before and during new development projects.

Strategy 3.1 (Partnerships / Investments)

Work with existing business owners in areas prioritized as “Priority Street Frontage” on focus area maps to identify grants and incentives for improvements to business.

Strategy 3.3 (Investments)

Identify pedestrian routes in need of sidewalk and safety improvements.

Mobility

Strategy 4.1 (Regulatory and Policy / Partnerships / Investments)

Implement first/last mile strategies, such as sidewalks, curb ramps, crosswalks, bicycle facilities, etc. at VIA Metropolitan Transit transfer areas and Primo station areas. This promotes access to transit by creating inviting, quality public space at stations where large numbers of people benefit from amenities like shade, seating, and safety lighting, as well as placemaking initiatives. Investments focused in station areas should consider the implementation timeline and prioritize areas of both Primo and fixed-route services based on current VIA Advanced Rapid Transit Network studies. Priority station areas for study and investment include:

- New Braunfels Avenue and Rigsby Avenue;
- New Braunfels Avenue and Steves Avenue; and
- New Braunfels Avenue and Fair Avenue.

Strategy 5.2 (Regulatory and Policy)

Utilize the City’s Sidewalk Reconstruction Program to address severely damaged, broken, or displaced panels along existing sidewalks to restore usability.

Amenities and Public Space

Amenities and Public Space Recommendation #4:

Create enjoyable spaces in vacant and underutilized spaces to serve people of all ages for social gathering, recreation, and community projects.

Strategy 5.1 (Regulatory and Policy / Partnerships)

Coordinate with the San Antonio Police Department (SAPD) and City Council offices to increase physical police presence and improve the perception of crime in the community.

Strategy 5.2 (Partnerships / Investments)

Attract more full-service medical services and facilities in or near the Southeast Community Area.

Strategy 5.3 (Partnerships / Investments)

Strengthen educational programming and collaboration between independent school districts, non-profit organizations, and local government.

Housing

Strategy 1.1 (Regulatory and Policy)

Encourage higher-density housing options in areas with access to major arterials, highways, and transit service to reduce impacts on existing neighborhoods.

Strategy 1.2 (Regulatory and Policy/Partnerships)

Allow for a greater diversity of neighborhood compatible housing product types including more compact single family detached and attached options, affordable, senior oriented housing within existing and new neighborhoods.

Economic Development

Strategy 1.2 (Regulatory and Policy / Partnerships / Investments)

Support the formation of a neighborhood commercial district along Hackberry Street between Rigsby Avenue and Steves Avenue. Actions should include engaging with business owners to gauge their interest and needs for improvement to enhance the area, raising awareness of existing businesses and services providers located in the area to surrounding neighborhoods, and promoting the business expansion incentive programs available to area businesses.

Strategy 1.3 (Regulatory and Policy / Partnerships / Investments)

Support the formation of a neighborhood business district along W.W. White Road from Rigsby Avenue to East Southcross Boulevard. Engage business owners about their interest in formation of a business or merchants association or other collective partnership. Work with property owners and developers to

attract a grocery store and additional family-oriented uses that will attract residents from the surrounding neighborhoods. Support the promotion of the existing restaurants along the corridor to build awareness of existing businesses concentrated on W.W. White Road.

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

Plan Framework Map Overview

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

The Plan Framework Map identifies and shows the interrelatedness of key physical concepts and strategies in the plan. These include the focus areas, recommended modal priorities that would then help determine appropriate streetscape improvements, enhanced trail connections, pedestrian crossings, and mobility hubs. These recommended physical improvements and investments are complemented by other supportive plan strategies related to land use, housing, economic development, and providing access to and preserving green space.

Creeks and Trailways

Throughout the planning process, stakeholders identified two primary areas of opportunities for change for outdoor recreation in the Southeast Community Area: along Rosillo Creek and Salado Creek in the former Pecan Valley Golf Course area. Future trails along these creeks should include low impact development features or green infrastructure improvements to reduce runoff into the creeks, bike and pedestrian trailhead connections from adjacent residential areas to trail systems, and unique design elements and trail furnishings to create a comfortable experience for users. Areas of the former Pecan Valley Golf Course should be preserved where feasible for public access and recreational uses.

Priority Connections/Crossings

To establish a safe and direct east-to-west connection through the plan area for pedestrians and bicyclists, the community identified several streets that could be used to achieve this goal. The route begins at the intersection of Hackberry and Steves avenues and continues eastward on Steves Avenue to Elgin Avenue. The route continues north on Elgin Avenue, turns east on Chickering Avenue, then southeast on Roland Avenue, and finally connecting to Sinclair Road, terminating at Foster Meadows Road. This route connects people to other neighborhoods and destinations and provides relief for pedestrians and bicyclists from streets with higher volumes of traffic. Ideally, this connection would include enhancements such as designated bike lanes, improved sidewalks, trees, and lighting.

To increase visibility and walkability for pedestrians, enhancements to existing pedestrian crossings or creation of new crossings have been recommended along major corridors. Enhancements to existing crossing could include timed pedestrian warning signaling, lighting, restriping, or improved curb cuts. Some new crossings are recommended mid-block, along corridors with long stretches of street without safe routes for pedestrians to cross.

Balanced/Multimodal Streets

Balanced/multimodal streets are those streets that can accommodate a balance of cars, bicycles, pedestrians, and transit. There are four corridors identified as balanced/multimodal streets: Hackberry Street, Rigsby Avenue, W.W. White Road, and Southcross Boulevard. These streets were selected because they are important arterials that connect the Southeast area to other parts of the City, have existing transit routes, are potential mixed-use corridors, or have a wider right-of-way that could be redesigned to better serve multiple modes of mobility. To be a successful balanced/multimodal street,

these corridors should be comfortable to navigate and designed to reduce the risk of injury to pedestrians or bicyclists.

Focus Areas/Priority Redevelopment

Focus areas are described as places, districts, hubs, or corridors that are unique or important to the Southeast Area. These areas can be those in need of improvement, are suitable for adaptive reuse, or are desirable sites for future development. Six focus areas have been selected for the plan area, with each having its own vision for the future and associated reimagined renderings with streetscape design and development patterns. While the renderings and illustrations are conceptual and may not be built as depicted, they capture stakeholders' vision for the future use and character of these areas.

Three focus areas have been identified as areas suitable for priority redevelopment. In each case, these focus areas contain a vacant parcel, or parcels, that could be ideal for large-scale redevelopment with a mix of commercial and residential uses.

Mobility Hubs

Mobility hubs are typically located at major nodes or intersections with nearby transit facilities and significant volumes of pedestrian activity. These are centralized areas that safe to access and conveniently bring together multiple modes of active transportation, including public transportation, pedestrians, bicycles, and cars. Mobility hubs identified in the Southeast plan area are located along major arterials, including W.W. White Road, an existing VIA Skip Service route, and South New Braunfels Avenue, which is a proposed VIA Primo route. There are a total of four recommended mobility hubs in the plan area: New Braunfels Avenue and Steves Avenue; W.W. White Road and Rigsby Avenue; W.W. White Road and Southcross Boulevard; and Roland Avenue and Rigsby Avenue.

Neighborhood Commercial Hubs and Priority Economic Redevelopment

Three neighborhood commercial hubs are in the Highland Park neighborhood: Highland Boulevard and Gevers Street, Highland Boulevard and Palmetto Avenue, and New Braunfels Avenue and Steves Avenue. Neighborhood commercial hubs are small commercial nodes located at intersecting streets and have existing small-scale buildings suitable for enhancements or reuse. Priority economic redevelopment is encouraged along selected corridors including Hackberry Avenue, Rigsby Avenue, W.W. White Road, and Southcross Boulevard. These corridors may already have established businesses that should be preserved but could also benefit from private and public investments for improvements. The identified corridors could be further stimulated with new businesses and jobs that offer residents more options for employment, dining, and shopping.

Housing

Although there are housing recommendations applicable to the overall Southeast plan area, there are specific sites recommended for priority new or improved housing. In the Pasadena Heights focus area, for example, rehabilitation of the existing housing stock and infill development on vacant lots is encouraged. In cases of infill development, vacant lots that once had a single home may be suitable for two or more dwelling units for future development depending upon lot size and surrounding characteristics. Other recommendations for new housing options include multifamily or more compact residential patterns within mixed-use developments to encourage walkable communities.

Amenities and Infrastructure

The Plan Framework recommends locations for an assessment of the local street drainage system to identify any areas of excessive flooding due to excessive impermeable surfaces or blocked sewers and

drainage easements. Green stormwater management practices are encouraged in those areas to reduce flooding, keep pollutants from entering nearby creeks, and improve the appearance of the streetscape and quality of life for residents.

Additionally, a multigenerational center, police station, and medical facility have been identified as priority community amenities for the Southeast area. Locations for these have been suggested based on availability of land, building vacancy, or community related needs or concerns.

Establishing the Plan Framework and Recommendations

The Plan Framework includes recommendations and strategies around future-land use; focus areas and mixed-use corridors for development or improvement; pedestrian, bicycle, and street improvements; amenities and public space; and priority areas to encourage mixed-use development. All sections of the Plan Framework are presented and briefly described below.

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

4.2 Focus Areas: Focus areas are key areas where future investments or other improvements are desired. Mixed-use corridors are a type of focus area where different uses within the corridor are encouraged to generate activity. These mixed-use corridors are key places where there should be future improvements that encourage traveling by different modes other than vehicle, such as walking, biking and public transportation.

Many of the concepts within this plan are long-term and somewhat abstract. The Focus Areas section aims to take project ideas and ask: what projects could really serve as a good example for the types of developments or improvements this area would like to see in the future? While this section has detailed renderings, the specific style choices are more for illustrative purposes to show potential, rather than prescribe certain aspects of a development.

4.3 Mobility: Getting around in the future is, understandably, a key concern for future growth. This section suggests strategies and future improvements to help the area thrive in the future, instead of becoming more and more congested.

4.4 Amenities and Public Space: As the city grows, we need to ensure all communities have things that make them not only nice places to live or work, but also places where people enjoy time outdoors, cultural assets and basic infrastructure. This section describes desired future projects or policies to make that future a reality.

4.6 Housing: In addressing future growth, there must be a discussion of housing. This section supports the concepts within the future land use section with specific recommendations for housing in the area.

4.7 Economic Development: Future growth will also depend on economic opportunities within an area. This section describes specific recommendations around how to create an area with a thriving economy.

Public Feedback

The Southeast Community Area Plan Framework was developed through a combination of technical analysis and community input. The Framework illustrates and outlines the overall long-term vision for

the Southeast Community Area, including future land use types, priority areas where new development may be focused, recommendations for key mobility improvements, opportunities for additional parks and open space, and other “big moves” or ideas that will shape the future of the area.

At the beginning of the planning process, the project team developed an in-depth study and analysis of the Southeast Community Area to understand the history and development of the area as well as the existing conditions. The Planning Team provided their input on the area’s existing assets, challenges and opportunities to develop a better understanding of the area and the community’s priorities and values. City staff also organized and facilitated additional stakeholder input and public outreach to capture a broad range of Southeast Community Area residents’ considerations. Through a series of facilitated work sessions and interactive exercises, the Planning Team provided input and direction that is reflected in the Plan Framework and throughout all sections of the Plan.

Over several months, City staff and the Planning Team worked collaboratively to build upon the Framework to identify the key priorities, improvements, and strategies that will guide growth, development, and investment in the Southeast Community Area. A series of draft recommendations on several topics were developed for stakeholder feedback and are reflected in the Plan.

During the second Planning Team meeting, staff presented on existing conditions and the team discussed assets, challenges and opportunities in the Southeast Community Area.

The Plan Framework was then iteratively developed, based on Planning Team conversations, other public input and analysis on each of the plan sections. Multiple Planning Team meetings were devoted to each of the topics, allowing for initial feedback and then review of draft recommendations. Specific meetings and activities that contributed to the development of each Plan Framework topic are described at the beginning of each of those plan sections.

Land Use

The future land use element of the plan was primarily informed by Planning Team input in Planning Team Meetings #4 and #5, and feedback received from the broader public in the first and second Community Meetings and associated online questionnaires. Initial public input for the draft vision and goals, and other public input related to housing, economic development, and other sections of the plan also informed the future land use element of the plan.

Housing

The housing recommendations were primarily informed by Planning Team input in Planning Team Meetings #6 and #7, and feedback received from the broader public in the first and second Community Meetings and associated online questionnaires. Initial public input for the draft vision and goals, and other public input related to future land use, economic development, and other sections of the plan also informed the housing recommendations and strategies.

Economic Development

In addition to discussing housing in Planning Team Meeting #6, the Planning Team discussed preliminary economic development concepts and strategies. The Project Team presented information on economic development issues and trends in the area. Following the presentation, the Planning Team discussed economic strengths, opportunities, and weaknesses in the area.

In Planning Team Meeting #7, the Planning Team discussed and provided feedback on economic development case studies and conceptual draft economic development recommendations that were based on discussion in the prior meeting.

The project team used the results of Planning Team Meetings #6 and #7 to create draft economic development recommendations. These were presented in the second Community Meeting and associated online questionnaire for feedback from the public.

The project team refined the draft economic development recommendations and created implementation strategies associated with each recommendation. These were presented for feedback in the second Community Meeting. This feedback was used to confirm and make final improvements to the economic development recommendations and strategies.

Mobility

During the second Community Meeting, the project team gathered input related to mobility. A board with mobility-related questions was displayed at the community meeting for attendees to respond to and provide additional comments and input. Based on input from attendees and input from the Planning Team during two meetings focused on mobility, major corridors were identified on the mobility framework diagram with modal priorities. The Mobility Framework Map was presented to and discussed with the Planning Team to determine appropriate modal priorities for roadways in the Regional Center. Trails, transit routes, bicycle routes, streetscape improvements, pedestrian safety, and traffic congestion were discussed in order to ensure that the Mobility Framework Map reflected the appropriate modal priorities and needs of the community.

Amenities and Public Space

The Planning Team also discussed amenities and public space at Planning Team Meeting #9. Meeting participants were first briefed by City staff and San Antonio River Authority (SARA) staff on what elements make up a complete neighborhood such as active recreation opportunities, natural features, social spaces, and stormwater management, among other things.

After seeing examples of the elements that create complete neighborhoods, Planning Team members discussed which elements were most critical and should be prioritized to help achieve the vision and goals of the Southeast Community Area Plan. After the presentation on complete neighborhoods, the team broke out into two groups for a mapping exercise to identify areas for amenities and pedestrian improvements, followed by a review of the exercise results.

Land Use

[See Figure 4 – Future Land Use Map]

Future Land Use

The Southeast Community Area Future Land Use Plan supports the [SA Tomorrow Comprehensive Plan, Multimodal Transportation Plan, and Sustainability Plan](#). It also draws on recommendations from the [SA Corridors Strategic Framework Plan](#) and implements the Vision, Goals, and Plan Framework for the Southeast Community Area. The Future Land Use Plan encourages growth and increased density at various scales in mixed-use centers and focus areas and along key transit and community corridors.

The following sections describe the general future land use patterns of the Southeast Community Area. Recommendations for implementing the Future Land Use Plan follow, and the full catalogue of land use categories (including descriptions and allowable zoning districts) adopted in the Unified Development Code (UDC) Chapter 35 are found following the descriptions on land use patterns.

Residential Areas

Neighborhoods

Neighborhoods and residential areas account for roughly 70% of the Southeast Area land use and consist primarily of single-family detached dwellings. These areas are generally quiet, stable, and have limited traffic volumes. Residential areas range from older neighborhoods such as Highland Park, Pecan Valley, and Pasadena Heights, to newer subdivisions including Foster Meadows and Blue Rock Springs. Generally, the Southeast Community Area should retain a lower density residential composition and appearance.

For the Southeast Area future land use map, existing neighborhoods are designated either Low Density Residential or Urban Low Density Residential. Urban Low Density Residential is appropriate in the western portion of the plan area, including Highland Park and Pasadena Heights, as these areas are characterized by smaller lots and neighborhood-scaled commercial uses embedded within.

Urban Low Density areas allow for multiplexes as well. Two- to four-story garden-style apartment complexes are located near the intersections of Gevers Street and Fair Avenue, and Southcross Boulevard and Pecan Valley Drive. Additional apartments are scattered along certain corridors, including Southcross Boulevard, South W.W. White Road, and Rigsby Avenue.

Adjacent to New Sulphur Springs Road are two manufactured housing communities. These communities are usually oriented with dwelling units located closer together on smaller parcels.

Medium and High Density Residential Uses

Medium Density Residential land uses should not be located within established residential neighborhoods, as they would detract from the existing character and scale of those neighborhoods, which typically consist of single-family, detached residential dwellings. However, Medium Density Residential may be appropriate along the perimeter of lower density neighborhoods as a transition to mixed-use areas or along identified transit corridors, such as along Fair Avenue, Roland Avenue, or South W.W. White Road. High Density Residential is not recommended in the Southeast Area. However, if residential development exceeding Medium Density Residential is desired, it is more suitable in areas

designated Urban Mixed-Use, to ensure housing units have accessibility to food and dining options, retail, public amenities, and other services.

Mixed-Use Centers and Corridors

Urban Mixed-Use

To further stimulate economic development, create healthy, walkable communities, and encourage higher density residential uses, Urban Mixed-Use should be located around major intersections and along corridors that can accommodate higher traffic volumes, as well as properties near public transit routes and facilities. Higher density residential development should occur in a mixed-use context in the Southeast Community Area. Urban Mixed-Use is designated in several key areas, including along Highway 87 and South W.W. White Road, which are major corridors in the Southeast Community Area. Specifically, in the focus area identified at Highway 87 and Lakefront Drive, the Urban Mixed-Use designation encourages a mixed-use town center development that accommodates a multigenerational community facility, commercial uses along Highway 87 frontage, apartments, townhomes, open space, and recreational connections to Tealer Park and Rosillo Creek. At the intersection of South W.W. White Road and Southcross Boulevard, Urban Mixed-Use has been designated to encourage infill of vacant or underutilized lots and to allow a mix of uses at a potential transit facility along the South W.W. White Road premium transit corridor. Urban Mixed-Use is also designated at the intersections of Gevers Street and Fair Avenue, near McCreless Shopping center; Pecan Valley Drive and Southcross Boulevard, which complements adopted land use patterns in the adjacent Brooks Area Regional Center Plan; Rigsby Avenue and South W.W. White Road; and South W.W. White Road and Loop 410.

Neighborhood Mixed-Use

Neighborhood Mixed-Use supports small-scaled businesses that service two to three surrounding neighborhoods and accommodates housing ranging from single-family dwellings to small multiplexes. Neighborhood Mixed-Use is designated at the intersections of Roland Avenue and Rigsby Avenue, and along Rigsby Avenue from Clark Avenue to Amity Road. Portions of Fair Avenue, Gevers Street, Southcross Boulevard, and Loop 410 have been designated Neighborhood Mixed-Use, to serve as transitions from higher intensity land uses to Low Density Residential. This designation has also been applied to South W.W. White Road between Rigsby Avenue and Southcross Boulevard, complementing existing commercial uses along this premium transit corridor.

Employment/Flex Mixed-Use

Employment/Flex Mixed-Use is assigned to properties along Sinclair Road, situated between South W.W. White Road and Rosillo Creek. This local arterial includes several industrial uses and has freight delivery traffic. Employment/Flex Mixed-Use along this corridor discourages conventional industrial uses and promotes future adaptive reuse of industrial sites. Employment/Flex Mixed-Use is also assigned to parcels near the intersection of Roland Avenue and Rigsby Avenue to provide a transition between Light Industrial and Neighborhood Mixed-Use areas.

Business/Innovation Mixed-Use

Business/Innovation Mixed-Use accommodates light industrial uses with office, commercial, and residential uses, all within a cohesive setting. It is intended for larger parcels or campus-style development, where industry, office and certain residential projects could co-exist. Both Business/Innovation and Employment/Flex Mixed-Use areas are designated along Loop 410 on industrial sites and in business parks to encourage an employment and innovation corridor that also includes options for housing on-site. Heavy industrial uses are not permitted. Business/Innovation Mixed-Use is

designated at the current location of HOLT CAT San Antonio, located southwest of the Southcross Boulevard and Loop 410 intersection, in place of Heavy Industrial land use. Business/Innovation Mixed-Use is also located along Loop 410, north of the Regional Commercial area at the Loop 410 and Southcross Boulevard interchange, which includes General Commercial, Light Industrial, and General Industrial zoning districts.

Commercial Areas

Regional Commercial allows for higher intensity commercial uses, can attract large scale businesses, and can draw in residents citywide. Its expression should be limited to interstate frontages and major freeway intersections. Regional Commercial is designated near the Southcross Boulevard and Loop 410 interchange. This area currently consists of several vacant properties that are zoned C-2, C-3, I-1, or R-5. There are also small areas of Regional Commercial at the Fair Avenue and I-37 interchange, and Loop 410 and Rigsby Avenue.

Community Commercial land use is located along South Hackberry Street, Southcross Boulevard, and Rigsby Avenue. These corridors provide several unique and longstanding businesses that offer services and goods to surrounding neighborhoods.

Industrial Areas

Within the Southeast Community Area, Heavy Industrial land use is discouraged and has not been assigned to any parcels. Light Industrial land use is located on property owned and operated by the San Antonio Independent School District (SAISD) and is used for a transportation base for school bus storage and fleet maintenance. Light Industrial is also located near the intersection of Loop 410 and South W.W. White Road, where there is a building materials supplier, sign shop, and truck equipment, all having industrial zoning. Other industrial uses can be accommodated in areas classified as Business/Innovation Mixed-Use, which permits Business Park, Mixed Industrial, Light Industrial, and General Industrial zoning districts.

Parks / Open Space and Agricultural Areas

Parks / Open Space is designated to City- and Bexar County-owned parks and recreational facilities, including Southside Lions Park, Tealer Park, Highland Park, Comanche Park, and Covington Park. Parks / Open Space land use is also located in and around newer subdivisions east of Loop 410, including Blue Rock Springs, Riposa Vita, and Foster Meadows. Although not indicated on the future land use map, Parks and Open Space is recommended along linear creek systems, which include Salado Creek and Rosillo Creek. This recommendation is intended to encourage future investment for nature trails, trail-oriented development, recreational activity, alternative routes of mobility, and environmental and floodplain conservation.

Agricultural land use is limited in the Southeast Community Area and only located on a large parcel along Roland Avenue, which is the site of the Granieri Farm.

Land Use Recommendations

Five land use recommendations are identified to support the land use plan for the Southeast Community Area. In the Implementation section of the plan, specific strategies are provided for each of the following recommendations.

Land Use Recommendation #1: Maintain residential and nonresidential densities that are consistent with historic patterns, to strengthen and preserve established neighborhoods.

Development in the Southeast Community Area has followed the history of development for the City as a whole, with density decreasing as one moves eastward from I-37 past Loop 410. As infill development and redevelopment occurs, new uses should be compatible with existing development, in terms of building height, lot sizes, and uses, in order to preserve the character and identity of established neighborhoods. For the most part, infill development should not disrupt pre-existing patterns and should be compatible in use and scale of existing development. The major exception to this would be the land along Loop 410, South W.W. White Road, and areas along Rigsby Avenue/Highway 87, where the plan indicates that mixed-use is the preferred future land use.

Southeast neighborhoods historically have been developed as single-family dwellings on a single lot. Future residential development should aim to maintain this pattern, however, medium density residential and mixed-use residential are encouraged, where applicable. When applicable, neighborhood scaled commercial uses are encouraged in more compact neighborhoods closer to the Downtown urban core, including Highland Park and Pasadena Heights.

Non-residential land uses embedded in existing neighborhoods should encourage diversity amongst retail and food options and should be appropriately scaled to not detract from the character of the surrounding neighborhood.

Land Use Recommendation #2: Establish appropriate buffers and transitions between neighborhoods and nonresidential areas.

The use and development of properties near neighborhoods and residential areas has an impact on the lives of the people who live in the plan area. Transitional buffers are needed to ensure that commercial and industrial activity will not adversely impact existing neighborhoods and residential areas. Neighborhood Mixed-Use, Medium Density Residential, Parks / Open Space, and Employment/Flex Mixed-Use are examples of land use categories that serve as effective buffers between residential and non-residential uses.

Additionally, the nature and scale of commercial uses should be compatible with the density of surrounding residential areas. This is more effective for transportation demand management and minimizes conflict between residents and businesses.

To help ensure new development is compatible with the surrounding residential uses, buffers and transitions should be integrated between varying densities and uses, which can be accomplished through landscape buffers and zoning districts. To preserve the single-family residential character of the Southeast Area neighborhoods, higher densities should be concentrated along major transit corridors and intersections, and taper down in density, scale, and use when approaching adjacent single-family residential neighborhoods.

Land Use Recommendation #3: Foster the development of Loop 410 within the Southeast Community Area as a mixed-use innovation and employment corridor.

In the Southeast Community Area, Loop 410 provides transportation access, visibility, and land availability for project-scale development and redevelopment. Industrial areas along Loop 410 have been reimagined as employment and innovation hubs, creating more jobs closer to nearby

neighborhoods, which could assist with reducing commute times. These areas could include food production and distribution, modern manufacturing, technological districts, design and media centers, culture, gourmet food and beverage, hard goods manufacturing, craft studios, start-up incubators, creative hubs, breweries and distilleries. These areas should be energetic environments for smaller startups to larger companies.

Major cross streets of Loop 410, such as Southcross Boulevard, Highway 87, and South W.W. White Road, create further accessibility for this corridor to allow for economic opportunity that extends beyond the freeway frontage. Existing activity in the area includes larger scale industrial and commercial use, with limited single-family encroachment of freeway-accessible space. More commercial activity is encouraged along Southcross Boulevard between Loop 410 and South W.W. White Road, to establish a community shopping strip or center that includes retail, restaurants, and other community services and amenities for surrounding neighborhoods and supports nearby employment areas, subsequently creating more jobs closer employment options to residents.

To encourage mixed-use development oriented toward technology and innovation, residential opportunity should be limited to multi-family and mixed-use projects within the areas close to Loop 410. Regional commercial activity should be concentrated at one or two major intersections, and properties that are designated as Business/Innovation Mixed-Use should be zoned so that the desired development forms are permitted.

Properties along Loop 410 that are in closer proximity to existing neighborhoods have been designated as either Employment/Flex Mixed-Use or Neighborhood Mixed-Use, in order to allow for commercial and multi-family development, while providing a better transition and appropriate scale of commercial uses adjacent to surrounding neighborhoods.

Land Use Recommendation #4: Promote mixed-use and transit-oriented development patterns along key corridors that reinforce mobility patterns in the plan area, including pedestrian and transit activity.

Properties located adjacent to or near transit stations should be mixed-use and developed at a higher intensity than the surrounding area. First floors should be primarily commercial in nature, with signage, lighting and parking areas oriented toward the pedestrian and the transit rider, to improve connectivity between residents and their destinations. Near entrances to Southside Lions Park, particularly in mixed-use areas, trail-oriented development should be encouraged, and enhanced bike facilities should be incentivized.

Key mixed-use corridors, such as Rigsby Avenue and South W.W. White Road, should incorporate higher-density development oriented toward the corridor to minimize impact on single-family residential areas. Land uses along these corridors should preserve existing businesses and incorporate new and diverse businesses while integrating a variety of housing options. Where appropriate, the

highest densities should be concentrated within walking distance to transit stops and facilities. Adaptive reuse and infill development are encouraged for vacant or underutilized parcels and buildings.

These corridors should provide a quality public realm that is accommodating to multiple modes of mobility. When applicable, parking areas should be located behind buildings to create a more intimate connection between sidewalks and buildings.

Land Use Recommendation #5: Protect the natural resources of the plan area through Green Infrastructure and appropriate use of floodplain and riparian corridors.

In order to preserve the natural assets of this plan area, streams, natural areas, and significant changes in topography should be preserved and maintained as natural amenities and community assets for future development. Application of structural stormwater best management practices and planning techniques is recommended for riparian areas that are not located within a public park or open space. For new single-family neighborhood development, ensure that smaller-scale park facilities that are accessible to each neighborhood are provided for residents, in addition to the regional parks of the area.

Trail-Oriented Development is encouraged along creeks and linear greenways and should incorporate Low Impact Development (LID) strategies for future development. New development along creeks should not produce an excessive amount of stormwater runoff into the creeks. Bicycle and pedestrian connections should be integrated and provide connections between natural arterials and residential neighborhoods. Additionally, reducing impervious cover, encouraging more clustered, walkable mixed-use development, and incorporating attractive bioretention areas in new developments are amongst some of the ways to use LID to slow and filtrate stormwater runoff, create a more sustainable community, and reduce pollutants from enter creekways.

Protection and preservation of the floodplain along the Salado Creek, including Southside Lions Park, the former Pecan Valley Golf Course, and the Granieri Farm should be prioritized in order to provide recreational opportunities and open space, and to prevent negative impacts, such as erosion, flooding, and loss of natural vegetation and wildlife.

Future Land Use Categories

As described above, the Southeast Community Area Plan includes a range of land use designations that represent the unique character of the area, while encouraging and supporting development patterns that reflect the goals of the SA Tomorrow Comprehensive Plan and the preferences of the Southeast Community Area. Listed below is the full list of land use categories adopted by City Council into the Unified Development Code (UDC), Chapter 35, on October 11, 2018. Each category listed includes a description, general guidance on where the land use designation is most appropriate, and a list of allowable zoning districts.

Residential Estate

Residential Estate includes large lot single-family detached houses on individual estate-sized lots or in conservation subdivisions. This form of development should be located away from major arterials, and can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access. Permitted zoning districts: FR, R-20, RE, and RP.

Typical densities in this land use category would be up to 2 dwelling units per acre.

Low Density Residential

Low Density Residential includes single-family detached houses on individual lots, including manufactured and modular homes. This form of development should not typically be located adjacent to major arterials. This land use category can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access. Permitted zoning districts: R-4, R-5, R-6, NP-8, NP-10, and NP-15.

Typical densities in this land use category would range from 3 to 12 dwelling units per acre.

IDZ and PUD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Urban Low Density Residential

Urban Low Density Residential includes a range of housing types including single-family attached and detached houses on individual lots, small lot residences, duplexes, triplexes, fourplexes, cottage homes, manufactured homes, low-rise garden-style apartments, and manufactured home parks. This land use category may also accommodate small scale retail and service uses that are intended to support the adjacent residential uses. Other nonresidential uses, including, but not limited to, schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. Permitted zoning districts: R-3, R-4, R-5, R-6, RM-5, RM-6, MF-18, MH, MHC, MHP, and NC.

Typical densities in this land use category would range from 7 to 18 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Medium Density Residential

Medium Density Residential accommodates a range of housing types including single-family attached and detached houses on individual lots, manufactured and modular homes, duplexes, triplexes, fourplexes, and low-rise, garden-style apartments with more than four (4) dwelling units per building. Cottage homes and very small lot single-family houses are also appropriate within this land use category. Higher density multi-family uses, where practical, should be located in proximity to transit facilities. Certain nonresidential uses, including, but not limited to, schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. Permitted zoning districts: R-3, R-4, RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, MH, MHC, and MHP.

Typical densities in this land use category would range from 13 to 33 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

High Density Residential

High Density Residential includes low-rise to mid-rise buildings with four (4) or more dwelling units in each. High density residential provides for compact development including apartments, condominiums, and assisted living facilities. This form of development is typically located along or near major arterials or collectors. High density multi-family uses should be located in close proximity to transit facilities. Certain nonresidential uses, including, but not limited to schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. This

classification may be used as a transitional buffer between lower density residential uses and nonresidential uses. High density residential uses should be located in a manner that does not route traffic through lower-density residential uses. Permitted zoning districts: RM-4, MF-25, MF-33, MF-40, MF-50, MF-65, MH, MHC, and MHP.

Typical densities in this land use category would range from 25 to 50 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Neighborhood Commercial

Neighborhood Commercial includes smaller intensity commercial uses such as small-scale retail or offices, professional services, and convenience retail and services that are intended to support the adjacent residential uses. Neighborhood commercial uses should be located within walking distance of neighborhood residential areas. Special consideration should be given to pedestrian and bicycle facilities that connect neighborhoods to commercial nodes. Permitted zoning districts: O-1, NC, and C-1.

IDZ, PUD, MXD, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Community Commercial

Community Commercial includes offices, professional services, and retail uses that are accessible to bicyclists and pedestrians and linked to transit facilities. This form of development should be located in proximity to major intersections or where an existing commercial area has been established. Community commercial uses are intended to support multiple neighborhoods, have a larger market draw than neighborhood commercial uses, and attract patrons from the neighboring residential areas. All off-street parking and loading areas adjacent to residential uses should include landscape buffers, lighting and signage controls. Examples of community commercial uses include, but are not limited to, cafes, offices, restaurants, beauty parlors, neighborhood groceries or markets, shoe repair shops and medical clinics. Permitted zoning districts: O-1.5, NC, C-1, and C-2.

IDZ, PUD, MXD, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Regional Commercial

Regional Commercial includes high intensity uses that draw customers from both adjacent communities as well as the larger metropolitan region. Regional commercial uses are typically located in general proximity to nodes along expressways or major arterial roadways and incorporate high-capacity transit facilities. Regional Commercial uses should incorporate well-defined entrances, shared internal circulation, limited curb cuts to expressways and arterial streets, sidewalks and shade trees in parking lots, landscaping between the parking lots and roadways, and well- designed monument signage. Examples of regional commercial uses include, but are not limited to, movie theaters, plant nurseries, automotive repair shops, fitness centers, home improvement centers, hotels and motels, mid- to high-rise office buildings, and automobile dealerships. Permitted zoning districts: O-1.5, O-2, C- 2, C-3, L, and BP.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Neighborhood Mixed-Use

Neighborhood Mixed-Use contains a mix of residential, commercial, and institutional uses at a neighborhood scale. Within mixed-use buildings, residential units located above first floor are encouraged. Typical first floor uses include, but are not limited to, small office spaces, professional services, and small-scale retail establishments and restaurants. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Neighborhood Mixed-Use area to ensure access to housing options and services within close proximity for the local workforce. Where practical, buildings are situated close to the public right-of-way, and parking is located behind buildings. Parking requirements may be minimized using a variety of creative methods, such as shared or cooperative parking agreements, to maximize land available for housing and community services. Pedestrian spaces are encouraged to include lighting and signage, and streetscaping should be scaled for pedestrians, cyclists, and vehicles. Properties classified as Neighborhood Mixed-Use should be located in close proximity to transit facilities. Permitted zoning districts: RM-4, RM-5, RM-6, MF-18, O-1, NC, C-1, MH, MHC, MHP, FBZD, AE-1, and AE-2.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Urban Mixed-Use

Urban Mixed-Use contains a mix of residential, commercial, and institutional uses at a medium level of intensity. Urban Mixed-Use development is typically larger-scale than Neighborhood Mixed-Use and smaller-scale than Regional Mixed-Use, although many of the allowable uses could be the same in all three categories. Building footprints may be block-scale but could be smaller depending on block configuration and overall development density. Typical first floor uses include, but are not limited to, professional services, offices, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Urban Mixed-Use areas to ensure access to housing options and services within close proximity for the local workforce. Structured parking is encouraged in Urban Mixed-Use category but is not required. Parking requirements may be satisfied through shared or cooperative parking agreements, which could include off-site garages or lots. The Urban Mixed-Use category should be located in proximity to transit facilities. Permitted zoning districts: RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, MF-40, O-1, O-1.5, C-1, C-2, MH, MHP, MHC, FBZD, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Regional Mixed-Use

Regional Mixed Use contains residential, commercial and institutional uses at high densities. Regional Mixed-Use developments are typically located within regional centers and in close proximity to transit facilities, where mid-rise to high-rise buildings would be appropriate. Typical lower floor uses include,

but are not limited to, offices, professional services, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Regional Mixed-Use areas to ensure access to housing options and services within proximity for the local workforce. Where feasible, development is ideally built at the block scale, with minimum building setbacks. Parking requirements may be satisfied through shared or cooperative parking agreements, which can include off-site garages or lots. If parking requirements are satisfied on-site, structured parking is encouraged. Pedestrian spaces are encouraged to be generous in width and lighting, with streetscaping and signage scaled to pedestrians. Regional Mixed-Use projects encourage incorporation of transit facilities into development. Permitted zoning districts: MF-33, MF-40, MF-50, MF-65, O-1.5, O-2, C-2, C-3, D, ED, FBZD, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Employment/Flex Mixed-Use

Employment/Flex Mixed-Use provides a flexible live/work environment with an urban mix of residential and light service industrial uses. Uses include smaller-scale office, retail, art studio warehouses, art-oriented fabrication, creative businesses and workspaces, and cottage industrial and fabrication uses. Adaptive uses of vacant or underutilized structures are encouraged to provide residential urban infill and appropriate employment opportunities within or near neighborhoods. Buildings have a smaller footprint and can closely resemble campus-like development across multiple sites or with several multi-functioning buildings on one site. Permitted zoning districts: RM-4, MF-18, MF-25, MF-33, O-1, O-1.5, C-1, C-2, L, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Business/Innovation Mixed-Use

Business/Innovation Mixed-Use accommodates industrial uses with office, commercial, and residential uses, all within a cohesive setting, on a larger scale and within larger footprints than the Employment/Flex Mixed-Use category. Industrial arts workshops, high tech fabrication, processing and assembly, and other industrial uses are permitted, in addition to commercial uses. Vocational training, technological learning centers, medical campuses, and research/development institutions are also appropriate for these spaces. Additional environmental performance standards should be employed for properties designated as Business/Innovation Mixed-Use, such as hours of activity, loading, noise levels and lighting, to ensure that the intensity of the industrially oriented uses is comparable to that of the other non-residential uses. The mix of uses may be either vertically or horizontally distributed. Live/work housing options are permissible in Business/Innovation Mixed Use areas to ensure access to housing options and services within close proximity of business innovation areas for the local workforce. Business/Innovation mixed use should incorporate transit and bicycle facilities to serve the training and employment base. Permitted zoning districts: RM-4, MF-18, MF-25, O-1.5, O-2, C-2, C-3, L, I-1, MI-1, BP, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Light Industrial

Light Industrial includes a mix of manufacturing uses, business park, and limited retail/service uses that serve the industrial uses. Industrial uses should be screened and buffered from adjoining non-industrial uses. Any outside storage should be under a roof and screened from public view. Examples of light industrial uses include drug laboratories, furniture wholesalers, lumberyards, food production, and warehousing. Permitted zoning districts: L, I-1, MI-1, and BP.

IDZ, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

Heavy Industrial

Heavy Industrial includes heavy manufacturing, processing and fabricating businesses. Heavy industrial uses shall be concentrated at arterials, expressways, and railroad lines. This category is not compatible with neighborhood-scaled categories or those that permit residential zoning. Heavy Industrial should be separated from non-industrial uses by an allowable land use or a significant buffer. Examples of heavy industrial uses include auto manufacturing, battery manufacturing, and petro chemical bulk storage. Permitted zoning districts: I-1, I-2, MI-1, MI-2, QD, and SGD.

Agricultural

Agricultural includes crop agriculture, ranching, and related agribusiness practices. Single-family detached houses and detached accessory dwelling units are permitted on agricultural and ranch lands at very low densities or in conservation subdivisions that will not interfere with agricultural operations. Limited commercial uses directly serving agricultural and ranching uses, such as farmers markets, nurseries, stables, bed and breakfasts are permitted. To maintain scenic qualities, natural vegetative buffers, deeper setbacks, increased signage control, earthen drainage channels, and more restrictive access management standards are desired along major scenic corridors. Floodplain protection and buffer zones along creeks and rivers are instrumental in retaining rural character. Permitted zoning districts: RP and FR.

Parks/Open Space

Parks/Open Space may include, but is not limited to, large, linear, or unimproved land where conservation is promoted, and development is not encouraged due to the presence of topographic constraints or institutional uses on the site. Parks/Open Space may include utility corridors and public or private land uses that encourage outdoor passive or active recreation. Examples include city owned and/or operated pocket, regional, or linear parks, as well as private parks associated with subdivisions and neighborhood associations.

City/State/Federal Government

City/State/Federal Government includes areas owned and operated by a federal, state, or city agency. Examples may include government offices, public service facilities such as libraries and police stations, military bases, state colleges, and federal courts. This category does not apply to properties owned by a public agency but leased to and operated by another party.

Focus Areas

[See **Figure 5– Focus Area Framework Map**]

Focus areas are defined as target areas of opportunity suitable for improvements and investment within the Southeast Community Area. Focus areas for the Southeast Community Area were identified and confirmed by the Southeast Planning Team and community stakeholders. These are typically areas within a central area of a neighborhood or the Southeast area that are special or unique to the residents that live nearby. These are also areas that could accommodate more opportunities to live, work, and play.

Focus areas can range from infill development on small parcels in neighborhoods to adaptive reuse of underutilized industrial buildings to greenfield development on large undeveloped areas. In the Southeast Community Area, most focus areas consist of vacant, privately-owned properties or areas in need of enhancements to existing buildings and streetscape. The common goal of the Southeast focus areas is to create mixed-use destinations that can be enjoyed by residents and stakeholders of all ages and levels of physical mobility.

Each identified focus area has been uniquely tailored to reflect the vision and recommendations established by community stakeholders. Focus area features can include appropriate building scale and height, desired character and design elements, potential types of businesses, compatible housing options, and recommended public places and recreational amenities. Although it is understood that most of the focus areas are located on privately-owned properties that can be developed at the discretion of the property owner, these focus areas concepts established by Southeast stakeholders envision desirable ways in which these areas could be developed or evolve over time to help meet a variety of community goals.

Focus Area #1: Pasadena Heights

[See Figure 6 – Focus Area #1 Illustration/Map]

The Pasadena Heights Focus Area is generally bounded by Elgin Avenue to the west, Rigsby Avenue to the north, Salado Creek to the east, and Southside Lions Park to the south. The focus area includes a commercial node at the intersection of Roland Avenue and Rigsby Avenue and sits adjacent to the Pasadena Heights neighborhood. Businesses include a mix of local restaurants, auto repair and services, discount variety stores, and other local businesses and services, typically in smaller building footprints. The adjacent Pasadena Heights neighborhood consists of a myriad of older single-family homes built between the 1940s and 1980s, all on single-family residentially zoned lots of varying lot sizes.

Vision

The vision for the Pasadena Heights Focus Area is to establish a hub with a mix of neighborhood-scaled commercial uses and medium-density residential uses on vacant and underutilized lots near the intersection of Roland Avenue and Rigsby Avenue. The intersection of Roland Avenue and Rigsby Avenue has been envisioned as destination for nearby neighborhoods that includes neighborhood-scaled ground floor retail, dining, and grocery; multi-family housing for all stages of life and income levels; small outdoor gathering spaces; and overall streetscape improvements along Rigsby Avenue. In addition to mixed-use development, overall improvements to the Pasadena Heights residential area are desired to further support a mixed-use hub. Residents of the Pasadena Heights neighborhood have expressed the need for infrastructure improvements, infill development on vacant parcels, and introduction of a linear park and other public spaces. Several streets need infrastructure improvements to direct stormwater runoff to properly drain into sewers, easements, and tributaries. These streets include Rigsby Avenue, Chickering Avenue, Schley Avenue, and Hicks Avenue, which run east to west; and Amanda Street, and Beethoven Avenue, which run north to south. There are several vacant lots that range in size and are suitable for infill development, including single-family homes, duplexes, triplexes, townhomes, and other compact housing. Vacant lots could also be suitable for neighborhood parks, playgrounds, dog parks, and community gardens. Additionally, an internal linear park is encouraged along the City-owned drainage easement that runs throughout the neighborhood and connects to the Salado Creek Tributary and Southside Lions Park.

Transformative Project

Within the Pasadena Heights Focus Area, the area surrounding the intersection of Roland Avenue and Rigsby Road has been identified as a potential transformative project, or a site reimagined for potential redevelopment that will improve the community and provide needed services for residents. For this conceptual project, two vacant areas have been deemed suitable for mixed-use development. The sites are conveniently located near access to I-10, Southside Lions Park, Salado Creek, and the Pasadena Heights and Highland Park neighborhoods. During a digital design charrette, the Southeast Planning Team provided input to help create a digital model of how these two sites could be developed to fulfill community needs and aspirations. The two sites pay special attention to design, building heights, and compatibility with surrounding properties.

Figures 7 and 8 show the existing conditions and proposed concept for Site A, located between Aurellia Street, Rigsby Avenue, and Roland Avenue. This mixed-use site includes three- to four-story street-fronting buildings with internal parking and ground floor commercial uses. Amenities include public art

and a small plaza at the intersection of Roland Avenue and Rigsby Avenue, tree canopies and landscape buffering along sidewalks, a market, and crosswalks for increased pedestrian safety and connections to the Pasadena Heights neighborhood, just south of Rigsby Avenue.



Figures 7-8: Digital Design Charrette Conceptual Rendering of Focus Area #1 Site A-Roland Avenue and Rigsby Avenue

Figures 9 and 10 show the existing and conceptual development for Site B, located along Pecan Valley Drive between Rigsby Avenue and Roland Avenue. The Planning Team envisioned this area as mixed-use, however, in comparison to Site A, this site has been scaled down to two to three stories and primarily includes residential uses to better transition to the surrounding single-family residential development. Commercial uses are included but only at corners. Parking is located in the rear of buildings. Building setbacks are farther from the street to allow for landscaping, tree canopies, and wider sidewalks. Additionally, the drainage easement that runs along Pecan Valley Drive could become a focal point with vegetation and decorative elements.



Figures 9-10: Digital Design Charrette Conceptual Rendering of Focus Area #1 Site B-Pecan Valley Drive and Roland Avenue

Focus Area #2: Lakeside

[See Figure 11 – Focus Area #2 Illustration/Map]

The Lakeside focus area is generally bounded by US Highway 87 to the north, Rosillo Creek to the west, the Lakeside neighborhood to the south, and extending eastward along US Highway 87 to Southeast Church of Christ. The focus area is currently vacant and includes over 30 acres of privately-owned land. The focus area is surrounded by agricultural and industrial uses to the north of US Highway 87 and single-family residential development to the east and south. The surrounding Lakeside neighborhood

consists of homes built between the 1980s and 2000s and has been described as quiet and family oriented. This area has several assets including:

- Adjacency to Rosillo Creek and Tealer Park, which includes a lake, walking trail, playground, and picnic pavilion;
- Located along VIA bus route 30, which travels along Lakefront Street and US Highway 87;
- Convenient access to Loop 410;
- Proximity to QuikTrip, Wal-Mart, and other chain restaurants;
- Connections to China Grove and outlying municipalities; and
- Located along a Primary Arterial Type A with a 120' right-of-way.

Vision

The vision for the Lakeside Focus Area is a mixed-use town center that provides services to east San Antonio neighborhoods and adjacent municipalities. This development pattern is consistent with the recommended Urban Mixed-Use land use designation. This focus area would ideally include retail, dining, entertainment, medical, residential, hospitality, and recreational uses. The town center should be well-designed with good connectivity and circulation, walkability, attractiveness, appropriate scale and transition of uses, balance between buildings and open spaces, and harmony amongst the built environment and mobility. Additional streetscape improvements should be made along Rigsby Avenue to improve east-west connections so pedestrians and bicyclists can safely access the focus area from the west.



Figures 12-13: Digital Design Charrette Conceptual Rendering of Focus Area #2 Lakeside - Looking North toward US Highway 87/Rigsby Avenue. Potential uses include a variety of housing, commercial uses, medical uses, multigenerational center, interior parking, and neighborhood market.

Transformative Project

During a digital design charrette, the Southeast Planning Team provided input for a conceptual town center. In the vacant area east of Lakefront Drive, higher density would occur along US Highway 87 and development would decrease in intensity of uses and building heights as it approaches the existing single-family Lakeside residences. Ground floor commercial uses would be concentrated closer to US Highway 87, with parking garages located internally between buildings. This area would include a variety of housing options ranging from single-family homes to medium density residential uses. Housing should include affordable and market-rate options that are welcoming to both homeowners and renters. Higher density multi-family residential uses would be located closer to US Highway 87 above commercial uses. This pattern would then transition down to three-story garden-style apartments, followed by two- to three-story attached townhomes next to the existing single-family homes. Housing should be

oriented toward the street with both on-street parking and parking located behind buildings. Playgrounds, parks, and plazas would be interwoven between buildings as shown in Figure 14.



Figure 14: Internal view of residential and recreational areas.

The vacant area west of Lakefront Drive, located between US Highway 87 and Tealer Park, would be for more public use and would include a commercial retail space, a market, apartments, and a multi-generational center, as shown in Figure 15. Parking would be on-street and surface level parking lots shared amongst the different buildings. A linear greenway trail is recommended along the adjacent Rosillo Creek that provides an alternate north-south connection for bicyclists and pedestrians from US Highway 87 to New Sulphur Springs Road. This section of the focus area would provide connections to Tealer Park and the proposed Rosillo Creek Trail and would be designed with consideration to the 100-year floodplain and natural environment and wildlife nearby.



Figure 15: Conceptual rendering of market and commercial areas west of Lakefront Drive.

Focus Area #3: W.W. White Road and Sinclair Road

[See Figure 16 – Focus Area #3 Illustration/Map]

This focus area is generally bounded by W.W. White Road to the west, Sinclair Road to the north, Alma Drive to the south, and the Loop 410 frontage road to the east. Boundaries also include street frontage extending north along South W.W. White Road and east along Sinclair Road. The focus area contains a nearly 100-acre, vacant, privately-owned parcel on the northeast corner of W.W. White Road and Alma Drive as well as industrial uses and vacant parcels along Sinclair Road that abut the large vacant parcel. As identified in the previously adopted Eastern Triangle Community Plan (2009), the adopted future land use classified the large vacant parcel as Urban Living, which encourages “compact neighborhoods and centralized commercial centers that promote a sense of community that are pedestrian and transit friendly.” This land use designation aligns with the SA Tomorrow Urban Mixed-Use land use category. Similar development patterns are encouraged, when applicable, on the stretch of W.W. White Road corridor extending from Rigsby Avenue to Southcross Boulevard.

Vision

The W.W. White Road and Sinclair Road Focus Area is envisioned as a compact mixed-use center with retail, dining, office space, housing, and public open space. On the large vacant parcel, residential uses are encouraged above ground floor commercial uses. Building facades should face the street and parking should be located behind buildings. Building heights vary between two to three stories. Buildings should be pushed back from the street to allow adequate room for outdoor dining, sidewalks, trees and buffering between pedestrians the street, bike lanes, and on-street parking. Parks, plazas, promenades, and other outdoor public spaces should provide comfort for patrons and residents, and connections to surrounding buildings. The internal street network should promote slow-moving traffic to ensure pedestrian safety. Additionally, visible crosswalks and traffic signals are needed for pedestrians to safely cross W.W. White Road. Figures 17-20 show phases of the conceptual evolution of this area.

Figures 17-20: W.W. White Road and Sinclair Road – Existing Streetscape (Figure 17) and Potential Streetscape Concepts along W.W. White Road at Alma Road intersection (Figures 18-20).





Where applicable, adaptive reuse of industrial buildings is encouraged along Sinclair Road. These buildings are reimagined as live/work units, collaborative workspace, or cultural and art exhibition space. Vacant parcels could be infill projects for housing or neighborhood-scaled commercial uses. New construction should be built to a scale considerate of the single-family homes across the street. Additionally, Sinclair Road should include pedestrian and bicycle connections and traffic calming to ensure safety for all modes of mobility.

Focus Area #4: Loop 410 and Southcross Boulevard

[See Figure 21 – Focus Area #4 Illustration/Map]

The Loop 410 and Southcross Boulevard Focus Area is generally bounded by W.W. White Road to the west, Southcross Boulevard to the south, Loop 410 frontage to east, and a contiguous property line to the north. This focus area largely consists of vacant parcels. It is located directly along VIA bus route 515, and near routes 552, 28, and 230, which have stops at the intersection of Southcross Boulevard and W.W. White Road, which is a busy intersection in the Southeast Community Area. It also has direct access to the Loop 410 and Southcross Boulevard interchange. Located nearby is HOLT CAT San Antonio, one the Community Area’s largest employers.

Vision

The vacant parcels in this focus area are primarily suitable for a commercial hub. Development patterns should have connections to the street and should be outward facing toward Southcross Boulevard. Parking can be centrally located, behind the front-facing buildings. Potential uses could include a shopping plaza, fine dining options, a theater, office or gallery space, boutique, a small grocery store, and other retail options and services. Public gathering space such as a plaza or promenade should be incorporated and have attractive features such as fountains or public art. Streetscape improvements along Southcross Boulevard include trees, landscaping, lighting, and appropriately scaled signage for businesses. Since this site is situated between corridors with high traffic volumes, residential uses are not encouraged, however, live/work units could be considered a compatible housing option. With proximity to Loop 410 and large employers, such as HOLT CAT San Antonio and the H-E-B distribution center, this focus area is a desirable location for nearby employees to visit for lunch or after work, in addition to the nearby residents and neighborhoods.

Focus Area #5: Pecan Valley Drive and Southcross Boulevard

[See Figure 22 – Focus Area #5 Illustration/Map]

The Pecan Valley Drive and Southcross Boulevard Focus Area is generally bounded by Pecan Valley Drive to the west, Southcross Boulevard to the south, Salado Creek to the east, and Southside Lions Park to the north. A significant portion of the area is located on the former Pecan Valley Golf Course, which is privately-owned and has sections located in the 100-year floodplain. Over the years, the underutilization of the golf course and lack of security and maintenance have led to illegal dumping and activity. The western corner of the area includes neighborhood-scaled commercial uses, a former Walmart Marketplace which closed in 2018, the older Pecan Valley Apartments, and the newer Masters Ranch Apartments, built in 2015. Nearby Pecan Valley residents have raised concerns about the conditions and undesired activity at these apartment complexes.

Vision

This focus area encourages increased measures to improve public safety, neighborhood commercial uses at the intersection of Southcross Boulevard and Pecan Valley Drive, natural preservation and public

use of the former Pecan Valley Golf Course, extension of the Salado Creek Greenway Trail, improvements to the existing multi-family, and more variety in housing types.

The intersection of Southcross Boulevard and Pecan Valley Drive is envisioned as having mixed-use development in an area currently dominated by surface level parking, to create a neighborhood node. The structure formerly used for the Wal-Mart Marketplace could be re-used as a grocery store while the existing parking lot can be shared amongst new businesses. New development at this intersection should be two to three stories and could include a police sub-station, medical facility, office space, quality dining options, mixed-income housing options, and small outdoor gathering spaces. Streetscape improvements include landscaping, general road repairs and maintenance, more lighting to increase visibility, and restriping of bike lanes. Figures 23 and 24 illustrate existing and conceptual renderings of the intersection.

Since the former Pecan Valley Golf Course has sections located in the floodplain, stakeholders felt this area should remain a natural green space and be activated for public use, such as walking trails with proper lighting, maintenance, and surveillance. This area should also provide connections to Southside Lions Park, adjacent neighborhoods, and the extension of Salado Creek Greenway Trail.

The area located behind the single-family residences along Pecan Grove Drive is not located within the floodplain. New residential development on this property should be complementary to the existing housing and encourage homeownership. This can include one- to two-story, single-family homes or detached and attached townhomes.

Figures 23-24: Existing Development and Conceptual Mixed Use or Commercial Development at Southcross Boulevard and Pecan Valley Drive



Focus Area #6: Hackberry Street Corridor

[See Figure 25 – Focus Area #6 Illustration/Map]

The Hackberry Street Corridor Focus Area is in the Highland Park neighborhood and is a segment of a major north-south connector of several east San Antonio neighborhoods. Located along this corridor are neighborhood-scaled commercial uses between Rigsby Avenue and Steves Avenue. Businesses include

chain and non-chain restaurants, convenience stores, a bank, post office, self-storage, daycare, and privately-owned retail services.

Vision

This focus area focuses on retaining existing businesses, revitalizing the corridor to attract more businesses, and creating a walkable destination for nearby residents. The corridor could be transformed with a mix of neighborhood-scaled uses, tree canopies and landscaping, and neighborhood branding. Future development could include a grocery store, quality restaurants with outdoor dining, small shops and retailers, and public gathering spaces, such as a farmer’s market, plazas, dog park, or community garden. Building heights would range from one to two stories with ground floor commercial and offices or residences above. Buildings should front Hackberry Street, include parking in the rear, and have setbacks that allow a wide sidewalk and additional use of outdoor space in front. Sidewalks should use landscape buffering between pedestrians and the street and trees for shading. Sculptures, signage, wall and street murals, and banners are all techniques to help brand the Highland Park neighborhood and Hackberry Street corridor as a unique place. Additional measures should be taken to ensure pedestrian safety including improved sidewalks, lighting, and crosswalks. Figures 26-27 show the existing streetscape and potential amenities and streetscape improvements.

Figures 26-27: Southward view near Rigsby Avenue and Hackberry Street



Focus Areas Recommendations

Focus Area Recommendation #1: Create unique and skillfully planned places that are transit supportive, incorporate a mix of uses, are compatible with adjacent neighborhoods, and aim to achieve the vision of each focus area.

Although these areas are typically privately owned and it is ultimately the property owner’s decision what becomes of the property, community stakeholders have provided their input to create a vision of the community’s ideal places to live, work, play, and gather. Each focus area should meet the needs of Southeast stakeholders and residents, as well as those who visit the area. Areas should provide essential services and goods, offer employment and housing opportunities, and provide pedestrian-friendly spaces. The most requested uses from stakeholders that are common amongst many focus areas’ visions are upscale and quality dining and entertainment options, markets and grocery stores, medical facilities, and quality housing for all income levels and stages of life. Movement between uses should be comfortable and convenient. These places should be designed to be inclusive of all forms of mobility and physical abilities, have a balance between pedestrian and vehicular traffic, and have a strong network of roads and walkways that connect to transit facilities and the surrounding community. Buildings are to be

scaled to a reasonable height and size comfortable for pedestrians, help define open spaces, and appropriately transition to be respectful of existing adjacent homes and neighborhoods. Buildings should also use long-lasting, high-quality construction materials.

Focus Area Recommendation #2: Establish or enhance public gathering spaces in identified focus areas.

Public gathering spaces, including parks, plazas, community centers, and trails, are essential to all focus areas. These spaces should be highly visible, closely surveilled, and well-lit for public safety; accessible for all users to assemble; and promote recreational and physical activity. They should be designed to use sustainable infrastructure, protect local plants and wildlife, and be convenient to use and navigate through. These spaces can include unique elements such as inventive wayfinding signage, personalized art, water features and landscaping and amenities that enhance the appearance and experience for visitors. The specific use of public space is important and can be specialized events or programs to activate the space and bring people together.

Focus Area Recommendation #3: Encourage streetscape improvements and designs that are character defining and enhance the pedestrian realm.

The pedestrian realm includes spaces in between buildings and is typically used to get from one place to another. Sidewalks should be wide enough to offer opportunities to accommodate amenities such as café seating and resting areas, provided there is enough public right-of-way. To ensure pedestrian comfort and convenience, walkways should be free of litter, obstructions, and overgrown brush or grass; be lined with mature trees for shading; include drought tolerant landscaping or physical barriers for buffering; and be constructed using high-quality materials. Bike lanes, on-street parking, and transit lanes and facilities should also be carefully designed and defined and provide an added level of buffering between pedestrians and traffic.

Safety should also be considered for pedestrians. Streets should be safe to cross with high visibility for vehicles, be clearly striped, and have lower speeds for vehicles. Sidewalks should be properly illuminated and include wayfinding signage for navigation.

Mobility

[See **Figure 28 – Mobility Framework Map**]

Background and Vision

In 2016, the City of San Antonio adopted the [SA Tomorrow Multimodal Transportation Plan](#), to make the City's transportation system "sustainable, safe, convenient, efficient, and inclusive of all modes." The plan adopted by City Council established "a shift in focus from moving vehicles to moving people," to manage traffic congestion, and improve transportation choices. The plan identified two primary and interdependent methods for managing future traffic congestion:

- Develop a land use pattern and policy to promote local trips; and
- Encourage more transportation options, in addition to personal vehicles, to connect Regional Centers.

[The SA Tomorrow Multimodal Transportation Plan](#) acknowledged that we cannot build our way out of congestion by continuously adding additional lanes and that the Comprehensive Plan, and associated land use plans, are a primary opportunity to improve mobility in San Antonio. By welcoming more people to live, work, and play in urban centers, regional centers, and transit corridors, we can shorten trip lengths, offer more transportation choices, and improve quality of life.

The combined costs of housing and transportation (commonly referred to as H+T) are often a large portion of a household's budget, with experts recommending the combined total not be more than 45% of household income. In the Greater San Antonio Region, that total on average is 53%. Walkable communities that provide great transit options can reduce the household transportation costs for the average person. If people have an alternative to driving alone, transportation costs can be stable even when gas prices rise. As some people choose to go to their destination on foot, bicycle, or public transit, the number of cars on the road will be minimized and can potentially reduce traffic delays for people that choose to drive.

The Southeast Community Area is located south of Rigsby Avenue and extends east beyond Loop 410 on the east side of San Antonio's city limits. The Plan Area has developed incrementally over 100 years through gradual waves of annexation. About one-third of development is residential land, ranging from neighborhoods that developed as early as the 1920s to new construction. The staggered growth in the plan area has created a diverse range of neighborhood and connectivity issues, with more conventional grid patterns of neighborhood blocks occurring in the western part of the Plan Area, and longer blocks with irregular forms and cul-de-sacs occurring east of the Salado Creek Greenway.

Several major highways including I-37 and I-10 run adjacent to the Southeast Community Area and provide easy access to Downtown, Ft. Sam Houston Area Regional Center, Brooks Area Regional Center, and other employment areas. In addition to accessible highways, the Southeast Community Area is served by three VIA Metropolitan Transit bus routes as well as a frequent Skip Service (Route 552 known as the "Looper"), which provides a service that stops less frequently to offer riders a quick trip. When comparing the travel experience of people driving vehicles to the experience of people walking, taking public transit, and biking within the Plan Area, those choosing alternative modes of transportation encounter greater challenges including basic infrastructure gaps and uncomfortable or unsafe environments.

The Southeast Community Area Plan envisions neighbors and community partners collaborating to create a safe, attractive, and family-friendly community that strengthens social capital and provides a high quality, well-connected multimodal transportation network. Through land use policies and placemaking efforts, the area will become a local and regional destination that provides a high quality of life by balancing walkability, mobility, open spaces, and a sense of neighborhood identity.

Southeast Community Area's Mobility Needs

Investments in transportation improvements are continuously made to move large volumes of freight efficiently, link neighborhood development to growing employment opportunities, and provide adequate transit routes that connect to important destinations across the City. In addition, growing populations demand that streets not only carry people, goods, and services, but also serve as public spaces. Key mobility needs identified in this plan area include the following:

- Providing a multimodal network that does not favor automobiles only;
- Enhancing network connectivity in the Southeast Community Area; and
- Enhancing connectivity to downtown and capitalizing on planned high-capacity transit routes.

To address the transportation needs in the Southeast Community Area, a set of high-level recommendations have been developed to guide future decision making. Recommendations include modal and intersection priorities, shown in the Mobility Framework map Street Type recommendations as shown in the *Street Types* and *Streets for People and Places* maps. These mobility recommendations will be further refined in a coordinated manner with the City's Public Works and Transportation departments and other relevant partners such as Texas Department of Transportation (TxDOT), VIA Metropolitan Transit (VIA), and the Alamo Area Metropolitan Planning Organization (AAMPO).

Southeast Community Area Mobility Framework

The Mobility Framework (Figure 28) lays out the vision for accommodating the constantly expanding mobility needs of the Southeast Community Area. Below are the principles to ensure a mobility network that is safe and inviting for people walking, shopping, parking, and driving in the Southeast Community Area.

Multimodal Priority Corridors

Streets play a multifaceted role in the Plan Area, serving as arteries for traffic, as links to amenities and recreation, and as public spaces. Changes to street design can help achieve the community's vision of the Plan Area and better reflect the balance and prioritization of how motorists, bicyclists, transit users, and pedestrians will interact with each corridor. Modal emphasis corridors guide design treatments of a particular mode of mobility. A multimodal priority corridor does not exclude other users but helps guide tradeoffs and decisions during the design of a specific street.

Automobile

Automobile corridors are envisioned to support high levels of motor vehicle travel daily. These corridors are often interstates, highways, arterials, and primary roads which provide connections to major destinations and link the Plan Area to other regions. Roland Avenue has been identified as a priority automobile connection to facilitate travel to and from I-10 and Rigsby Avenue. Other automobile corridors include Foster Road, Loop 410, and SE Military Drive, where there is more emphasis on conveniently and safely moving automobiles and freight vehicles, and fewer pedestrians and bicycles. Automobile corridor improvements can relieve traffic congestion and enhance roadway design to increase the safety of motor vehicle travel.

Freight

Freight corridors are envisioned to support high levels of goods movement, often by freight trucks that travel from industrial or commercial areas to major destinations. The Planning Team has identified Loop 410 as a priority corridor to enhance goods movement and relieve congestion along the interstate and through the Plan Area, specifically at the on and off ramps at Sinclair Road, Rigsby Avenue, and Southcross Boulevard, which all support larger truck traffic volumes.

Bicycles

Bicycle corridors are envisioned to provide biking as a convenient, safe, and comfortable mobility option for all ages and abilities. An integrated network of bicycle routes along with well-designed streets in key activity areas aim to fill the gaps in the multimodal system. East Highland Boulevard, Fair Avenue, Pine Street, a portion of Roland Road and Sinclair Road, and the north side of Foster Meadows were identified as priority corridors to enhance the existing bicycle network or introduce new bicycle infrastructure.

Transit/Pedestrian

Transit and pedestrian corridors are envisioned to provide the community with easy, reliable, and congestion-proof choices for traveling to and from work, school, and other key destinations. Streets, intersections, and traffic signals greatly influence transit service reliability and the transit passenger experience. Providing streets that enable reliable and frequent transit service and a walkable environment allows users to choose travel options besides driving, helping alleviate a primary cause of congestion. Dedicated transit lanes, signal timing, and operational improvements can keep transit vehicles moving regardless of automobile traffic. Priority transit corridors in the Southeast Community Area are currently along Rigsby Avenue (west of Roland Avenue) and South New Braunfels Avenue which connects the Brooks area to Fort Sam Houston and Downtown with VIA Metropolitan Transit's Primo service. This area already includes many bus stops, but existing facilities could be improved to enhance safety and attract more transit riders. All transit passengers are also pedestrians first, so enhancements to sidewalks, crosswalks, and streetscapes amenities that increase the safety and comfort of walking are critical in these corridors.

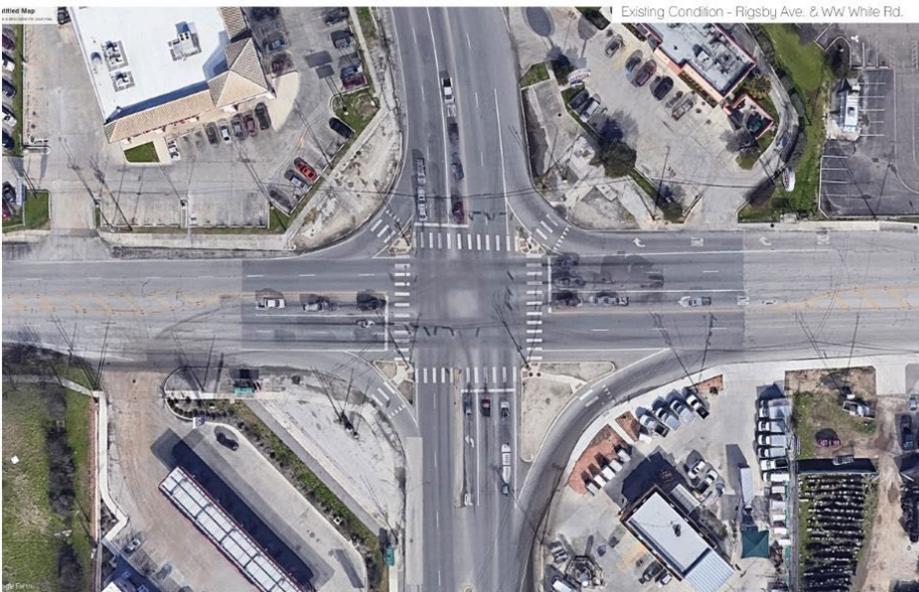
Multi-Use Trail

Multi-use trail corridors are envisioned to provide continuous arteries of separated pedestrian and bicycle facilities that connect numerous destinations, parks, retail and commercial development, schools, libraries, and residential areas. A multi-use trail provides access points to regional amenities and improves connections for people walking or biking. The Southeast Community Area is already home to the Salado Creek Greenway, a growing network of multi-use trails. There is an opportunity to enhance the trail with additional connections extending south past East Southcross Boulevard. The extension of the greenway trail will provide an easy pathway for people walking or cycling to numerous attractions and open spaces.

Rosillo Creek has been identified as a potential new trail in the Southeast Community Area. This creek is located just east of Loop 410 and runs adjacent to the highway. Similar to the Salado Creek Greenway and other City creek trail systems, such as the Westside Creeks Trails, this trail would create safe, non-vehicular connections to neighborhoods and commercial destinations. Potential trailheads could occur at Rigsby Avenue, Tealer Park, Sinclair Road, and New Sulphur Springs Road.

Balanced/Multimodal

Balanced and multimodal corridors are envisioned as "complete streets" that consider all users and accommodate all ages and abilities including children, older adults, and persons with disabilities. These corridors balance the priorities of multiple modes and require community conversations and case-by-case design to best align with the community vision. The function of the road, level of traffic by mode, and adjacent land use and intensity will help determine the road type and design features. The Southeast Community Area has multiple priority locations for multimodal investments. South W.W. White Road was identified as having the highest potential as it bisects the Plan Area and provides access to a range of mixed-use development, low-density residential development, and parks and open spaces. Like South W.W. White Road, Rigsby Avenue east of Roland Avenue has been identified another corridor that should incorporate a balance of various modes of mobility. Figures 29-30 show the existing conditions of the Rigsby Avenue and W.W. White Road intersection and potential improvements that could enhance the experience for all modes of mobility and the overall appearance of the intersection. Other corridors identified by the community for evaluation of multimodal street designs include Sinclair Road, Pecan Valley Road, Southcross Boulevard, South Hackberry, and Steves Avenue. Multimodal investments will enhance connectivity while simultaneously supporting the community goal of promoting well-being and safety.



Figures 29-30: Existing and conceptual views of the Rigsby Avenue and W.W. White Road intersection.

Pedestrian Focus Areas

Pedestrian focus areas refer to specific nodes that accommodate significant volumes of pedestrian activity. These focus areas aim to create high-quality street-level experiences to enhance the economic strength of commercial and mixed-use districts. These areas include large sidewalks, safe and balanced intersections, ample crossing opportunities, and design characteristics focused on keeping pedestrians safe while providing a comfortable overall experience. Pedestrian focus areas have been identified near the intersection of East Southcross Boulevard and South W.W. White Road, Southside Lions Park, Rigsby Avenue, and Fair Avenue. These areas have been identified near major neighborhood origins and destinations to enhance pedestrian access, mobility, and safety.

Intersection / Crossing Enhancements

Intersection and crossing enhancements are envisioned as intuitive and predictable crossings for all users. Enhancement locations are identified where crossing is considered a priority and pedestrians, motorists, and bicyclists share space. Whether signalized or un-signalized, crossings where a high level of multimodal activity (including pedestrian, bicycle, and motor vehicle crossings) will facilitate predictability for all uses. Intersection enhancements could include lowering motor vehicle travel speeds when appropriate and ensuring high pedestrian visibility. Priority intersection and crossing enhancement locations are identified where complex movements occur and potential conflicts between pedestrians, bicyclists, and drivers exist. The Southeast Community Area has identified a total of 15 priority intersections, including five located on W.W. White Road, as it provides connections to multiple residential and commercial areas.

Mobility Hubs

Mobility hubs are envisioned as scalable nodes of mobility options like frequent transit, shared rides, bicycling, and micro-mobility. These areas converge multimodal access and connectivity with adequate lighting, shelters, benches, real-time information, accessible sidewalks and pedestrian crossings. Mobility hubs are identified at the intersection of Rigsby Avenue and W.W. White Road and the intersection of Roland and Rigsby Avenues.

Southeast Community Area Street Types

As communities evolve and grow, so do the demands on the mobility system. The location and type of growth in an area or along a corridor help determine the demand on the transportation network and the viability of various transportation options. This interdependence makes it crucial to plan for transportation and land use collectively. Streets are organized not only by role and function, but also by the character and surrounding context.

Land uses encouraging mixed-uses and higher density developments on major roadways will lead to additional pedestrians, bicyclists, transit riders, cars, and freight delivery trucks of various sizes. Future land use also influences other factors, such as drop-off delivery zones, shared mobility hubs, and walkability. The Proposed Street Types map (Figure 31) shows the relationships between future land use and street functionality. The street type classifications integrate transportation and land use to guide context-sensitive mobility solutions.

[See **Figure 31 – Proposed Street Types Map**]

Relationship between the Street and Buildings

Safe and vibrant streetscapes depend on how buildings integrate with surrounding sidewalks. Minimizing building setbacks (the distance between a building facade and the street) is key for creating a walkable and more connected public realm. Buildings that meet the sidewalk directly connect pedestrians to destinations and create an enlivened urban space with opportunities to activate ground-floor uses and provide shopping and entertainment offerings with convenient access.

Smaller building setbacks are characteristic of Mixed-Use Local, or Urban/Suburban Local street typologies, which prioritize pedestrian-oriented design. Meanwhile, larger setbacks that can accommodate front-end parking, are more characteristic of secondary arterials (whether suburban, industrial, mixed-use, or urban). Primary arterials are designed to move vehicles and may require large setback minimums to accommodate additional parking.

The Streets for People and Places map (Figure 32) illustrates the Plan Area’s streets classified into the same gradient of intensity between car-focused and people/places-focused. As shown on the map, many of the major roadways in the Southeast Community Area should have an equal emphasis on people-and places and auto-oriented design approach going forward to support the future land use vision of more mixed-uses along those corridors. Other major thoroughfares such Southcross Boulevard, Steves Avenue, and Pecan Valley Drive, which are currently primarily auto-oriented, should have more emphasis on street design oriented toward people, their safety, and how they interact with the places along those corridors.

[Figure 32 –Streets for People and Places]

Vehicle Speeds

A successful street hierarchy will align travel speeds with street usages and will decrease speeds accordingly by roadway function. While major regional roads may require higher speeds to accommodate heavy traffic flows, most smaller roadways serve lower volumes of vehicles, thus having lower speeds. On these roads, lower speeds ensure a safe environment for vehicles and people alike.

Street typologies that focus on moving vehicles, such as Suburban Commercial, Residential, or Industrial Super and Primary Arterials, will feature higher speeds. However, typologies that focus on people and places, such as Mixed-Use, Multi-family, Urban/Suburban Local Roads and Secondary Arterials, will feature lower speed limits, to increase road safety for both people and vehicles.

Parking

Parking provides access to work, retail, or entertainment. Cars searching for on-street parking create serious traffic and safety challenges. Incorporating safe street design elements, such as buffering between bike lanes and traffic, can create a safer on-street parking environment.

Street types that emphasize people and places, such as those featuring Mixed-Use or Multi-family developments will restrict the supply of parking overall. Restricting space allocated for parking allows for more active uses, denser physical environments, and more connectivity for pedestrians and cyclists. Meanwhile, intermediary street typologies that support vehicles as well as people and places will likely offer some on-street parking, in addition to smaller on-site lots. Suburban Contexts or Super and Primary Arterials may forgo on-street parking altogether, favoring large surface lots and structures.

Curb Access

Space between the curb and the travel lanes provides an opportunity to serve many uses such as driveways, bus lanes, cycle tracks, on-street parking, bicycle parking, freight drop-off delivery zones, or shared mobility hubs. This flexible zone can be converted based on demand and play a role in street activation. The design of the curb influences how cars and people enter and exit work, residential, and retail environments. Addressing areas where traffic and turning patterns increase the risk of crashes will reduce conflicts between driveway traffic and pedestrians and will improve roadway safety.

Suburban Commercial and Super or Primary Arterials street types will focus on the ease of ingress and egress for vehicles, while Mixed-Use or Local street types focused on moving people will emphasize how vehicle access can coexist with safe, walkable environments.

Lane Width

Lane width determines how cities can allocate space for motorists, buses, trucks, bikes, and parked cars. Streets often dedicate space for bike lanes, parking, and safety islands in addition to travel lanes. The

lane width will vary based on the surrounding context and modal priority, as transit, freight, and emergency response vehicles require wider travel lanes.

Wider lane widths are designed to move vehicles in high-speed environments. For example, a Suburban Primary Arterial will be wide enough to efficiently move passengers through residential and commercial environments, while Mixed-Use Local or Suburban Local environments have narrow lanes to reduce crossing distances for pedestrians and to help promote slower driving speeds.

Mobility Recommendations

Mobility Recommendation #1: Continue Implementing the San Antonio Vision Zero Action Plan.

The City of San Antonio's [Vision Zero](#) initiative aims to achieve zero fatalities on the City's roadways and improve roadway safety for all users, whether driving, bicycling, or walking. The Vision Zero initiative evaluates and makes recommendations to improve safety in Severe Pedestrian Injury Areas (SPIAs), locations where two or more crashes close together have resulted in severe pedestrian injuries. Potential tools for improving pedestrian safety in SPIAs include leading pedestrian intervals, medians, and pedestrian crossing islands based upon analysis of the unique factors that contribute to crashes in each location and depending upon the results of engineering assessments. Another approach to improve safety involves dedicating more space in the roadway to bicyclists and pedestrians. From new ways to protect bicycle lanes with separated barriers such as bollards, to landscaping and planters and raised medians, San Antonio has many available tools to improve pedestrian and bicycle safety. The City of San Antonio [Vision Zero Action Plan](#) lists additional tools for improving pedestrian and bicycle safety.

The Southeast Community Area has a wealth of opportunities for improving transportation and safety, such as improving crossings and investing in complete streets. In particular, the [2018 San Antonio Severe Pedestrian Injury Areas Report](#) (pages 29-30) identifies a Severe Pedestrian Injury Area (SPIA) within the Southeast Community Area near the intersection of Gevers Street and Fair Avenue that should be prioritized for study and investment.

Additional analysis of pedestrian, bicycle, and vehicle crash data, along with community input, also identified additional points of conflict between people and vehicles that should be studied for future improvements. Major highways, such as Loop 410, I-10, and I-37, are barriers for many pedestrians and bicyclists. The unwelcoming environment of fast speeds and limited access to cross these highways hinders travel options for those walking or bicycling. Major roadways, like Rigsby Avenue, W.W. White Road, and Southcross Boulevard have insufficient accommodations and less than ideal conditions for pedestrians and bicycles to travel on and safely cross. Numerous driveways create many potential conflict points between automobiles, pedestrians, and bicycles. Employing strategies to reduce these points of conflict can increase safety in the plan area.

Mobility Recommendation #2: Complete the multimodal network and establish new connections through partnerships.

Connected multimodal networks help provide mobility for all users, regardless of physical ability or financial status. Transit improvements ensure areas are accessible while bicycle and pedestrian infrastructure provide last-mile connections to and from transit facilities and key destinations. Urban design elements such as driveway relocation, street calming, and complete streets further support these improvements while providing safe and inviting spaces.

Balanced/Multimodal Streets

Balanced and multimodal streets, or “complete streets” are envisioned for the Southeast Community Area, providing safe road designs for vehicles, pedestrians, and cyclists alike. Improvements to these corridors could include a complete and connected network of sidewalks and bike lanes; protected and illuminated street crossings at major intersections including South W.W. White Road and Loop 410; directional signage to for vehicular and pedestrian navigation; and benches and decorative lighting for more character defining features. The following streets are prioritized segments recommended for the Public Works Department to study for complete streets improvements:

- Hackberry Street from Rigsby Avenue to Steves Avenue;
- W.W. White Road from Rigsby Avenue to Chandler Road;
- Southcross Boulevard from Pecan Valley Drive to Rosillo Creek;
- Rigsby Avenue from Clark Avenue to Foster Road;
- Sinclair Road from Roland Avenue to Foster Meadows Road;
- Roland Avenue from Rigsby Avenue to W.W. White Road;
- Pecan Valley Drive from Hiawatha Street to Southcross Boulevard; and
- Fair Avenue from New Braunfels Avenue to Walters Street.

Priority Multi-Use Trails

Key Salado Creek Greenway trail connections through the heart of the Southeast Community Area provide access to a critical continuous artery of separated pedestrian and bicycling infrastructure, connecting numerous parks, retail locations, schools, and libraries. The critical access points to these community amenities provide opportunities to improve connections for people walking or bicycling with deliberate side paths or on-road infrastructure like crosswalks, sidewalks and bicycle facilities. New connections and trails are envisioned along:

- Rosillo Creek from Rigsby Avenue to New Sulphur Springs Road;
- A neighborhood trail extension and connection along Salado Creek Greenway at Southcross Boulevard; and
- A more defined trailhead at Salado Creek Greenway and Roland Avenue.

Preferred Bicycle Routes

In many parts of the Southeast Community Area, bicyclists currently ride in mixed-traffic on high-speed and high-volume roads. Additional bike infrastructure, such as designated, protected lanes, is highly recommended where feasible as part of complete streets and other improvement projects. These measures will improve riding conditions for today’s commuters and welcome newer, less confident bicyclists that are unaccustomed to riding alongside vehicles. The provision of bicycle parking and micro-mobility at transit stops provides an important connection for people wanting to access transit by bicycle and helps to address the ‘last mile’ challenge. Overall, this helps connect people to and from their destinations and transit.

Based on input from the Planning Team and other community stakeholders, the plan identifies priority bicycle routes for the Southeast Community Area including:

- East Highland Boulevard from I-10 to Elgin Avenue;
- Elgin Avenue from Highland Boulevard to Chickering Avenue;
- Chickering Avenue from Elgin Avenue to Roland Avenue;
- Roland Avenue from Talisman Road to Sinclair Road;
- Sinclair Road from Roland Avenue to Foster Meadows;

- Fair Avenue from I-37 to Clark Avenue;
- Clark Avenue from Fair Avenue to Hiawatha Road;
- Hiawatha Road from Clark Avenue to Salado Creek Greenway;
- Pine Street from I-10 to I-37;
- Foster Meadows Road from Rigsby Avenue to Channel View;
- Jasper Hollow from New Sulphur Springs Road to Hematite Rim;
- Lake Victoria Street from Lake Tahoe Street to Foster Meadows; and
- New connections between Foster Meadows Road and Jasper Hollow.

Corridors identified for balanced and multimodal complete streets along Hackberry Street, Steves Avenue, Clark Avenue, Walters Street, Pecan Valley Drive, Southcross Boulevard, New Sulphur Springs Road, W.W. White Road, SE Military Drive, and Sinclair Road would also incorporate cycling infrastructure as a component of the design based on future facility and feasibility studies by the Transportation and Public Works departments.

Mobility Recommendation #3: Manage transportation demand by creating walkable places and supporting efficient transit operations through targeted interventions.

Shifting users from driving alone to alternative modes of transportation can alleviate congestion along a corridor or within an area. This becomes more viable when alternatives are convenient, such as pedestrian-friendly infrastructure and improved access to transit. To support growth and continue the vibrancy of the Plan Area’s employment areas and commercial nodes, the community needs places with easy, reliable, and congestion--proof choices for traveling to and from work, school, and key destinations.

While congestion can be viewed as a sign of economic health, delays caused by congestion waste valuable time and create transportation emissions that reduce air quality. The transportation industry has learned we cannot build our way out of congestion by continuously adding additional lanes, however, a series of targeted operational and multimodal interventions can provide more travel options and reduce the demand on our roadways. Targeted investments to reduce congestion and conflict zones that delays transit can help transit move more rapidly on San Antonio’s roadways and stay on schedule. These improvements, paired with other VIA Metropolitan Transit investments in service, can help make transit a more attractive travel option. These strategies can support the vibrancy of the Plan Area’s employment areas and commercial nodes, by connecting residents with easy, reliable, and congestion-proof choices to and from work, school, and other key destinations.

Key improvements that could improve transit mobility include peak-hour bus-only lanes that give priority to buses in times of peak traffic; queuing jump traffic signals to allow buses a chance to get ahead of the traffic; transit priority lanes; and bus bulbs to allow buses to pick up passengers without exiting/re-entering traffic. Studies will need to be conducted to determine the appropriateness for each strategy for areas of local congestion, including Rigsby Avenue, W.W. White Road, and Loop 410.

Mobility Recommendation #4: Support VIA Metropolitan Transit Primo Transit Corridor service by prioritizing transit supportive policies and infrastructure near transit stations.

A future VIA Metropolitan Transit Primo Transit Corridor is anticipated to operate North-South along New Braunfels Avenue requiring prioritized transit-supportive policies and infrastructure, such as reduced parking requirements, and cohesive networks of sidewalks, crosswalks, and curb ramps

improvements to provide safe connections to the transit lines for people walking, bicycling, or getting dropped off in a vehicle.

Providing last-mile connections between transit and key destinations, such as jobs and public spaces, improves mobility throughout the Plan Area while supporting walkability and safety for all transportation users. Key components of VIA Metropolitan Transit’s approach of making a place transit-supportive are streets designed for pedestrians, improving the safety of all users, and supporting compact, mixed-use developments that provide access to a variety of services reachable on foot.

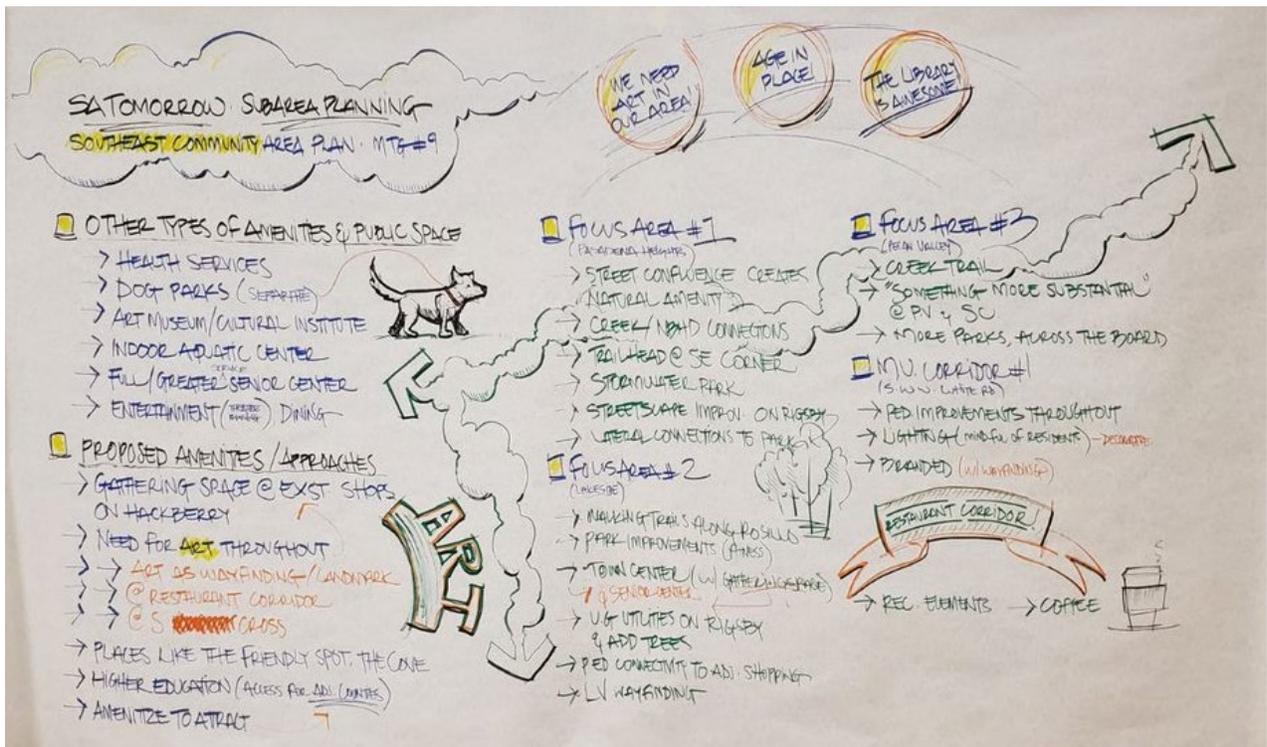
Every person that gets on or off a bus or other transit vehicle is a pedestrian. Safe, comfortable, and direct access to transit for people walking or biking to a transit station or stop will improve their experience as a transit rider and will increase the number of people choosing walking, bicycling, and taking transit as their preferred travel choice. These improvements also contribute to the overall quality of neighborhoods and communities.

Amenities and Public Space

[See Figure 33 – Amenities and Public Space Framework Map]

Introduction

Public spaces and amenities are essential for a healthy and vibrant community. Examples of public spaces and amenities can include public parks and plazas, greenway trails, community centers, public art, healthcare facilities, trees and landscaping, uses of public right-of-way, or anything that is beneficial to the overall well-being of the community and the residents that inhabit it. The Southeast Community Area’s planning team and community stakeholders have identified potential opportunities for improvement to the Southeast area’s public spaces and amenities. Implementing the Amenities and Public Space recommendations will improve connections between neighborhoods, people, and



community assets; improve community health and safety; and enhance the character and appearance of the Southeast Community Area. The following recommendations acknowledge strengthening of existing assets as well as areas of opportunity for new public places and amenities that will create a more vibrant, active, and healthy community for future generations.

Amenities and Public Space Recommendations

Amenities and Public Space Recommendation #1: Encourage more public and private investment and improvements along South W.W. White Road to enhance the corridor and establish it as a community destination.

South W.W. White Road is one of the most active corridors in the Southeast Community Area. The corridor is currently the home of several popular dining options including Big Lou's Pizza, 2M Smokehouse, Mr. and Mrs. G's Kitchen, Jaime's Mexican Restaurant, and Cowgirls Café. These Southeast Community gems, along with other existing businesses, make this area popular amongst nearby residents; however, this corridor is ideal for more retail and entertainment options, potential mixed-use and infill development, and re-branding to become a unique Citywide destination.

This corridor has a wide right-of-way with four traffic lanes with relatively wide shoulders and sidewalks on either side. There is typically a larger volume of vehicular traffic in comparison to pedestrians and bicyclists. To enhance the South W.W. White corridor and brand it as a citywide destination, potential improvements include better usage of the shoulders, including wider sidewalks, dedicated bike lanes, landscape buffering between sidewalks and the street, and on-street parking. Other improvements include decorative lighting, trees canopies to reduce heat island effects, landscaping using low impact stormwater management practices, benches, wayfinding signage, mid-block pedestrian crossings, and public art. Figures 17-20, highlighted in the Focus Area #3 section, illustrate a reimagined segment of South W.W. White Road between Sinclair Road and Alma Drive, with potential infill development concepts and streetscape designs near the vacant parcel identified as one of the Southeast Community Area's focus areas.

Amenities and Public Space Recommendation #2: Invest in tree canopy and green stormwater infrastructure to achieve community goals.

The Southeast Community Area lies within the Salado Creek Watershed boundary. The Pecan Valley and Pasadena Heights neighborhoods are located on either side of the watershed, with topography sloping toward the watershed which, over the years, has created issues for the neighborhoods. Primarily, this includes stormwater runoff collecting and flooding in and around residential areas during heavy rainfalls. Roads, excessive concrete, and other impervious cover also create issues as they can speed up water flow and do not permit rainwater to permeate and drain properly into the watershed. The same can be said of concrete retaining walls, which are designed to prevent erosion of soil from homes, however, some retaining walls can also retain water, leading to additional issues if proper drainage, such as weep holes, are not incorporated. In areas where flooding is an issue, such as Pasadena Heights, stormwater parks, rain gardens, urban farms, bioswales, trees along streets, and other low impact development practices should be used to absorb and recycle rainwater and before entering the sewer system or creeks, which in return can help prevent overflow and flooding. This also assists with creating a greener community and provides additional shading for pedestrians. Proper maintenance of sewer

systems including culverts, drainage easements, gutters, and other sewer systems is needed on a routine basis. Keeping the sewer systems clean and free of waste, debris, tree branches, and illegally discarded bulk items allows for easier movement of rainwater. Installation of trenches and weep holes in retaining walls will alleviate water retention and ease of rainwater drainage.

Amenities and Public Space Recommendation #3: Extend or establish linear trails along the Southeast Community Area’s creeks or drainage easements.

Continuation of the Salado Creek Greenway Trail is encouraged by extending south of Southside Lions Park to southern neighborhoods, public spaces, and destinations. A trailhead is recommended at Southcross Boulevard to allow convenient access for nearby residential areas including Pecan Valley, Master’s Ranch, and Buena Vida Nursing and Rehab Center.

Similar to the Salado Creek, the Rosillo Creek offers the Southeast Community Area an opportunity for a linear greenway trail. The Creek runs parallel to Loop 410 and serves as a natural connection to several neighborhoods and subdivisions east of Loop 410, including Lakeside, Foster Meadows, Riposa Vita, and Saddlecrest. Rosillo Creek also runs adjacent to Tealer Park, and intersects major roadways including Highway 87, Sinclair Road, New Sulphur Springs Road, and South W.W. White Road.

Establishing a linear trail along Rosillo Creek not only serves as a natural connection to neighborhoods and nearby destinations, but also provides residents with a closer option for biking, running, and other non-vehicular recreational mobility. The natural vegetation and tree canopy provide shade to make for a more comfortable experience. Possible trailhead connections could occur at Highway 87, which is also located near VIA bus route 30 and Rigsby Road Shopping Center; Tealer Park and Lakeside neighborhood; Sinclair Road; Crescent Place and Saddlecrest mobile home communities; and New Sulphur Springs Road. Adequate lighting and signage should be incorporated to ensure safety and ease of use.

Another potential site for a linear trail would be paired along with an existing City-owned drainage easement integrated in the Pasadena Heights neighborhood. Residents have expressed interest in better usage of the easement, which is located behind several homes. The easement begins at the corner of Rigsby Avenue and Elgin Avenue and terminates at Southside Lions Park. Currently, the easement is majority concrete with vegetation along the sides. Potential improvements could include improvements to current stormwater management, introduction of more vegetation, and inclusion of public art, like segments of the Leon Creek and Salado Creek Trails that are embedded in adjoining neighborhoods. Possible trailheads could be located at the corner of Rigsby Avenue and Elgin Avenue; at the Church of the Seraphic Sisters along Beethoven Ave; near the intersection of Roland Avenue and Pecan Valley Drive; and Southside Lions Park.

Amenities and Public Space Recommendation #4: Create enjoyable spaces in vacant and underutilized spaces to serve people of all ages for social gathering, recreation, and community projects.

Smaller vacant and underutilized parcels can be reimagined as public gathering spaces such dog parks, urban gardens, plazas, or playgrounds. Vacant and underutilized properties and structures can attract unwanted activity, vagrancy, trash, and vermin. Transforming these liabilities into assets creates more attractive neighborhoods and increases opportunities for physical activity. Features such as public art and landscaping for green stormwater infrastructure can further enhance these spaces. Potential

locations for these public spaces could be situated along Hackberry Street, within the Pasadena Heights neighborhood, near the Roland Avenue and Rigsby Avenue intersection, and the former Pecan Valley Golf Course. A good example of infill development for the purpose of public use in the Southeast Community Area is the Jupe Manor Park, which is currently under construction and will include a multi-use trail, picnic areas, playground, trees, and adequate lighting.

A section of Council District 2 is in the Southeast Community Area, east of Loop 410 and south of Highway 87. This area is currently undergoing a surge of residential development; however, portions are still vacant and privately owned. One vacant area of interest is located between Highway 87 and Tealer Park, along Lakefront Drive. This area has been recommended as a potential site for a multigenerational center that could provide amenities for residents of all ages in the Southeast Area. Currently, the District 2 Senior Center is a leased facility, and a new multigenerational center could serve as the permanent location of a District 2 senior center. The multigenerational center could also provide amenities that nearby community centers and parks do not have such as indoor rock climbing, a banquet hall, classrooms, and an indoor pool suitable for youth and senior swimming courses and events. The site is near several neighborhoods, a park, Rosillo Creek, a VIA Transit stop, and has convenient access from the Loop 410 and Highway 87 interchange.

Amenities and Public Space Recommendation #5: Improve public health and safety through public space and amenities.

Public safety is a common concern among most Southeast area residents. They identified a need to resolve issues with both the reality and perception of criminal activity in the area. A popular recommended solution to this issue was to construct a police sub-station closer to Southeast areas where crime rates are highest in the plan area. The closest police facility is located at the McCreless Shopping Center in the Brooks Area Regional Center. Stakeholders have recommended potential new locations for a sub-station along Southcross Boulevard, along South W.W. White Road, or near the Loop 410 and Highway 87 intersection. Additional measures can be taken to improve public safety including lighting in dimly lit areas, speed bumps and reduced speeds, and more code enforcement activity.

Public health and access to quality healthcare facilities is also a concern for residents. Currently, there is no hospital within the Southeast Community Area, with the closest being Mission Trail Baptist Hospital in the Brooks Area. Medical offices and a clinic are located along Southcross Boulevard; however, these do not offer all the services provided by a full service 24-hour hospital. The Southeast area needs such a facility that can accommodate the medical needs of not only the Southeast Community Area, but other east and far east San Antonio neighborhoods.

Housing

Housing Snapshot

The Southeast Community Area stretches from the intersection of I-10 and I-37, adjacent to Downtown, all the way east, past Loop 410 to the San Antonio city boundaries. The area includes a variety of neighborhoods and building ages. The oldest neighborhoods in the plan area are located west of Salado Creek Greenway and Southside Lions Park, while the newest subdivisions are located east of Loop 410. In 2018, the population of the Southeast Community Area was approximately 40,550, with 13,800 households. Despite the presence of stable older neighborhoods, the area continues to grow and attract

new residential homes and apartments. The Southeast Community Area experienced a 1.4% average annual population growth rate between 2000 and 2018, which matches the rate of growth citywide.

Housing Overview

Total Population (2018) | **40,548**
 Total Households (2018) | **13,766**

Average Household Size
2.92 persons
 2.71 City of San Antonio Average

23% one-person households
 29% City of San Antonio Average

28% non-family households
 35% City of San Antonio Average



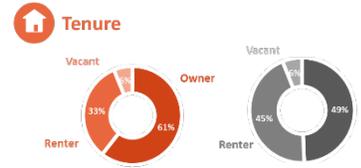
Housing Conditions

Total Housing Units (2018) | **14,671**



New Development
456 Housing units built since 2010

The housing stock is primarily single-family homes and some small apartment buildings



35% of occupied housing units are rented
 47% City of San Antonio Average

74% of all housing units are single-family homes
 64% City of San Antonio average

Figure 34-35: Southeast Housing Overview and Conditions

Due to the diversity of neighborhood types and building ages, the Southeast Community Area has a mixture of residents that, on average, are similar to the City of San Antonio’s demographic profile. The median age of residents in the area is 34.7 years, compared to 34 in the City. However, there are differences between the Southeast Community Area and the City as a whole. The Southeast Community Area has a slightly higher presence of family households (72% of all households) compared to 65% of households in the City, resulting in a slightly higher average household size of 2.92 compared to 2.71 in the City.

The area’s population is also slightly more diverse than the region. The population of the Area is 73% Hispanic, higher than the 65% in the City, and 63% White, compared to 71% in the city.

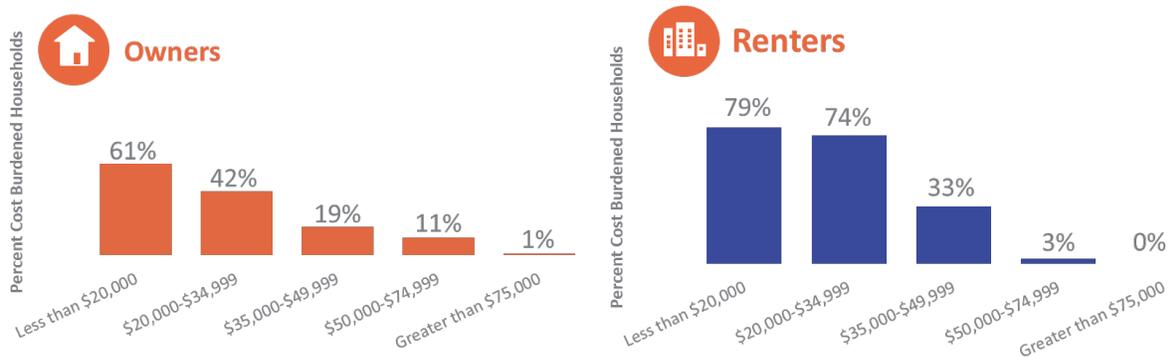
Household income in the Southeast Community Area is lower than the City as a whole. The average household income in the area is \$57,700, compared to \$70,000 in the City of San Antonio. Southeast Community Area residents are also less educated compared to the region overall. Of the area population aged 25 and older, 23% have an Associate’s, Bachelor’s, or Graduate/Professional degree (compared to 34% in the City).

At 74%, the Southeast Area has a higher proportion of single-family homes compared to 64% in the city. Similarly, the area has a high proportion of owner-occupied housing units, at 65%, compared to 53% in the City and 63% in the Metropolitan Statistical Area (MSA).

Housing stock and housing costs in the Southeast Community Area vary based on the location within the area. The plan area is bifurcated into two sides, split by the Salado Creek and its associated flood plain. The western half of the area generally has older homes and lower values on average. The 78210 zip code, which stretches into Downtown, has a median home value of \$96,000. The eastern half generally has newer homes and a higher median home value of \$130,000. The average price of new homes in the eastern portion of the plan area is \$173,000. These newer homes are generally being built east of Loop 410.

The average rental rate for an apartment unit in the Southeast Community Area is \$712 per month or \$0.97 per square foot, which is less than the county-wide average of \$952 per month, or \$1.11 per square foot. There has been limited new multi-family housing added to the area in the recent past.

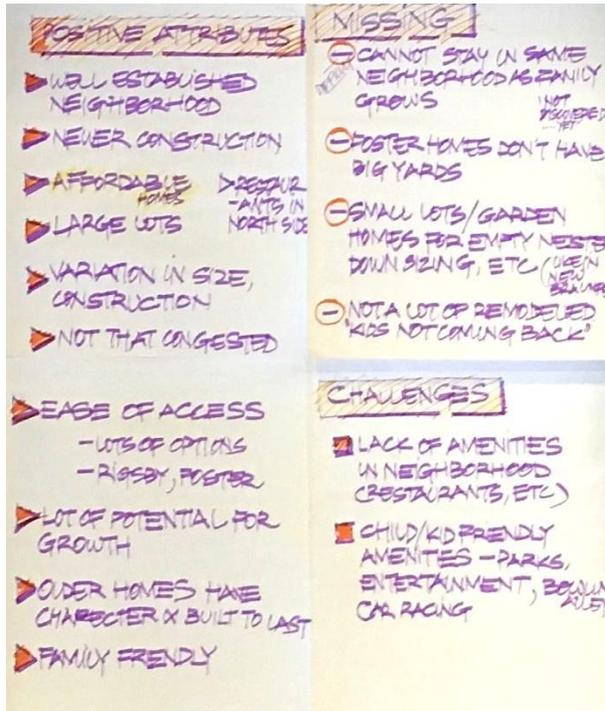
Both renter and ownership households in the area were assessed to measure the general level of housing affordability based on the percent of households that pay more than 30% of their income on housing costs, also known as cost burden. Based on this measure, affordability is not a major issue for homeowners as only 23% households pay more than 30% of their income on housing. However, changes in home prices that have occurred in the past few years may not be reflected in the U.S. Census numbers used in this measure. The affordability of rental housing is becoming an issue in the Southeast plan area; over half (51%) of renter households are cost burdened, up from 37% in 2000.



Housing Challenges in the Southeast Community Area

The Southeast Community Area Planning Team completed an assessment of the area’s housing challenges as part of two meetings devoted to economic development and housing during the plan process. This analysis helped identify housing challenges that need to be addressed as well as missing housing types the plan can help capture.

Southeast Area Planning Team Housing Challenges Analysis



The plan area does have several attractive neighborhoods and assets, including its location proximate to Downtown and the Brooks Area Regional Center, and connectivity to the wider region via the interstates that bisect or border it. The wide variety of housing styles and ages give the area character and help make it family-friendly with affordable housing stock. Despite these positive assets, there are challenges the Southeast Community Area faces that need to be addressed in this plan.

- **Aging in Place** – While the area has a diversity of housing in terms of age of construction and architectural styles, most of the housing is oriented toward families, leaving fewer options for existing and potential residents who seek smaller and less maintenance-intensive housing, such as patio homes and townhomes. There has also been limited multi-family development in the recent past. The lack of diversity in housing types can limit residents’ ability to age in place, attracting new residents, or younger generations to returning to the area once matured.
- **Reinvestment in Older Neighborhoods** – Some neighborhoods in the western portion of the plan area have not had significant reinvestment in the older homes in recent years. The Planning Team expressed a growing perception that more single-family homes are becoming rentals when homeowners move to other areas, which can result in poorly maintained or neglected properties.
- **Connecting Neighborhoods** – The Southeast Community Area is well connected to the region via major transportation routes, but connectivity within the plan area is not as good. Connections between neighborhoods via car or alternative modes (transit, bike, pedestrians) are limited. The area is split east and west by the Salado Creek Greenway, which creates a physical barrier and limits connections. Similar to Salado Creek, Loop 410 is also a barrier that separates neighborhoods and crossing streets, such as Sinclair Road, do not provide safe routes for pedestrians or bicycles to cross the highway. The Planning Team

and community also expressed that there is a lack of gathering places and destinations where neighbors can interact outside of their neighborhood boundaries.

Housing Recommendations

Housing recommendations were developed based on the Southeast Community Area Plan vision and goals to address the challenges identified during the planning process. Specific strategies to implement these recommendations can be found in the Implementation section of the plan.

Housing Recommendation #1: Attract a greater diversity of housing product types and options for existing and new residents, in all stages of life.

The Planning Team and community expressed support for a wider range of housing options in the area to help provide existing residents a greater variety of housing choices, allow older residents to age in place, attract younger residents, and maintain affordable housing options. Higher density housing options should be encouraged in areas with access to major transportation routes and amenities. A greater diversity of neighborhood-compatible housing product types is desired, including more compact single-family detached and attached options, as well as affordable, senior-oriented housing.

Housing Recommendation #2: Support reinvestment in neighborhoods and existing homes, especially older, single-family neighborhoods.

Several Southeast Community Area neighborhoods remain appealing due to their proximity to major employment destinations and access to major transportation routes. However, many older neighborhoods have struggled to attract reinvestment in the existing housing stock from new homeowners/buyers or developers. Over time, such lack of investment begins to negatively impact the appeal of these areas. Efforts are needed to support reinvestment in existing homes and neighborhoods to maintain their appeal to current and future residents.

Housing Recommendation #3: Invest in and attract neighborhood and family-oriented entertainment and recreational amenities, destinations, and attractions.

The Southeast Community Area lacks entertainment destinations and attractions, such as restaurants, youth and family-oriented recreation, businesses, and community gathering locations. The area has great outdoor recreation amenities and natural assets, but not all neighborhoods have safe and comfortable access to these amenities, especially by alternative modes such as walking and biking. Housing options oriented toward parks, greenways, and open spaces will provide better connectivity to these community assets and will help mitigate impacts of new development on natural areas.

Economic Development

Introduction

The Southeast Community Area has a small employment base, with approximately 7,450 jobs in 2018. Businesses are located primarily along major roadways, including Loop 410, Highway 87, South W.W. White Road, and South Hackberry Street. The plan area's largest employment sector is Real Estate & Rental Leasing, with Administrative & Support Services and Health Care & Social Assistance also representing more than 10% of area jobs.

The limited employment in the Southeast Community plan area consists of jobs with wages that are mainly distributed between jobs paying average or above average wages. Most people employed in the Southeast Community plan area do not live in the area, with 94% of workers commuting in from other places. Similarly, most employed people living in the Southeast Community plan area do not work in the area, with only 2.5% of residents employed in the area, while the remaining 97.5% commute out to other locations.

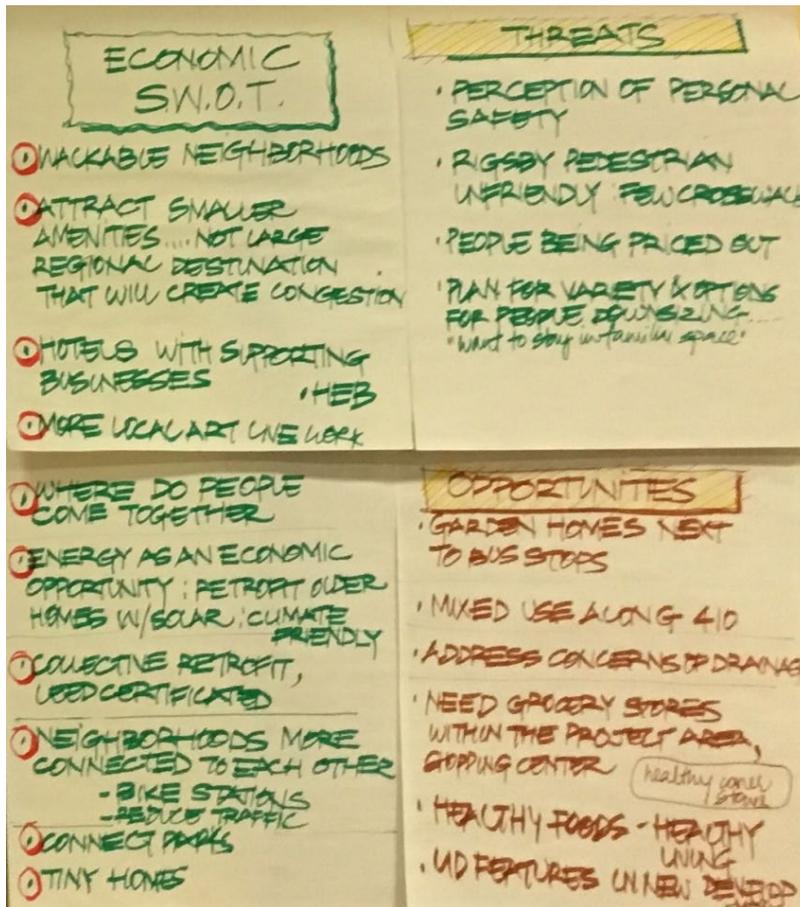
The Southeast Community Area has existing commercial building stock with approximately 400,000 square feet of office space and 840,000 square feet of retail space. Vacancy rates for commercial spaces in the plan area are low, but average rental rates are also lower than the City-wide average. There has been limited new commercial development in the past decade.

The plan area has 612,000 million square feet of industrial space, and inventory has remained relatively unchanged since 2005. The area's industrial space has a low industrial vacancy rate of 1.0%, compared to the 4.8% Bexar County average, and has higher than average rental rates.

Economic Challenges to Address

The Southeast Community Area Planning Team developed a Strengths, Weaknesses, Opportunities, and Challenges (SWOT) analysis as part of two Planning Team meetings devoted to economic development and housing during the plan process. This analysis helped identify economic challenges that need to be addressed in the plan and the opportunities the plan can help capture.

Southeast Planning Team SWOT Analysis



There are three main economic challenges that were identified for the Southeast Community Area.

- **Employment Opportunities in Immediate and Adjacent Areas** – The plan area has a small employment base and limited opportunities for residents to work close to home. However, the plan area is near major employment areas including the Brooks Area and Downtown Area regional centers. This proximity can be used to attract additional business to the area.
- **Everyday Retail Goods and Needs** – The Southeast Community Area lacks everyday retail goods and services; there is no grocery store or pharmacy within the plan area. Attracting more retailers/businesses that provide the area with everyday goods and services is needed to support the vitality of the area.
- **Access to Health Services** – The plan area (and the eastern side of San Antonio in general) also lacks health service providers. Hospitals close to the plan area are in the Brooks Area or Downtown. There are a small number of medical offices and services, primary care doctors, and dentists in and around the plan area, including a cluster of medical offices along Southcross Boulevard. Additional housing growth along Loop 410 can help build the market for health services on the east side of the city.

Economic Opportunities

The Southeast Community plan area has economic assets and strengths including its proximity to major employment centers, access to major transportation routes, natural/outdoor amenities, and its existing neighborhoods. Efforts are needed to build from these assets to create more economic opportunities in the Southeast Community Area including:

- **Access and Proximity to Employment Areas** – The plan area is near major employment centers and Regional Centers within San Antonio. The plan area is immediately southeast of Downtown, south of Fort Sam Houston and the AT&T Center, and adjacent to the Brooks Area Regional Center. Loop 410 gives residents on the eastern side of the plan area great access to the rest of the region. Access to I-10 and I-37 for residents of the western portion of the plan area also provides great connectivity to the rest of the City and region. There is potential to attract businesses to the plan area because of its relatively central location and the access and visibility to Loop 410.
- **Natural Resources** – Open spaces and natural areas are assets for surrounding neighborhoods and useful tools for the creation of neighborhood commercial nodes.
- **Neighborhood Quality** –The plan area’s existing neighborhood character and aesthetic, are attractive for residents and small neighborhood-scaled businesses.

Target Employment Areas

San Antonio’s Inclusive Growth Areas

One of the City of San Antonio’s primary economic development tools is the use of tax abatement incentives to support existing businesses and to attract new businesses to the community. The City’s Economic Development Department recently modified its [tax abatement program](#) and approach to improve opportunities for community economic development. The new tax abatement policy established geographic tiers to enhance incentives for businesses that expand or locate in areas with high levels of poverty. The area west of Salado Creek is within the Tier I area defined in the policy, which focuses on targeted investment and job sourcing and training of candidates.

To leverage the designation as a priority incentive area or to attract employers in general, plan areas like the Southeast Community Area need to ensure there are desirable locations for new businesses to locate and opportunities for existing businesses to expand. As part of developing economic development recommendations for community area plans, target employment areas have been identified. The purpose of identifying these areas is to draw attention to the opportunities and to help highlight the need to fund improvements that will enhance these areas’ ability to attract new jobs and businesses.

There are four areas within the Southeast Community plan area that should be targeted for investments and improvements to increase their appeal for attracting and growing businesses. These areas are:

- **Loop 410 Corridor** – The areas along Loop 410 Corridor are primarily employment-oriented land use designations including Business/Innovation Mixed-Use, Regional Mixed-Use, Urban Mixed-Use, and Regional Commercial.
- **Highway 87 Corridor** – The Highway 87 Corridor from W.W. White Road to the east is designated for mixed-use and commercial uses.

- **W.W. White Road Corridor** – The W.W. White Road Corridor is designated primarily as Urban Mixed-Use and was identified as a desired location for more neighborhood serving retail, destination retail, and entertainment uses.
- **Hackberry Street Corridor** – The Hackberry Street Corridor on the western edge of the plan area was identified as a good location for a neighborhood commercial district and is within the City’s Inclusive Growth Area.

Economic Development Recommendations

Economic Development Recommendation #1: Support the creation and growth of neighborhood commercial districts.

The Southeast Community Area lacks retailers and service providers for everyday goods and services for its residents. Although there are existing community-serving businesses and restaurants along the W.W. White Road and Hackberry Street corridors, there is still ample room for new retailers that provide everyday retail goods and services including groceries, healthy foods, and health care services. The Highway 87 Corridor may also have potential for a concentrated district to form as development along this road east of W.W. White Road continues. These neighborhood commercial districts are often catalyzed by attracting restaurants and other uses that bring visitors that can help build the market for more traditional retail uses. Supporting these neighborhood commercial districts can help generate desirable locations for businesses to locate and provide gathering points for the community.

Economic Development Recommendation #2: Support the growth of the Loop 410 corridor as a commercial and employment destination including a mixture of office, industrial, retail, and healthcare uses.

The Loop 410 corridor has the potential to attract major employment uses and commercial services. The area should be promoted as an employment destination, with investments to expand and improve infrastructure that better accommodates new development (e.g., accessing development sites from major roadways, addressing drainage ways and flood plain issues near Rosillo Creek). Development projects with a mix of employment and housing uses should be encouraged along most of the corridor near major intersections and interchanges to facilitate balanced growth of the area.

5 Neighborhood Profiles and Priorities

What are neighborhood profiles and priorities?

San Antonio is a city of neighborhoods, each with its own unique history, qualities, and character. Some neighborhoods throughout the City have developed neighborhood or community plans that reflect local values and priorities. These plans, adopted by the City, have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City.

The City is currently in the process of creating Sub-Area Plans to implement the SA Tomorrow Comprehensive Plan. These Sub-Area Plans are intended to provide a more coordinated, efficient and effective structure for neighborhood planning. The Sub-Area Plans are intended to increase equity citywide, by ensuring that all of San Antonio's neighborhoods have a base level of policy guidance, as many neighborhoods within the city lack an existing neighborhood plan or a registered neighborhood organization. In this way, each Sub-Area Plan will integrate key elements of existing neighborhood plans for those neighborhoods that have a plan, while promoting citywide policy consistency and providing key recommendations and strategies for those neighborhoods currently lacking that direction.

The Neighborhood Profile and Priorities section in Sub-Area Plans provides special attention to prior neighborhood planning efforts and recognizes the community groups and individuals who were instrumental in their creation. They summarize specific opportunities, challenges, recommendations, and priorities from each participating neighborhood to more efficiently direct public and private investment within the City to help these neighborhoods achieve their short-term goals and long-term visions.

Neighborhood Profile and Priorities: Highland Park

Acknowledgements

Special Thanks to all Southeast Community Area residents and stakeholders who spent time and energy speaking with Planning Department staff throughout the Southeast Community Area planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.

Neighborhood Location Map

[Figure 37: Highland Park Neighborhood Association Map]

Neighborhood Snapshot

NEIGHBORHOOD STRENGTHS AND CHARACTER

Highland Park is primarily single-family residential neighborhood in the Southeast area of San Antonio. The neighborhood has quick access to both I-10/Highway 90 and I-37, which are the northern and western boundaries of the neighborhood. The oldest homes in the neighborhood were built in the 1920s

and 1930s, making Highland Park the oldest neighborhood in the Southeast Community Plan area, and one of the more well-preserved older neighborhoods in the City. The neighborhood consisted of working-class families, some of which were railroad union workers, but also included white-collar professionals such as lawyers and doctors. Popular architectural styles include craftsmen style, bungalows, and Spanish Revival. There are several schools and places of worships, including Highland Park Elementary, Eloise Japhet Academy, Jubilee Academy, Steele Montessori Academy, Highland Park Lutheran Church, Baptist Temple, Holy Cross Lutheran Church, and Highland Park Assembly. Residents residing in this neighborhood appreciate the historic character, family-friendly atmosphere, and sense of safety.

Neighborhood Strengths:

- Access to recreational and community amenities at James Bode Community Center, which includes a gymnasium, playground, tennis courts, basketball courts, and meeting space
- Proximity to Downtown, McCreless Shopping Center, Southside Lions Park
- Convenient access to I-10 and I-37
- Friendly neighbors and strong sense of community
- Well-preserved homes
- Walters Street sculptural mosaics created by Oscar Alvarado in 2013 - the artwork reflects the history of the surrounding neighborhood and honors local landmarks
- Located along VIA bus routes 20 and 32, which connect the neighborhood to the Brooks Transit Center and Downtown, and route 30, which provides connections to the Brooks Area Regional Center
- Proposed VIA Primo route along South New Braunfels Avenue
- Stone gateways along Highland Boulevard
- Moose Lodge
- Little Red Barn
- Baptist Temple

NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

Highland Park residents have identified the following challenges and future opportunities for positive change in their neighborhood.

Opportunities

- Economic expansion along Hackberry Street corridor to transform it into a walkable destination. The corridor is suitable for an increase in economic activity, goods, and services, particularly neighborhood-scaled businesses like a coffee shop, sidewalk café, bakery, gym, or boutique.
- Vacant parcels suitable for infill development. Residents have recommended infill for low-density residential purposes or for public use, such as a dog park or green space.
- Improve sales merchandise and encourage healthier food choices in convenience stores.
- Reuse of the vacant Moose Lodge 744. The existing building could be adaptively reuse for a grocery store, neighborhood commercial strip, lofts, event space, or collaborative workspace.

Challenges

- Missing or broken sidewalks.
- Poorly maintained residential properties.

- Lack of code enforcement, specifically for failure to obtain permits for residential construction or repair.
- Needed drainage infrastructure improvements, specifically near the intersection of Fair Avenue and Clark Avenue.
- Unsafe conditions for pedestrians along Clark Avenue and Steves Avenue, in route to Highland High School.

NEIGHBORHOOD PRIORITIES

ACCOMPLISHMENTS FROM THE [HIGHLANDS COMMUNITY PLAN](#)

Below is list of accomplishments from the Highlands Community Plan, adopted by the City in 2002.

- *Goal 4 - Housing Appearance and Character*
Improve the quality, appearance and variety of existing and new housing for people of all ages while preserving the character of the neighborhoods.
Objective 4.2 - Housing Repair and Maintenance
Improve the appearance, condition and maintenance of the housing in the Highlands neighborhoods.

Several homes along Highland Boulevard received cosmetic repairs as part of the City’s 2018 Rehabarama community service event.

- *Goal 6 - Improved Infrastructure Network*
Assess current infrastructure, and work to develop a modern, functional, safe, well maintained, and aesthetically pleasing network of streets, alleys, drainage rights of way, and utilities.
Objective 6.2 - Drainage Improvements
Assess the current condition of drainage system, and work to develop a functional and dependable system that mitigates flooding problems.

As part of the 2017 Bond, South Pine and Greer Streets received drainage system improvements to alleviate flooding on neighborhood streets and properties.

- *Goal 8 - Parks and Environment*
Improve the environmental health of the area by enhancing parks and open space while addressing sustainability issues related to energy and recycling.

As part of the 2012 Bond, James Bode Community Center and Park, located on Rigsby Avenue, received funds for general park improvements which were completed in 2016.

KEY NEIGHBORHOOD PRIORITIES

The residents of the Highland Park neighborhood have identified key priorities to be acknowledged in the future for their neighborhood. The listed priorities are in no particular order.

- Priority from Previous Neighborhood Plan
- Aligns with Sub-Area Plan Recommendation
- Aligns with other Neighborhood Action Plan Recommendation

<p>Assess sidewalks throughout the neighborhood to identify areas of missing, broken, or noncompliant sidewalks to establish an efficient pedestrian network throughout the neighborhood. The following streets were specifically identified by Highland Park residents:</p> <ul style="list-style-type: none"> • Kayton Avenue • Steves Avenue • New Braunfels Avenue • Palmetto Avenue 	
<p>Improve lighting along transit routes and around transit stops.</p>	
<p>Reduce speeding on residential streets to promote safety near transit stops, school zones, and throughout the neighborhood.</p>	
<p>Develop the paper street (i.e., the street identified on a map but not built) along Cosgrove Street, between Gevers Street and Mittman Street. Potential uses along the street could include single-family homes, public green space, or other uses that complement the character of the surrounding neighborhood.</p>	
<p>Improve the appearance and performance of the Hackberry Street corridor and transform it into a walkable neighborhood destination with a variety of commercial activity.</p>	
<p>Preserve the low-density, historic character of the neighborhood and encourage compatible infill on vacant lots.</p>	

Neighborhood Profile and Priorities: Pasadena Heights

Acknowledgements

Special Thanks to all Southeast Community Area residents and stakeholders who spent time and energy speaking with Planning Department staff throughout the Southeast Community Area planning process and to the numerous area

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

Neighborhood Location Map

[Figure 38: Pasadena Heights Neighborhood Association Map]

Neighborhood Snapshot

NEIGHBORHOOD STRENGTHS AND CHARACTER

The Pasadena Heights neighborhood is in the Southeast area of San Antonio, bounded by Rigsby Avenue, Pecan Valley Drive, Hicks Avenue, and Elgin Avenue. Located close to the Roland Avenue and I-10 interchange and I-37, the neighborhood has convenient access to the Downtown and Brooks Area regional centers. Pasadena Heights is primarily composed of single-family, detached homes constructed from as early as the early 1940s to the early 2000s. It includes homes with varying architectural styles and lot sizes situated along local streets named after famous musical composers. The neighborhood has been described as having the luxury of open space and has a rural feel to it. Residents state that the neighborhood is quiet and well-established, with working middle-class families. Neighborhood destinations within walking distance include Stewart Elementary, Highlands High School, Dollar General, and Family Dollar. There is a good mix of local and chain restaurants in the area, including the Smokehouse, Rueben’s Tamales, What-a-burger, Taco Haven, Los Reyes, Jesmas, and Little Red Barn, which not only serve as popular dining destinations but also community meeting and gathering spaces. Nearby commercial destinations include Wal-Mart along Highway 87, McCreless Shopping Center, and Brooks.

Neighborhood Strengths:

- Proximity to recreational amenities at Southside Lions Park, which includes a sports park, swimming facilities, gymnasium, walking trail, picnic areas, and lake
- Southside Lions Senior Center and dog park
- Nearby access to Salado Creek Trail with trailheads at Southside Lions Park, Roland Avenue, and Covington Park
- Located close to Covington and Comanche Parks
- Convenient access to I-10, Downtown, St. Phillip’s College, Fort Sam Houston, and AT&T Center
- Friendly neighbors
- Seraphic Sisters convent, a historic landmark for the neighborhood
- Located along VIA bus route 28, 30, and 230, with connections to downtown Located along VIA bus route 30, which provides connections to Downtown
- Good selection of popular chain and local “mom and pop” dining options in and around neighborhood
- Large residential lots and sense of privacy

NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

Within the Pasadena Heights neighborhood, residents have raised concerns about several new and ongoing issues. Residents have also identified several future opportunities for positive change for the Pasadena Heights neighborhood.

Opportunities

- Infill of vacant residential properties for new homes
- A variety of quality, non-“cookie-cutter” housing options, ranging in scale from single-family homes to multi-plexes, that appeal to all stages in life and lower to median-household income levels
- Adequate drainage and innovative stormwater management on new development sites that does not have negative impact on surrounding homes
- Encouragement of more homeownership
- Connections from neighborhood to Southside Lions Park and Senior Center, with potential connections along Villarreal Street, Amanda Street, and Vista Road
- Improvement of existing commercial areas surrounding the neighborhood
- Attract new neighborhood scaled businesses and shops, entertainment, healthy food options, and local restaurants that include adequate parking
- Better public use of City-owned drainage easements, potentially for hike/bike trails

Challenges

- Lack of maintenance of City-owned drainage easements and properties
- Lack of maintenance of privately-owned properties
- No clear way for stormwater to drain from properties or along streets
- Narrow, cracking, or missing sidewalks, especially along Rigsby Avenue
- Streets in poor condition
- Lack of street lighting
- Poor walkability due to perception of safety, sidewalk conditions, and stray dogs
- Need for more police presence
- Identification of funding options for home repairs

NEIGHBORHOOD PRIORITIES

KEY NEIGHBORHOOD PRIORITIES

The residents of the Pasadena Heights neighborhood have identified key priorities to be addressed in the future for their neighborhood.

-  Priority from Previous Neighborhood Plan
-  Aligns with Sub-Area Plan Recommendation
-  Aligns with other Neighborhood Action Plan Recommendation

Drainage infrastructure improvements

The Pasadena Heights neighborhood has varying topography, with steep areas sloping down toward the Salado Creek and Tributary and Southside Lions Park. During periods of extensive rainfalls, stormwater does not have adequate drainage opportunities on some streets. Inadequate drainage has led to other



<p>issues for property owners, including pooling water and shifting housing foundations.</p> <p>Several residents have stated stormwater drainage improvements are needed along following streets:</p> <ul style="list-style-type: none"> • Chickering Avenue • Rigsby Avenue • Schley Street • Hicks Avenue • Amanda Street • Beethoven Avenue • Vista Road 	
<p>Enhance streets and sidewalks</p> <p>Streets and sidewalks in the Pasadena heights neighborhood need general repairs, including repairs to potholes and uneven surfaces along streets and maintenance to missing, unleveled, or narrow sidewalks. Those streets identified as priority corridors in need of repair include Chickering Avenue, Beethoven Avenue, Pecan Valley Drive, and Rigsby Avenue. Rigsby Avenue has also been identified a priority corridor in need of street lighting and improvements to eroding soil and vegetation along the street. Residents also recommended speed bumps, or a four-way stop along Amanda Street, between Rigsby and Hicks Avenues.</p>	
<p>Improve the appearance and character of the neighborhood</p> <p>Improvements to the neighborhood could be begin with educating residents on City-funded programs for home repairs, including Minor Repair Program Policy, Owner-Occupied Rehabilitation Program, Rehabarama, Green and Healthy Homes, and Under 1 Roof. The City’s Neighborhood Engagement Team and the Pasadena Heights Neighborhood Association should continue to provide information about these opportunities.</p> <p>Residents expressed a need for stronger Code Enforcement for overgrown or overcluttered yards, unpermitted construction, and illegal dumping of bulk, waste, or trash. Any City-owned properties should adhere to the same standards and remain debris- and trash-free.</p> <p>Loose and stray animals create another issue for safety and discourages residents from walking outdoors. Animal Care Services presence should increase to reduce excessive amounts of loose pets and stray animals and provide education about spaying and neutering pets or strays.</p>	
<p>Attract and retain quality businesses and dining options</p> <p>Currently, there are several local restaurants surrounding Pasadena Heights that residents cite as neighborhood assets. Residents would like to see retention of those existing places, but also expressed the desire to see more variety in dining options, a quality small grocery store or marketplace with healthy food options, and places for entertainment and to shop.</p>	

Neighborhood Profile and Priorities: Pecan Valley Neighborhood

Acknowledgements

Special Thanks to all Southeast Community Area residents and stakeholders who spent time and energy speaking with Planning Department staff throughout the Southeast Community Area planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.

Neighborhood Location Map

[Figure 39: Pecan Valley Neighborhood Association Map]

Neighborhood Snapshot

NEIGHBORHOOD STRENGTHS AND CHARACTER

The Pecan Valley neighborhood is a well-established and quiet residential subdivision in the Southeast area of San Antonio. Established in the 1960s, the neighborhood consists of single-family detached homes. The neighborhood sits adjacent to the former Pecan Valley Golf Course, which opened in the 1960s and closed in 2012. The Pecan Valley neighborhood is also located near the Salado Creek which has a planned greenway extension further south along the creek. Nearby neighborhood destinations and assets include Pecan Valley Elementary, Pecan Shopping Plaza, Dixon Wellness Center, Southcross Medical Center, and Jubilee Academy.

Neighborhood Strengths:

- Proximity to Southside Lions Park, Salado Creek Greenway, and Downtown SA
- Low traffic volumes throughout the neighborhood
- Friendly neighbors and strong sense of community
- Homeowners take pride in their homes and their properties remain well kept
- Good, long-lasting partnership between the neighborhood and law enforcement

NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

Within the Pecan Valley neighborhood, residents have raised concerns about several new and ongoing issues. Residents also identified several future opportunities for positive change in, and around the Pecan Valley neighborhood.

Opportunities

- Reuse of vacant Wal-Mart Marketplace commercial property
- Attract market rate housing options and encourage more homeownership

- Vacant former Pecan Valley Golf Course can be used for more recreational and community space
- Attract more local, healthy, food options and restaurants
- Create better connections from the neighborhood and Southcross to Salado Creek Greenway, anticipating future greenway extension

Challenges

- Oversaturation of poorly maintained and monitored multi-family rental housing, which Pecan Valley residents feel detract from the character of the neighborhood and leads to an unsafe community
- Vacant former Pecan Valley Golf Course attracts homelessness, discarding of trash, and other unwarranted activity
- Presence of stray or loose dogs or pets, which discourages outdoor activity for residents
- Speeding along Club View Drive, Pecan Grove, Tree Garden, and Valleyfield
- Few options for convenient and good quality fresh and healthy food options have created a “food desert”
- Lack of communication between rental properties’ management and neighborhood association

NEIGHBORHOOD PRIORITIES

KEY NEIGHBORHOOD PRIORITIES

The residents of the Pecan Valley Neighborhood Association have identified nine priorities to be acknowledged in the future for their neighborhood. The listed priorities are in no particular order.

- Shift the perception and reality of safety.
 - Residents highly stressed the need for a closer police sub-station. Several recommended acquisition and reuse of the former Wal-Mart Marketplace as the site of the station.
- Rehabilitation and maintenance of existing surrounding multi-family housing
- New housing development should encourage lower density, market-rate housing and more homeownership
- Traffic calming and speed reduction on residential streets
- Assessment of streets and sidewalks to identify and prioritize where repairs and maintenance are needed for accessibility for all ages and physical abilities, particularly on Southcross
- Better maintenance and surveillance of the former Pecan Valley Golf Course and include more recreational opportunities and floodplain preservation
- Encourage community park and open space on former golf course
- Re-use of vacant Wal-Mart Marketplace for the benefit of the community (i.e., grocery store, police sub-station, single-family housing, public gathering space)
- More proactive representation and coordination with City Council office

Neighborhood Profile and Priorities: Lakeside

Acknowledgements

Special Thanks to all Southeast Community Area residents and stakeholders who spent time and energy speaking with Planning Department staff throughout the Southeast Community Area planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.

Neighborhood Location Map

[Figure 40: Lakeside Neighborhood Association Map]

Neighborhood Snapshot

NEIGHBORHOOD STRENGTHS AND CHARACTER

The Lakeside neighborhood is a residential subdivision in the Southeast area of San Antonio. Developed by John Schafer and Cliff Morton, Lakeside is composed of one-story, single-family detached homes constructed between the late-1970s and mid-1980s. The neighborhood’s primary access is located off of Highway 87 and it also has access to the Loop 410 interchange. The Lakeside neighborhood is also located next to Tealer Park. Nearby neighborhood destinations and assets include Sinclair Elementary, QuikTrip, Schafer Library, H-E-B distribution warehouse, and Wal-Mart. Residents residing in this neighborhood appreciate the rural, unbuilt environment at the edge of the City, while still having close access to Downtown. Despite the recent increase in the number of households in the area, traffic congestion is still relatively low.

Neighborhood Strengths:

- Proximity to recreational amenities at Tealer Park, which includes Lake Verda, playground, fishing pier, pavilion and picnic areas, and running/walking trail
- Proximity to Downtown, San Antonio Military Medical Center (SAMMC), Brooks Area
- Convenient access to Loop 410
- Friendly neighbors and strong sense of community
- Well maintained homes and sidewalks
- Recent improvements to stormwater drainage along Lake Crystal
- Located along VIA bus route 30, which provides connections to downtown
- Schafer Library built in 2017

Lakeside residents have identified the following issues and future opportunities for positive change in their neighborhood.

Opportunities

- Development of Rosillo Creek from Highway 87 to New Sulphur Springs Road as a hike and bike trail with designated trailheads

- Multi-generational center with aquatic center
- Mixed-use town center on vacant parcel along Hwy 87 and Lakefront
- There is still a considerable amount of vacant land
- Attract more options for entertainment and dining options
- Better and closer grocery options
- Locations for continued education

Challenges

- Shared bike lanes on Sinclair Road provide a false sense of safety
- Criminal activity increases during the summer, perhaps due to a lack of activities for youth
- High speeds and traffic volumes along US Highway 87 near mid-street pedestrian crossing and transit stop, creating an unsafe route for pedestrians
- Residents have stated the lake at Tealer Park has been neglected in recent years. Water levels are lower, brush around the lake is not maintained, repairs are needed to the pier, and trash collects in lake. Boating and fishing on the lake are no longer permitted
- Missing sidewalks and pedestrian signals along US Highway 87, specifically near the Lakefront Street intersection

NEIGHBORHOOD PRIORITIES

ACCOMPLISHMENTS FROM THE [EASTERN TRIANGLE COMMUNITY PLAN](#)

Below is list of accomplishments from the Eastern Triangle Community Plan, adopted by the City in 2009.

- *Goal 17: Develop a system to ensure that the Eastern Triangle has the highest level of park facilities available*
Objective 17.3: Enhance existing park facilities
Tealer Park, formerly known as Lakeside Park, received funds from the 2012 Bond for park general park rehabilitation. Improvements included a shade structure for the playground and improvements to the existing trail.
- *Goal 18: Build a library within the Eastern Triangle with distinct areas that has the resources to address the needs of all ages from youth to adult*
Schaefer Library, located on Highway 87 and constructed in 2017, includes state-of-the-art resources and services that assist adults and addresses the needs of youth.

KEY NEIGHBORHOOD PRIORITIES

The residents of the Lakeside neighborhood have identified key priorities to be acknowledged in the future for their neighborhood. The listed priorities are in no particular order.

-  Priority from Previous Neighborhood Plan
-  Aligns with Sub-Area Plan Recommendation
-  Aligns with other Neighborhood Action Plan Recommendation

Improve pedestrian routes, traffic congestion, and overall streetscape appearance along US Highway 87	  
Construct a hike and bike trail along Rosillo Creek with connections to adjacent neighborhoods, green infrastructure, and recreational and fitness opportunities.	 
Establish a multi-generational center and aquatic center	 
Attract healthy and high-quality local grocery options and restaurants	  
Attract options for entertainment and retail that are targeted toward all ages	  
Remove overgrown vegetation and debris in Lake Verda at Tealer Park and make it accessible for boating and fishing again	
Explore options to improve Sinclair Road to incorporate all modes of mobility and enhance safety for pedestrians and bicyclists	 
Improve community tennis courts at 5810 Lakefront Street	
Identify mixed-uses for the vacant area along Lakefront Street, near Tealer Park, that are beneficial to the neighborhood and will not negatively impact surrounding homes	

6 Implementation

Plan Purpose

This Plan proposes a medium-term vision, recommendations, and strategies for improving and developing the Southeast Community Area over the next ten years. The Plan is an implementation component of the City of San Antonio's SA Tomorrow Comprehensive Plan. Adopted in 2016, the Comprehensive Plan is the City's long-range land use and policy plan that is intended to be a blueprint for future growth and development through the year 2040. The Southeast Community Area Plan is an implementation-oriented Sub-Area plan that will further develop recommendations from the SA Tomorrow Comprehensive Plan to improve quality of life for San Antonio residents, guide growth and development that accommodates projected housing and employment increases, and to fulfill other Comprehensive Plan goals and policies through a community-based planning process.

The Community Plan honors and integrates previously adopted neighborhood and community plans while providing an equitable path for all neighborhoods to participate in planning, to create priorities, and to advocate for implementing their priorities in the future.

Intent of the Plan

The Southeast Community Area Plan will be the essential tool to guide future development and City investment in the plan area based on the vision and goals for the Southeast Area. A diverse assemblage of stakeholders met for a series of 13 planning team meetings over 24 months to make recommendations that support both the policy direction of the Comprehensive Plan as well as the community's aspirations. This work culminated with achievable recommendations and strategies that will be utilized by City Departments, partner agencies, private entities, and community partners to guide policies and investments that implement appropriate and desired development patterns as well as the creation and support of livable, complete neighborhoods.

How to Use This Plan

The vision for the Southeast Community Area can be realized through implementation of the Plan Framework, with recommendations and strategies related to the following topics: Land Use, Focus Areas, Mobility, Amenities and Public Space, Housing, and Economic Development. These recommendations and strategies include policy and regulatory matters, partnerships, and investments. Plan recommendations are written to provide actionable specificity while still allowing the flexibility needed to adapt to unforeseen challenges or opportunities.

Coordination with Adopted Plans

The City of San Antonio adopted several plans in recent decades for individual neighborhoods or parts of the Southeast Community Area. Each of these plans is described in the Southeast Plan. Some specific recommendations from these plans are directly referenced as complementary to achieving the Southeast vision and goals. Each of the plans was used as a foundational element for creating the Southeast Plan. The previously adopted plans include important historical information, policies reflecting the values of participants at the time of their adoption, detailed recommendations for specific places and issues that have been successfully implemented or still need attention, and topics not addressed by the Southeast Plan in the realms of social services, law enforcement, and organizational

strategies for neighborhood associations and other organizations that created the plans. These plans include but are not limited to:

- *Highlands Community Plan (2002)*
- *Eastern Triangle Community Plan (2009)*

The Southeast Community Area Plan was also developed to complement and contribute to the implementation of the following regional and citywide plans:

- *San Antonio's Housing Policy Framework*
- *San Antonio Parks System Strategic Plan*
- *SA Tomorrow Multimodal Transportation Plan*
- *SA Tomorrow Sustainability Plan*
- *SA Climate Ready Climate Action and Adaptation Plan*
- *SA Corridors Strategic Framework Plan*
- *VIA's Vision 2040 Plan*

In implementing the Southeast Community Area Plan, further consideration should be given to the recommendations of emerging and ongoing planning processes, including but not limited to:

- *VIA's Rapid Transit Corridors planning*
- *San Antonio's Strategic Housing Implementation Plan*
- *San Antonio Sidewalk Master Plan*
- *ConnectSA*

Statutory Requirements

Once adopted by City Council, the Southeast Community Area Plan becomes a component of the City's SA Tomorrow Comprehensive Plan. Previously adopted neighborhood, community, and sector land use plans that are contained within or partially overlap the Southeast Community Area Plan are identified as a foundational part of the Southeast Plan. However, where a previous plan and the Southeast Community Area Plan have conflicting land use designations within the adopted boundary of the Southeast Plan, the Sub-Area Plan will be the plan of reference. Similarly, where a previous plan and the Southeast Community Area Plan have conflicting policies or priorities within the adopted boundary of the Southeast Plan, the Sub-Area Plan will be City policy.

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

Implementation – Land Use

Land Use Recommendation #1: Maintain residential and nonresidential densities that are consistent with historic patterns, to strengthen and preserve established neighborhoods.

Strategy 1.1 (Regulatory and Policy)

Oversee large area rezoning efforts as needed, especially in areas where current zoning districts are not aligned with land uses designated by the Southeast Community Area Plan.

Strategy 1.2 (Regulatory and Policy)

Review development standards to ensure infill, revitalization, and adaptive re-use projects consistent with historic patterns (particularly as they relate to setbacks, encroachments, scale, parking, and first floor uses) are possible and not disproportionately burdensome.

Strategy 1.3 (Regulatory and Policy / Investments)

Encourage and accommodate live-work use of pre-war buildings in the Neighborhood Mixed-Use areas, including areas west of Southside Lions Park, and create a reasonable process for restoration of uses and architecture which would allow for this expression.

Land Use Recommendation #2: Establish appropriate buffers and transitions between neighborhoods and nonresidential areas.

Strategy 2.1 (Regulatory and Policy)

Rezone properties as needed to align zoning with designated land use that creates appropriate transitions between existing neighborhoods and more intensive commercial, industrial, and mixed-use areas.

Strategy 2.2 (Regulatory and Policy)

Integrate new mixed-use zoning districts tailored to implementing the mixed-use land use categories adopted into the UDC, including Neighborhood Mixed-Use, Urban Mixed-Use, Regional Mixed-Use, Employment/Flex Mixed-Use, and Business/Innovation Mixed-Use.

Land Use Recommendation #3: Foster the development of Loop 410 within the Southeast Community Area as a mixed-use innovation and employment corridor.

Strategy 3.1 (Regulatory and Policy)

Identify property rezoning needed to accommodate new projects that would foster the development of this area for technology and innovation, particularly for properties designated as Business/Innovation Mixed-Use, Employment/Flex Mixed-Use, and Urban Mixed-Use.

Strategy 3.2 (Regulatory and Policy)

Consider a corridor design overlay or other special district designation for this area to promote continuity and establish a defined identity, with regard to site design and public improvements, including access, setbacks, right of way enhancements, overpasses, parking and stormwater management.

Land Use Recommendation #4: Promote mixed-use and transit-oriented development patterns along key corridors that reinforce mobility patterns in the plan area, including pedestrian and transit activity.

Strategy 4.1 (Regulatory and Policy / Partnerships)

Oversee large area rezoning that facilitates implementation of mixed-use focus areas and corridor revitalizations, and for VIA Primo or Rapid Transit station areas where existing zoning is not allowed in or does not support designated land uses or the community vision.

Strategy 4.2 (Regulatory and Policy / Partnerships)

Support property owner-initiated rezoning of parcels located in focus areas or revitalization corridors identified by the Southeast Community Area Plan, or in VIA Primo or Rapid Transit station areas when such rezoning supports the land use and development vision of the plan.

Strategy 4.3 (Regulatory and Policy / Investments)

Encourage commercial uses on the first floor of buildings fronting mixed-use corridors, either as stand-alone commercial establishments, mixed-use buildings, or as live-work units.

Strategy 4.4 (Regulatory and Policy)

Encourage temporary and auxiliary uses in public spaces and near mixed-use corridors which serve pedestrians and transit riders, such as street vendors, pop-up displays, temporary signs, food trucks, provided an unobstructed pedestrian zone is preserved within the sidewalk space.

Strategy 4.5 (Regulatory and Policy)

Encourage courtyard-facing primary entries and dual frontage buildings in mixed-use corridors and centers, to encourage a smoother transition between primary streets and cross streets, and engagement of businesses by people who are not in cars.

Strategy 4.6 (Regulatory and Policy)

Decrease minimum parking requirements in transit station areas, mixed-use corridors, and centers.

Land Use Recommendation #5: Protect the natural resources of the plan area through Green Infrastructure and appropriate use of floodplain and riparian corridors.

Strategy 5.1 (Regulatory and Policy)

Explore the creation of key riparian corridors as environmentally sensitive areas for stream buffers, tree preservation, and erosion control, particularly along the Salado Creek and Rosillo Creek systems.

Strategy 5.2 (Regulatory and Policy)

Apply the City's stormwater management guidelines for all floodplain land and within the San Antonio River Authority's (SARA) recommended stream corridor buffer area.

Strategy 5.3 (Regulatory and Policy)

Establish a regulatory development instrument for trail-oriented development, such as a zoning overlay district, which would have specific site design requirements related to the site's relationship to trails and natural areas, such as frontages on trails and natural areas, parking, bike facilities, signage and landscaping.

Strategy 5.4 (Regulatory and Policy / Partnerships / Investments)

Explore incentives that encourage developers to build new neighborhoods with adequate access to neighborhood parks and green space.

Implementation – Focus Areas

Focus Areas Recommendation #1: Create unique and skillfully planned places that are transit supportive, incorporate a mix of uses, are compatible with adjacent neighborhoods, and aim to achieve the vision of each focus area.

Strategy 1.1 (Regulatory and Policy)

City-initiated rezoning should encourage a mix of commercial and residential uses surrounding transit nodes, or along corridors with high visibility and the capacity to support various modes of mobility.

Zoning designations should be compatible with adjacent neighborhoods and surrounding uses, encourage new residential and commercial development, and guide the intensity and density of new development.

Strategy 1.2 (Partnerships / Investments)

Attract more employment and diverse options for retail, dining, and entertainment to create walkable commercial hubs.

Existing and prospective businesses should utilize services provided by local economic development related organizations and governmental departments to identify ways to help access loans, incentives, grants, or other forms of capital. Additionally, a desirable physical environment should be created for businesses to locate within focus areas. This may include private or public investments to streetscape and commercial buildings.

Strategy 1.3 (Investments)

Encourage diverse and appropriately scaled housing types to support transit and businesses. Housing options in focus areas should target a variety of household sizes, ages, and income levels.

Planning team members felt most focus areas could accommodate some sort of new housing with higher density housing located within a walkable distance from transit facilities. Although stakeholders recommended exploring a variety of additional housing options for each focus area, they specifically suggested the following housing types and development patterns for the following focus areas:

- Senior housing along Pecan Valley Drive, between Rigsby Avenue and Roland Avenue, in the Pasadena Heights focus area.
- A variety of housing types in the Lakeside and Highway 87 focus area, ranging from apartments, condominiums, townhomes, and single-family detached dwellings, that transition down in scale toward the surrounding neighborhood.
- Market-rate housing and single-family residential development in the Pecan Valley Drive and Southcross Boulevard focus area.
- Medium- to high-density multi-family residential development in the W.W. White Road and Sinclair Road focus area.
- Live/work units in the Southcross Boulevard and Loop 410 focus area.
- Low- to medium-density multi-family along the Hackberry Avenue corridor.

Strategy 1.4 (Regulatory and Policy / Partnerships)

Encourage continued coordination between private residential developers and registered neighborhood associations before and during new development projects.

Community stakeholders and residents strongly urge more coordination between private developers, the Development Services Department, and surrounding neighborhood associations throughout the entirety of the process for any new development that may have a significant impact on neighboring residential areas.

Focus Areas Recommendation #2: Establish or enhance public gathering spaces in identified focus areas.

Strategy 2.1 (Investments)

Identify vacant or underutilized parcels suitable for establishing gathering spaces.

Unused or underutilized parcels could be acquired by the City and cleaned up for public use in focus areas. Depending on size and community needs, these spaces could be multipurpose and contain plazas, gardens, a dog park, or a skate park.

Strategy 2.2 (Regulatory and Policy / Investments)

Incorporate public spaces for larger scaled residential and mixed-use redevelopment projects.

Areas designated as “Priority Redevelopment” on a focus area map, which are typically larger vacant tracts of land, should include some form of public gathering space for new development. These spaces could include a small plaza or courtyard, promenade, farmer’s market, or indoor or outdoor space for holiday or civic events.

Focus Areas Recommendation #3: Encourage streetscape improvements and designs that are character defining and enhance the pedestrian realm.

Strategy 3.1 (Partnerships / Investments)

Work with existing business owners in areas prioritized as “Priority Street Frontage” on focus area maps to identify grants and incentives for improvements to business.

Business owners could collaborate with the Economic Development Department and the Neighborhood and Housing Services Department for funding options for commercial façade improvements, such as the Community Development Block Grant.

Strategy 3.2 (Partnerships / Investments)

Prioritize improvements and investments for VIA transit hubs and facilities.

Improvements should encourage ridership and provide riders with comfortable, clean, and conveniently accessible shelters and amenities at transit stops located in focus areas. VIA Metropolitan Transit should continue to assess existing transit stations to ensure facilities are

routinely repaired or replaced as needed. If new transit stations are needed in a focus area, they should be centrally located to promote walkability and create more foot traffic for local businesses.

Strategy 3.3 (Investments)

Identify pedestrian routes in need of sidewalk and safety improvements.

To ensure safety and comfort pedestrians and persons with disabilities, maintenance should be conducted on sidewalks to provide hazard-free and Americans with Disabilities Act (ADA) compliant connections from surrounding residential areas to transit facilities, businesses, and public gathering spaces. Programs such as the Sidewalk Rebate Program, Sidewalk Reconstruction Program, or Neighborhood Access and Mobility Program could be utilized to repair deteriorating or missing sidewalks.

The Public Works Department should work with stakeholders to identify areas that lack adequate lighting. Efficient lighting and audible crosswalk signals should be located along sidewalks, intersections, in parks, and at proposed and existing trailhead connections. Lighting should also be decorative, downward facing, and bright enough to deter criminal activity.

Strategy 3.4 (Investments)

Apply techniques that improve the appearance, quality, and experience of the streetscape.

Areas identified as “Priority Streetscape” encourage emphasis on the pedestrian realm and incorporate design elements that enhance the character of streets and sidewalks and improve the overall experience for pedestrians. Features could include sidewalks buffered with street trees, planter boxes, and permeable groundcover; wider sidewalks to activate outdoor space in front of businesses; curb extensions that create spaces for on-street parking and landscaping; raised medians with trees and native plants; directional signage; and public art.

Implementation – Mobility

Mobility Recommendation #1: Continue implementing the San Antonio Vision Zero Action Plan.

Strategy 1.1 (Regulatory and Policy / Investments)

Continue evaluating and implementing proven strategies and best practices improvements, potentially including traffic calming and Complete Streets principles which improve pedestrian, bicycle, and traffic safety and help achieve San Antonio’s Vision Zero goals. The highest priority area is identified as a Severe Pedestrian Injury Area (SPIA) on Gevers Street from Fair Avenue to Minnetonka Street.

Additional analysis of pedestrian, bicycle, and vehicle crash data, along with community input, also identified the following intersections as priorities for further evaluation by the Public Works Department:

- Rigsby Avenue and Hackberry Street;
- Hackberry Street and I-37;
- Southcross Boulevard and Club View Drive;
- Sinclair Road and W.W. White Road;

- W.W. White Road and Boxwood Road (where VIA transit stops are located); and
- Rigsby Avenue and Rosillo Creek.

Strategy 1.2 (Regulatory and Policy / Partnership)

Partner with residents and business owners to identify opportunities to consolidate driveways as allowed by the Unified Development Code (UDC), and/or improve the urban design by relocating driveways and parking areas to the back of buildings to reduce the number of crashes and preserve the flow of traffic. Based on input from the Southeast Community Planning Team and community stakeholders, the following locations were identified as applicable for use of this strategy:

- Rigsby Avenue from Beethoven Avenue to Salado Creek Greenway;
- Rigsby Avenue from W.W. White Road to Bermuda;
- W.W. White Road from Rigsby Avenue to Paula Drive;
- Southcross Boulevard from Pecan Grove Drive to W.W. White Road; and
- South Hackberry from Kayton Avenue to Steves Avenue.

Mobility Recommendation #2: Complete the multimodal mobility network and establish new connections through partnerships.

Strategy 2.1 (Regulatory and Policy / Partnerships / Investments)

Conduct a complete streets study to find opportunities to reduce pedestrian crossing time, increase pedestrian crossing opportunities, and reduce operational speeds. The following street segments are ideal for study and possible implementation:

- W.W. White Road from Rigsby Avenue to Chandler Road;
- Southcross Boulevard from Pecan Valley Drive to W.W. White Road;
- Rigsby Avenue from Clark Avenue to W.W. White Road;
- Pecan Valley Drive from Hiawatha Street to Southcross Boulevard; and
- Fair Avenue from New Braunfels Avenue to Walters Street.

Strategy 2.2 (Investments)

Implement on-road infrastructure and wayfinding projects to improve first/last mile connectivity to the regionally significant Southside Lions Park and Roland Avenue trailheads for Salado Creek Greenway.

Strategy 2.3 (Regulatory and Policy / Partnerships / Investments)

Continue to complete the bicycle and sidewalk network by implementing priority projects and adding facilities as streets are repaved or reconstructed. Additional lighting, improving existing sidewalks, filling in missing sidewalks, planting trees and landscaping, incorporating buffering, bicycle parking, bikeshare stations, and reducing speeds are recommended improvements to enhance these routes for pedestrians and bicyclists. As shown on the Mobility Recommendations Map, priority locations to implement this strategy include:

- Foster Meadows from Sinclair Road to Channel View;

- Sinclair Road from Roland Avenue to Foster Meadows Road;
- Clark Avenue from Hiawatha Street to Waleetka Street;
- Gevers Street from Hicks Avenue to I-10;
- Pine Street from Drexel Avenue to Steves Avenue;
- Rigsby Avenue from South Hackberry Street to New Braunfels Avenue and from Clark Avenue to Roland Avenue; and
- Pecan Valley Drive from Roland Avenue to Arrid Road and from Hiawatha Street to Southcross Boulevard.

Strategy 2.4 (Regulatory and Policy)

Utilize the City's Sidewalk Reconstruction Program to address severely damaged, broken, or displaced panels along existing sidewalks to restore usability.

Identifying key areas where there are tripping hazards, gaps in sidewalks, and areas that are not ADA compliant will alleviate frustration and obstacles when on foot or bike.

Mobility Recommendation #3: Manage transportation demand by creating walkable places and supporting efficient transit operations through targeted interventions.

Strategy 3.1 (Regulatory and Policy / Investment)

In anticipation of adding more density to land use and due to current needs, make investments in well-designed crossings that incorporate best practices for safety and placemaking at the intersections of:

- Rigsby Avenue and New Braunfels Avenue;
- New Braunfels Avenue and Fair Avenue;
- Rigsby Avenue and Pecan Valley Drive;
- Pecan Valley Elementary School and Southcross Boulevard;
- Southcross Boulevard and W.W. White Road;
- Loop 410 and Rigsby Avenue; and
- Sinclair Road and Loop 410.

Strategy 3.2 (Partnerships / Investments)

Evaluate street and intersection design for transit reliability chokepoints, like at-grade railroad crossings or vehicular traffic, and prioritize multimodal investments to ensure reliable alternatives to vehicular travel. The priority location for targeted interventions that could impact transit service reliability is Rigsby Avenue and Loop 410.

Strategy 3.3 (Regulatory and Policy)

Update street design standards to be consistent with SA Tomorrow goals for safety, economic growth, development, and city form and to reflect the relationship between the built environment and the streetscape. Street design standards should consider all levels of interactions with the street including pedestrians, bicyclists, and motorists.

Mobility Recommendation #4: Support VIA Metropolitan Transit Primo Transit Corridor service by prioritizing transit-supportive policies and infrastructure near transit stations.

Strategy 4.1 (Regulatory and Policy / Partnerships / Investments)

Implement first/last mile strategies, such as sidewalks, curb ramps, crosswalks, bicycle facilities, etc. at VIA Metropolitan Transit transfer areas and Primo station areas. This promotes access to transit by creating inviting, quality public space at stations where many people benefit from amenities like shade, seating, and safety lighting, as well as placemaking initiatives. Investments focused in station areas should consider the implementation timeline and prioritize areas of both Primo and fixed-route services based on current VIA Advanced Rapid Transit Network studies. Priority station areas for study and investment include:

- New Braunfels Avenue and Rigsby Avenue;
- New Braunfels Avenue and Steves Avenue; and
- New Braunfels Avenue and Fair Avenue.

Strategy 4.2 (Regulatory and Policy / Partnerships / Investments)

When VIA Advanced Rapid Transit Corridor Stations are designated, studies should be completed to determine the application of Transit Oriented Development (TOD) zoning, and future developments in these station areas will require consistency with the VIA's guidelines for station typologies and the following principles:

- Density – Increased neighborhood amenities and destinations near stations and stops influence the type of transit services offered in an area. Transit frequency is directly dependent on density – the more people and jobs within an area, the more transit frequency is justified.
- Design – Buildings designed for the pedestrian; placed and oriented along the front of the street with parking on-street, placed behind or structured, and with direct access to first-floor building activities are vital components of transit-supportive design.
- Mix of Uses – Providing a mix of residential, employment, and retail uses within walking distance of a transit stop or transit station is beneficial to the community and make walking and riding transit more efficient choices for meeting daily needs.
- Walkability – Pleasantly designed, walkable places are attractive areas where people desire to travel on foot. They create active streets that have development continuous along many blocks, which encourages economic activity. Investments should be made to improve the pedestrian realm including streetscape enhancements in public spaces, such as continuous level surfaces, street furniture, lighting, landscaping, and shading devices, where applicable.

Implementation – Amenities and Public Space

Amenities and Public Space Recommendation #1: Encourage more public and private investment and improvements along South W.W. White Road to enhance the corridor and establish it as a community destination.

Strategy 1.1 (Partnerships / Investments)

Identify funding opportunities for storefront improvements.

City programs can offer business owners along the corridor the opportunity to improve the appearance and operations of their businesses. Potential improvements could include façade improvements, canopies, and landscaping. There should be coordination with the Economic Development Department, Chamber of Commerce, Southside First, and other business development agencies to further identify funding opportunities.

Strategy 1.2 (Regulatory and Policy / Investments)

Prioritize capital improvement projects that enhance the streetscape.

Work with residents, businesses, and property owners in the area to identify and prioritize capital improvement projects and funding for those projects. These projects should improve the appearance of the corridor, and enhance the experience and comfort for all users, and encourage investment and patronage.

Strategy 1.3 (Regulatory and Policy)

Explore a Corridor Overlay District designation along the corridor.

A Corridor Overlay District designation is a zoning overlay that can establish specific design standards for new construction or building improvements. Design standards for this corridor should create a unique identity that is attractive to residents, visitors, businesses, and investors.

Strategy 1.4 (Regulatory and Policy / Investments)

Attract family-oriented local restaurants and entertainment.

This corridor currently has several unique local dining options. Southeast residents would like for these types of businesses to continue to locate here. Additionally, the Southeast area does not have many places for entertainment. Residents would like to see more businesses, leisure-oriented destinations, such as a bookstore, food truck park, cinema, specialized shops or markets. Base zoning designations along this corridor should support a mix of commercial uses.

Amenities and Public Space Recommendation #2: Invest in green stormwater infrastructure to achieve community goals.

Strategy 2.1 (Regulatory and Policy / Investments)

Identify potential capital projects and Bond Program projects that assess and mitigate neighborhood flooding and drainage issues.

Examine areas along creeks, particularly along the Salado Creek, that are prone to flooding and identify solutions to reduce or eliminate overflow. Additionally, identify areas in neighborhoods, particularly the Pasadena Heights area and Pecan Valley, where stormwater may back up or flow slowly due to poorly maintained or outdated infrastructure, and provide relief to neighborhood streets and properties.

Strategy 2.2 (Regulatory and Policy / Partnerships)

Where feasible, incorporate Low Impact Development for new development that is customized to fit neighborhood character and constraints.

Bioswales, raingardens, planter boxes, and permeable pavements are encouraged throughout the Southeast plan area to reduce impervious cover, to collect and control rainwater, enhance neighborhood beauty, and encourage outdoor activity. This should be incorporated in areas with new development and areas with flooding and drainage issues.

Amenities and Public Space Recommendation #3: Extend or establish linear trails along the Southeast Community Area's creeks or drainage easements.

Strategy 3.1 (Regulatory and Policy / Investments)

Continue to prioritize the extension of the Salado Creek Greenway Trail, with connections to the former Pecan Valley Golf Course, Southcross Boulevard, and adjacent neighborhoods.

Extensions of Salado Creek Greenway Trail are planned to extend south of Southside Lions Park. Residents and Planning Team members have recommended the extension be designed to include highly visible trailhead connections to the Pecan Valley neighborhood and Southcross Boulevard. If feasible, the former Pecan Valley Golf Course should be incorporated into the trail design, which may include additional discussion between City departments and the private owner of the golf course.

Strategy 3.2 (Investments / Partnerships)

Establish linear trails along Rosillo Creek and along the drainage easement through the Pasadena Heights neighborhood.

Discuss with the Public Works Department, Parks and Recreation Department, Linear Creekway Parks Advisory Board, community organizations, and surrounding neighborhood associations to determine how these creeks can be transformed for public use and identify funding opportunities for both projects. There should be additional coordination with Bexar County for Rosillo Creek redevelopment. Each project should be connected to and tailored to complement the adjacent neighborhoods. The trails should also incorporate unique elements, such as landscaping and art.

Amenities and Public Space Recommendation #4: Create enjoyable spaces in vacant and underutilized spaces to serve people of all ages for social gathering, recreation, and community projects.

Strategy 4.1 (Investments / Partnerships)

Establish a multigenerational community center that offers a variety of amenities.

The facility should provide services for residents and community members of all ages. Recommended uses include an indoor aquatic center with an Olympic-sized swimming pool, indoor track, fitness center, technology center, job training, rock climbing, dining hall, and flexible multipurpose meeting spaces for public meetings and afterschool activities. Collaboration between the City's Human Services, Parks and Recreation, and Public Works Departments; City Council offices; Bexar County offices; surrounding school districts; and

Southeast neighborhood associations and community organizations should occur to help achieve this goal.

Strategy 4.2 (Regulatory and Policy / Partnerships)

Repurpose vacant or underutilized parcels for public use and infill.

Within residential areas, vacant or abandoned parcels can be acquired and repurposed for a place to unite the neighborhood. Uses could include sculpture gardens, skate parks, community gardens, playground. Abutting vacant parcels can be combined to create larger recreational spaces. A similar example of this concept within the Southeast plan area is the Jupe Manor Park, which received funding from the 2017 Bond Program.

Strategy 4.3 (Regulatory and Policy / Investments)

Enhance existing City and County-owned parks and recreational facilities with amenities that promote health, recreation, and leisure.

Public parks in the Southeast Community Plan area should include amenities to encourage physical activity and exercise. This could include new outdoor fitness stations, indoor fitness centers, running and walking paths, or upgrades to existing sports to fields and courts. Introduce spaces for entertainment and larger gatherings, such as covered pavilions, stages for theatrical performances, and amphitheatres.

Strategy 4.4 (Regulatory and Policy / Investments)

Conduct maintenance and provide security measures in parks and recreational facilities for increased safety and visibility.

Necessary maintenance to parks and public spaces should be performed for landscaping and natural features, such as improving water quality in lakes, restoration of aquatic vegetation, clearing overgrown brush, pruning bushes, and planting new trees. To ensure safety, parks should include clear and understandable signage and maps, surveillance, adequate lighting, and clear sightlines.

Strategy 4.5 (Investments / Partnerships)

Coordinate with the Department of Arts and Culture and neighborhood associations to identify opportunities for public art or wayfinding signage.

Existing and proposed public spaces could be further transformed and with attractive and interactive public art, including murals, sculptures, mosaics, banners, or integrated architectural or landscape architectural features. Although the Southeast area is not well known for its public art, a good example of it is the Walters Street sculptural mosaic, which has been acknowledged as a community asset in the Highland Park neighborhood.

Amenities and Public Space Recommendation #5: Improve community health and public safety.

Strategy 5.1 (Regulatory and Policy / Partnerships)

Coordinate with the San Antonio Police Department and City Council offices to increase physical police presence and improve the perception of crime in the community.

Southeast residents and neighborhood associations have expressed a need to prioritize public safety. The most frequent request was to establish a police substation, storefront, or mobile station within, or near the Southeast Community Area, as proposed in the 2022 Bond for Council District 3. Residents identified potential locations of the police substation near the intersection of Pecan Valley Drive and Southcross Boulevard, and near the intersection of Lakefront Street and Highway 87, both of which have vacant and underutilized parcels available.

Strategy 5.2 (Partnerships / Investments)

Attract more full-service medical services and facilities in or near the Southeast Community Area.

A common weakness identified amongst most residents in the Southeast area, and in the general east San Antonio region, is the overall lack of convenient access to a quality, full-service hospital. This had also been expressed in previously adopted plans that overlap with the Southeast plan area boundaries. The closest medical facility is Mission Trail Baptist Hospital in the Brooks Area Regional Center, which for some Southeast residents can take 20 minutes to get to without traffic. Planning Team members and community stakeholders stressed the need for a closer hospital that offers 24-hour emergency room services, maternity services, medical treatment, surgical services, rehabilitation programs, and other primary care services. Recommended locations are along Southcross Boulevard between Pecan Valley Drive and W.W. White Road, where there are existing medical uses that could be further expanded, or along Highway 87, east of Loop 410 where there is vacant land.

Strategy 5.3 (Partnerships / Investments)

Strengthen educational programming and collaboration between independent school districts, non-profit organizations, and local government.

Create safe spaces for students after school that emphasizes educational programming for peer mentorship, fitness, mental health, drug awareness, nutrition, sexual education, financial responsibility, job skills, and other pertinent issues concerning youth and teenagers.

Implementation – Housing

Housing Recommendation #1: Attract a greater diversity of housing product types and options for existing and new residents, in all stages of life.

Strategy 1.1 (Regulatory and Policy / Investments)

Encourage higher-density housing options in areas with access to major arterials, highways, and transit service to reduce impacts on existing neighborhoods.

Strategy 1.2 (Regulatory and Policy / Investments)

Allow for a greater diversity of compatible housing product types in neighborhoods, including more compact single-family detached and attached options, and affordable, senior-oriented housing within existing and new neighborhoods, through large-area rezoning, City and federal housing programs, and encouragement of private development and reinvestment.

Housing Recommendation #2: Support reinvestment in neighborhoods and existing homes, especially older, single-family neighborhoods.

Strategy 2.1 (Regulatory and Policy / Investments)

Proactively market and explore expansion of homeowner assistance programs, such as any home repairs programs and home buyer down payment assistance programs, particularly for older neighborhoods west of Loop 410, to raise awareness and use of these programs.

Strategy 2.2 (Regulatory and Policy)

Identify strategies and financial tools to help mitigate impacts from increases in property values on property taxes and other impacts of escalating property values for lower-income homeowners or owners on fixed incomes that are in accordance with the policies and programs that implement the [San Antonio Housing Policy Framework](#).

Housing Recommendation #3: Invest in and attract neighborhood and family-oriented entertainment and recreational amenities, destinations, and attractions.

Strategy 3.1 (Regulatory and Policy / Investments)

Invest in infrastructure that better connects neighborhoods to each other and to community destinations and amenities identified in the Southeast Community Area Plan.

Strategy 3.2 (Regulatory and Policy)

Encourage new housing options and neighborhood serving retail options in proximity to each other along mixed-use corridors identified in the Southeast Community Area Plan.

Strategy 3.3 (Regulatory and Policy / Partnerships / Investments)

Support the addition of desired neighborhood amenities through various funding methods including capital improvement bond funds, federal housing and neighborhood funding sources, public-private partnerships, and other small grant programs.

Strategy 3.4 (Regulatory and Policy)

New housing should be oriented toward parks, greenways, and open spaces to provide better connectivity to natural areas, recreation, and designed using low-impact development or other green infrastructure methods to mitigate impacts on natural systems.

Implementation – Economic Development

Economic Development Recommendation #1: Support the creation and growth of neighborhood commercial districts.

Strategy 1.1 (Regulatory and Policy / Partnerships)

Create a city-wide neighborhood commercial district support program that helps commercial districts form business/merchant groups and improvement districts, access small business support programs (e.g., Launch SA, Small Business Liaison Program), identify and fund needed infrastructure and amenity improvements, and collectively market the districts to the larger community.

Strategy 1.2 (Regulatory and Policy / Partnerships / Investments)

Support the formation of a neighborhood commercial district along Hackberry Street between Rigsby Avenue and Steves Avenue. Actions should include engaging with business owners to gauge their interest and needs for improvement to enhance the area, raising awareness of existing businesses and services providers located in the area to surrounding neighborhoods, and promoting the business expansion incentive programs available to area businesses.

Strategy 1.3 (Regulatory and Policy / Partnerships / Investments)

Support the formation of a neighborhood business district along W.W. White Road from Rigsby Avenue to East Southcross Boulevard. Engage business owners about their interest in formation of a business or merchants association or other collective partnership. Work with property owners and developers to attract a grocery store and additional family-oriented uses that will attract residents from the surrounding neighborhoods. Support the promotion of the existing restaurants along the corridor to build awareness of existing businesses concentrated on W.W. White Road.

Strategy 1.4 (Regulatory and Policy / Investments)

Encourage a mixture of retail, dining, service businesses (e.g., dentist office, dry cleaner), and multi-family housing along Highway 87/Rigsby Avenue from W.W. White Road to Foster Road. Ensure that the roadway supports slower speeds, consolidated business access points, and pedestrian/bicycle paths that help the corridor become a destination for commercial services serving the larger southeast Bexar County area.

Strategy 1.5 (Regulatory and Policy / Partnerships / Investments)

Create a strategic marketing plan for corridor redevelopment.

Work with the Chamber of Commerce, Economic Development Department, Southside First, businesses owners, and surrounding neighborhood associations and community organizations to identify key resources and marketing tools for business and clientele attraction and retention.

Economic Development Recommendation #2: Support the growth of the Loop 410 corridor as a commercial and employment destination including a mixture of office, industrial, retail, and health care uses.

Strategy 2.1 (Regulatory and Policy / Partnerships)

Work with the City's Economic Development Department (EDD), Southside Chamber of Commerce, and the San Antonio Economic Development Foundation (SAEDF) to actively promote and market employment-oriented development sites along Loop 410 to prospective businesses, site selectors, and economic development entities, particularly near the Loop 410 and Southcross Boulevard intersection.

Strategy 2.2 (Partnerships)

Work with community stakeholders to solicit interest in and investigate the potential for attracting health services and a healthcare facility to the Southeast Community Area, or along Loop 410, near the plan area.

Strategy 2.3 (Partnerships / Investments)

Engage property owners and developers to identify infrastructure improvements and community amenities that would increase the attractiveness of potential employment sites.

Strategy 2.4 (Regulatory and Policy / Partnerships)

Encourage improvements to Rosillo Creek between Rigsby Avenue and East Southcross Boulevard, which could encourage future commercial and residential trail-oriented development. Support creative site plan concepts that mitigate floodplain impacts on the creek, use the creek as an amenity, and address flooding issues by allowing flexibility in development regulations that impact the ability of sites to be developed.

Appendix: Maps, Figures, and Exhibits

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

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Figure 33: Amenities and Public Space Framework Map

Figure 34: Housing Overview

Figure 35: Housing Conditions

Figure 36: Housing Cost Burden

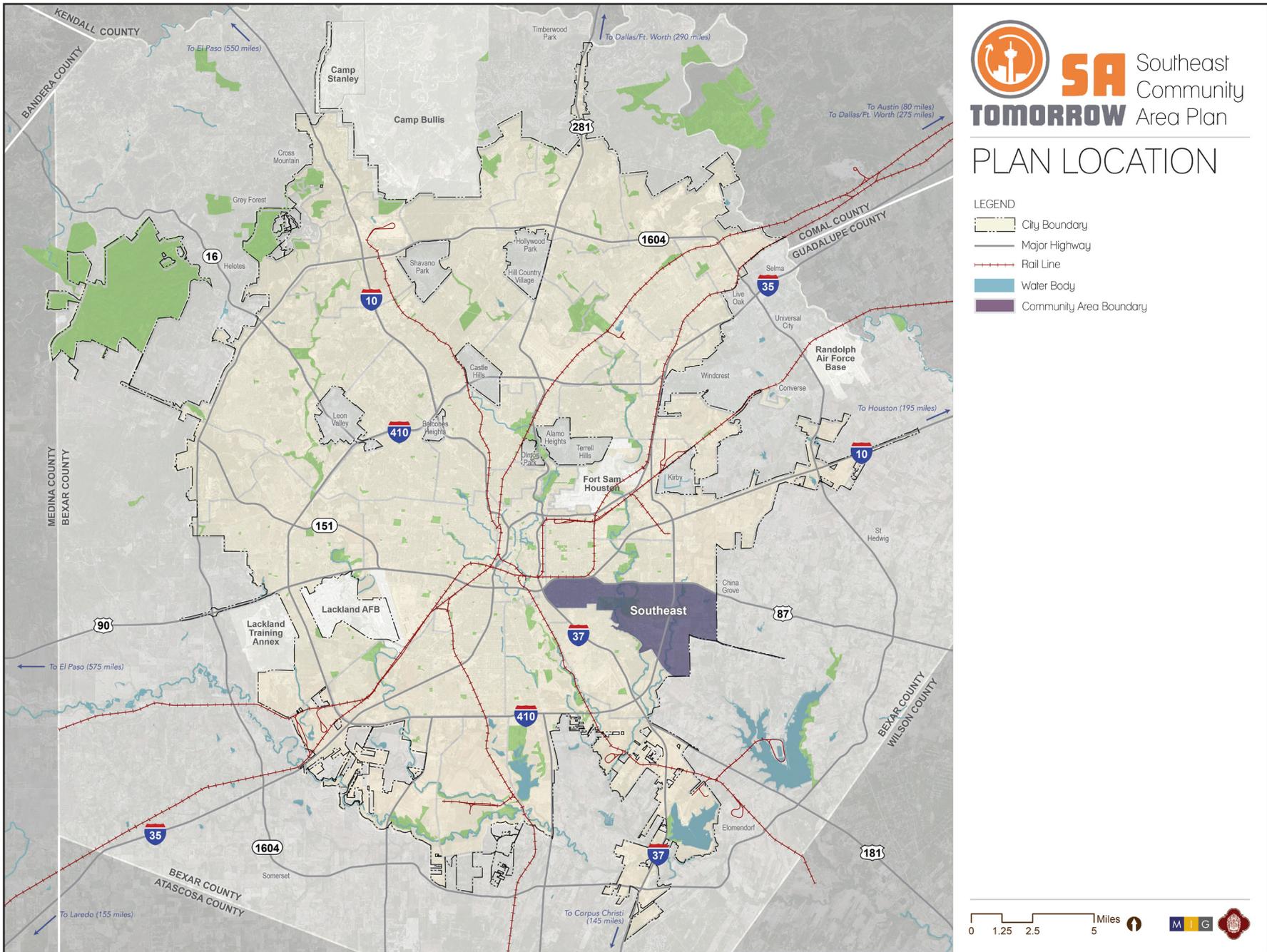
Figure 37: Highland Park Neighborhood Association

Figure 38: Pasadena Heights Neighborhood Association

Figure 39: Pecan Valley Neighborhood Association

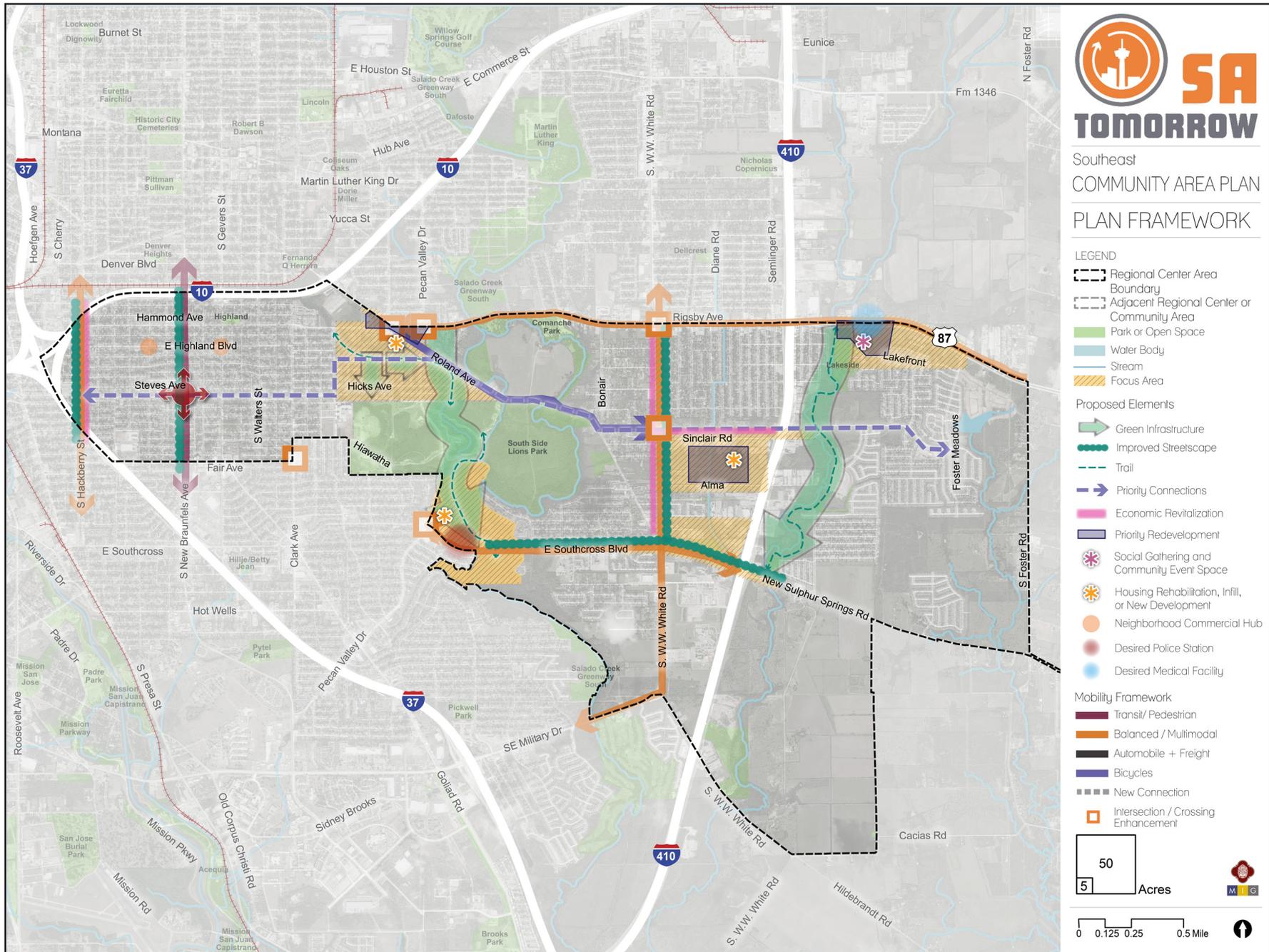
Figure 40: Lakeside Neighborhood Association

Exhibit 1: Southeast Community Area Existing Conditions Atlas

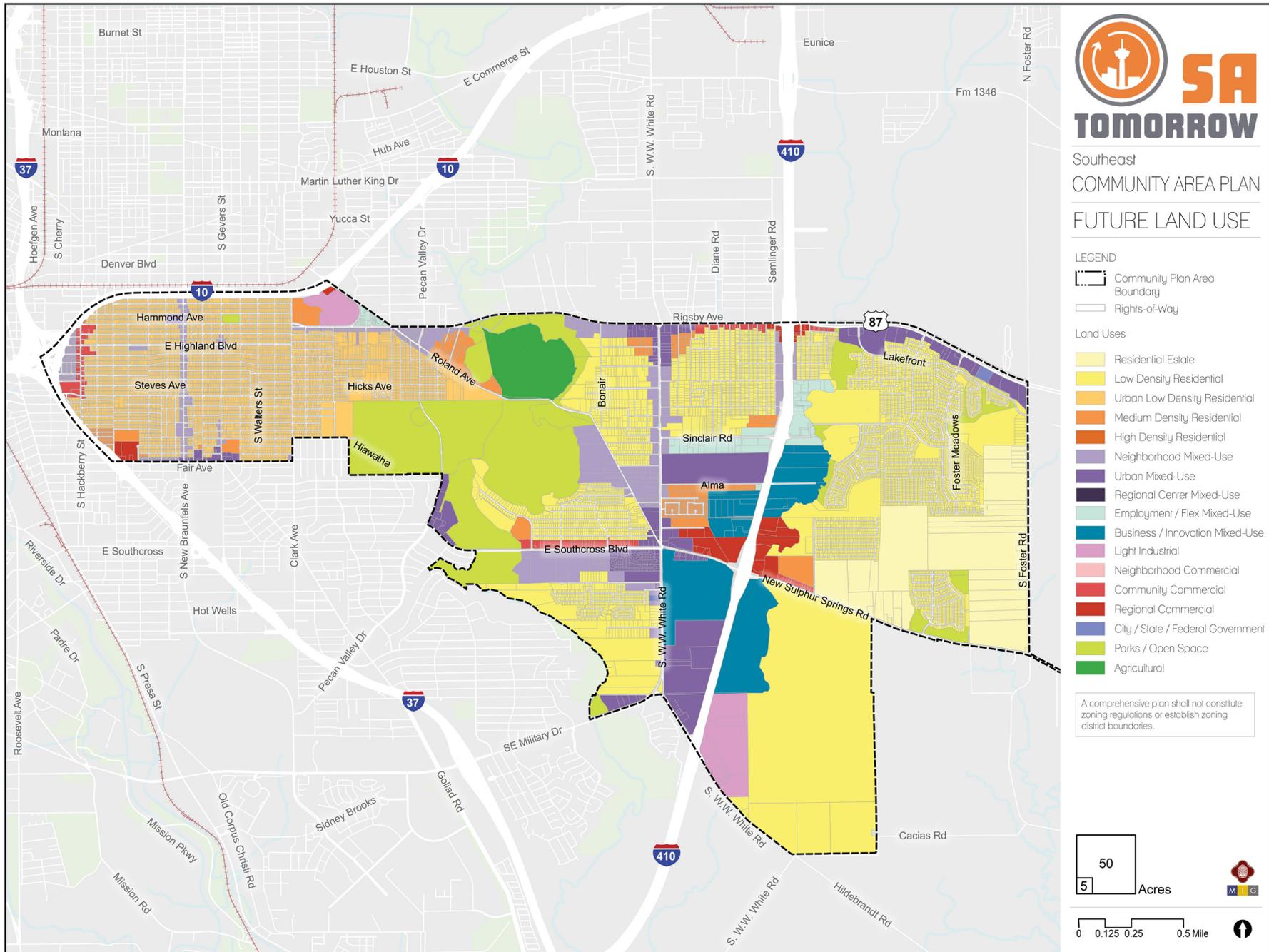


[Figure 1: Plan Location Map]

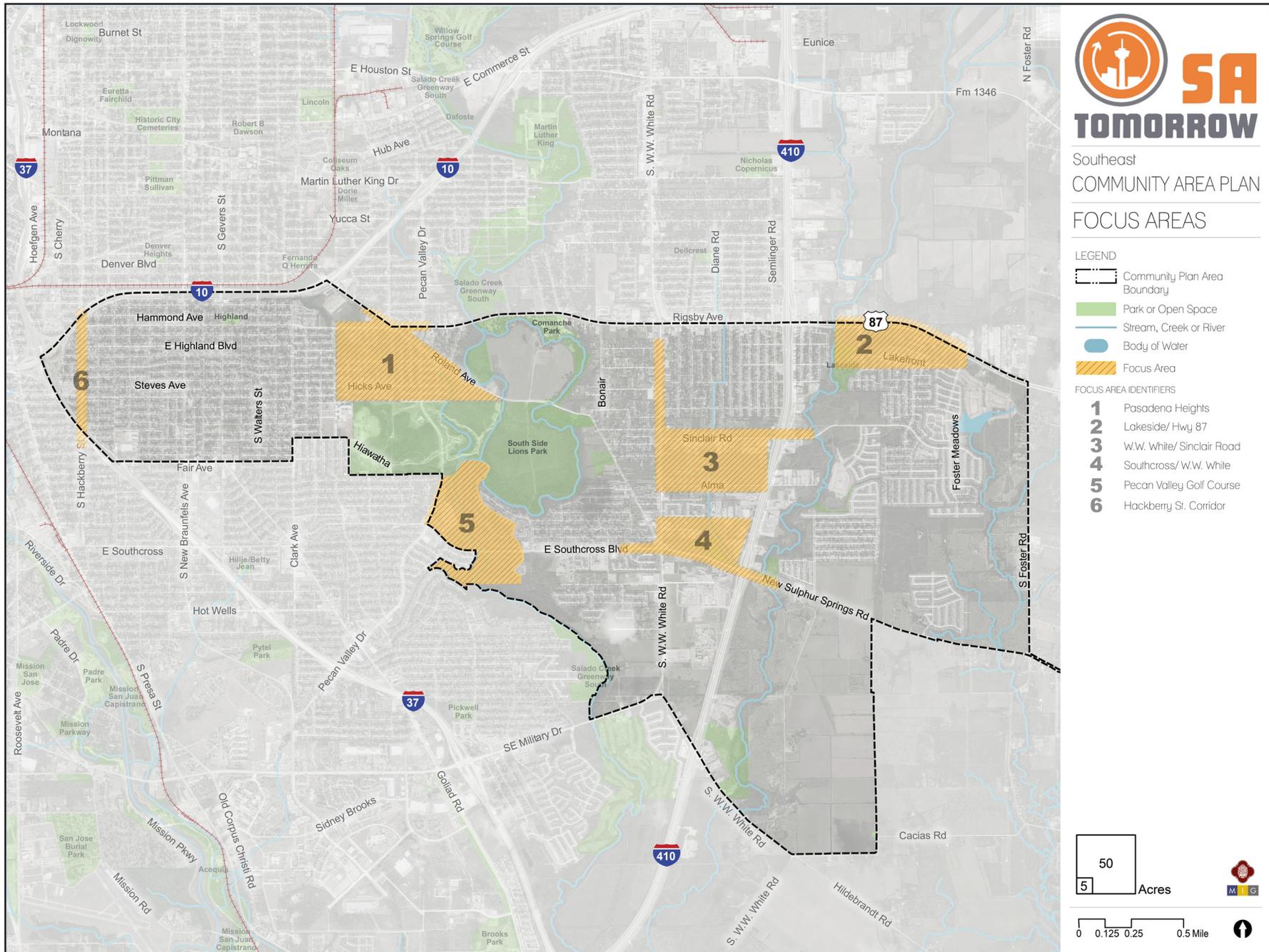
SA Tomorrow Sub-Area Planning: Southeast Community Area



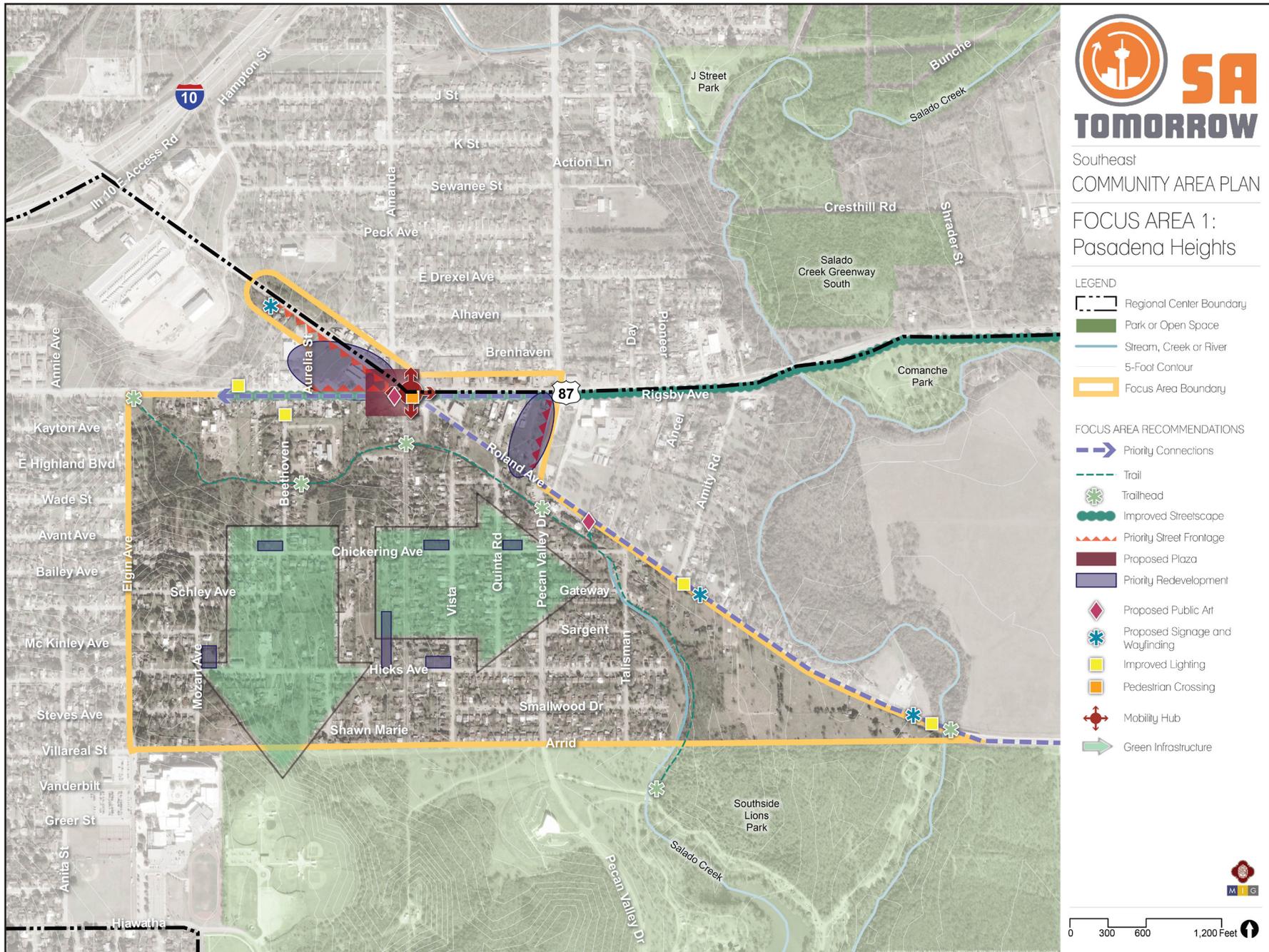
[Figure 3: Plan Framework Map]



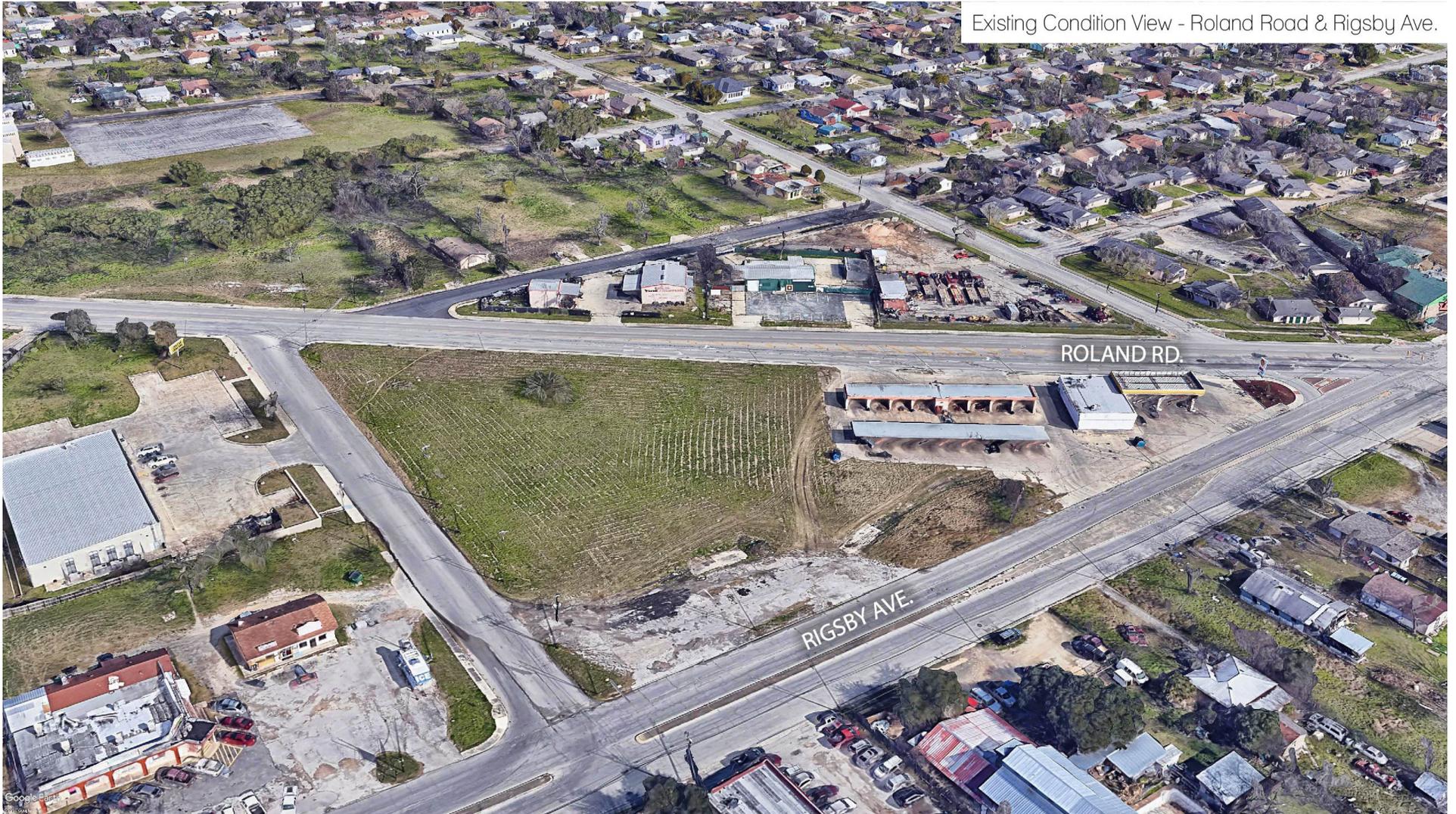
[Figure 4: Future Land Use Map]



[Figure 5: Focus Areas Framework Map]



[Figure 6: Pasadena Heights Focus Area Map]



Existing Condition View - Roland Road & Rigsby Ave.

[Figure 7: Pasadena Heights Transformative Site #1 - Existing Conditions]
SA Tomorrow Sub-Area Planning: Southeast Community Area

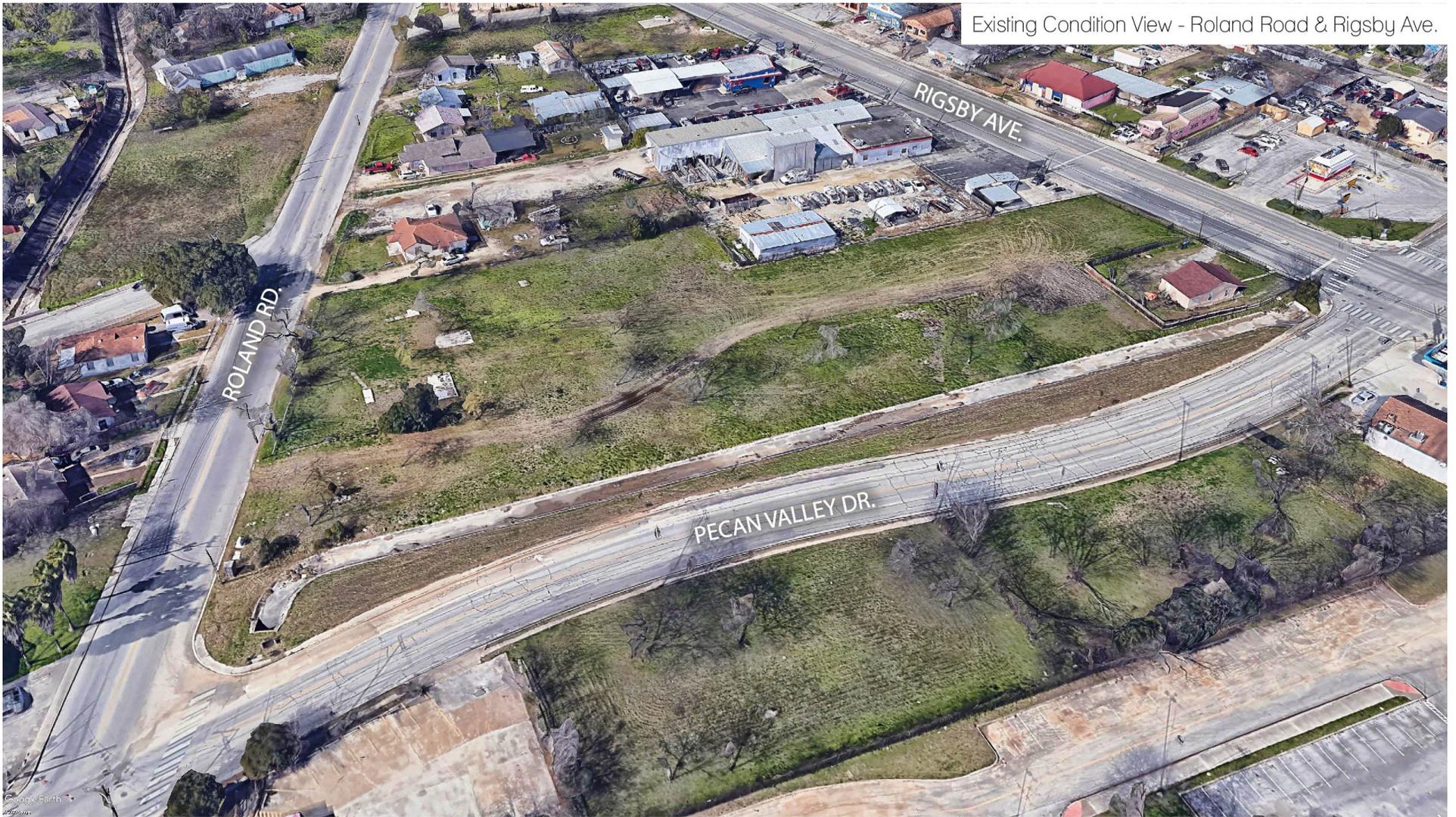


Aspirational Illustration - Roland Road & Rigsby Ave.

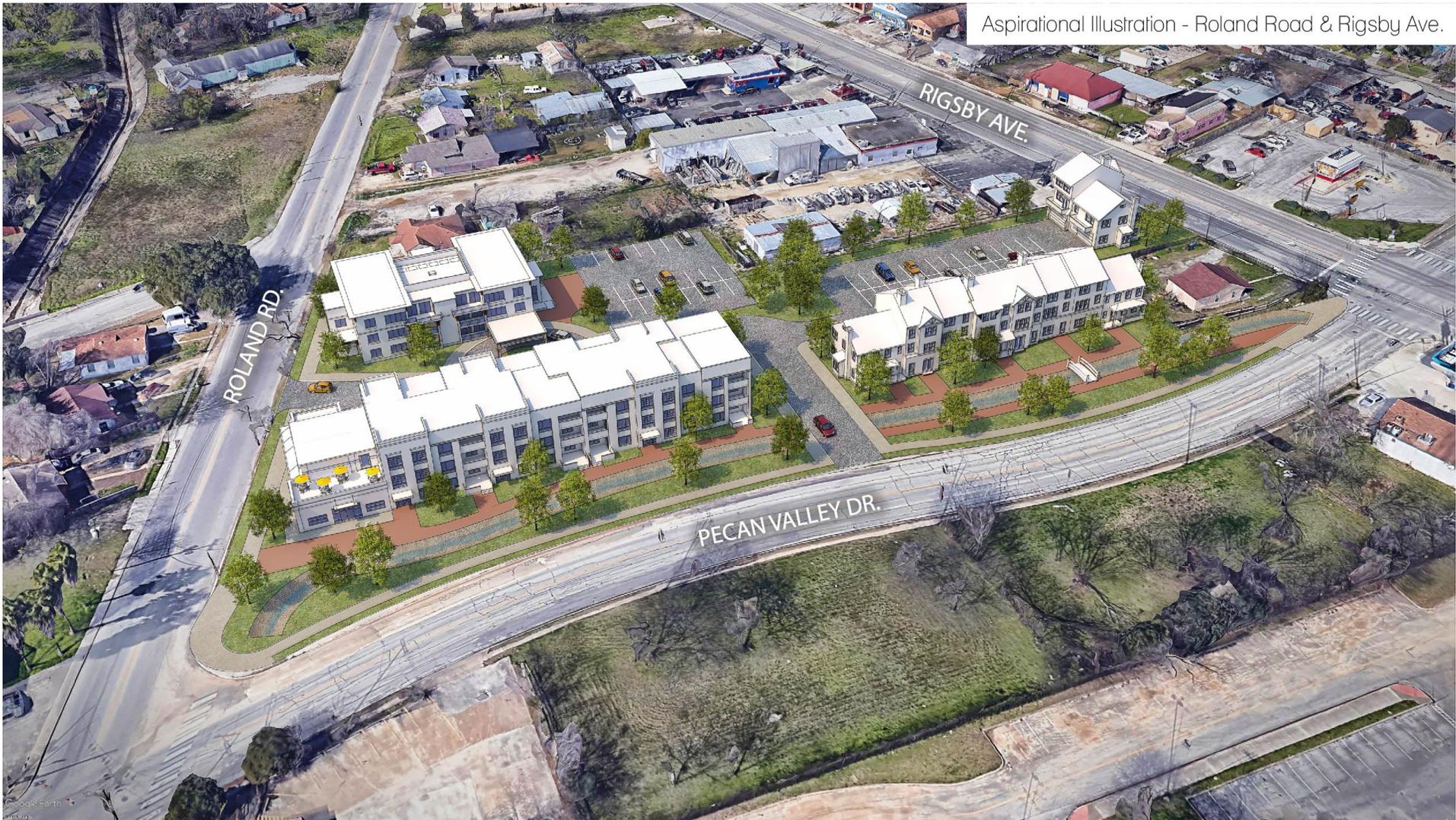
[Figure 8: Pasadena Heights Transformative Site #1 - Conceptual Rendering]

SA Tomorrow Sub-Area Planning: Southeast Community Area





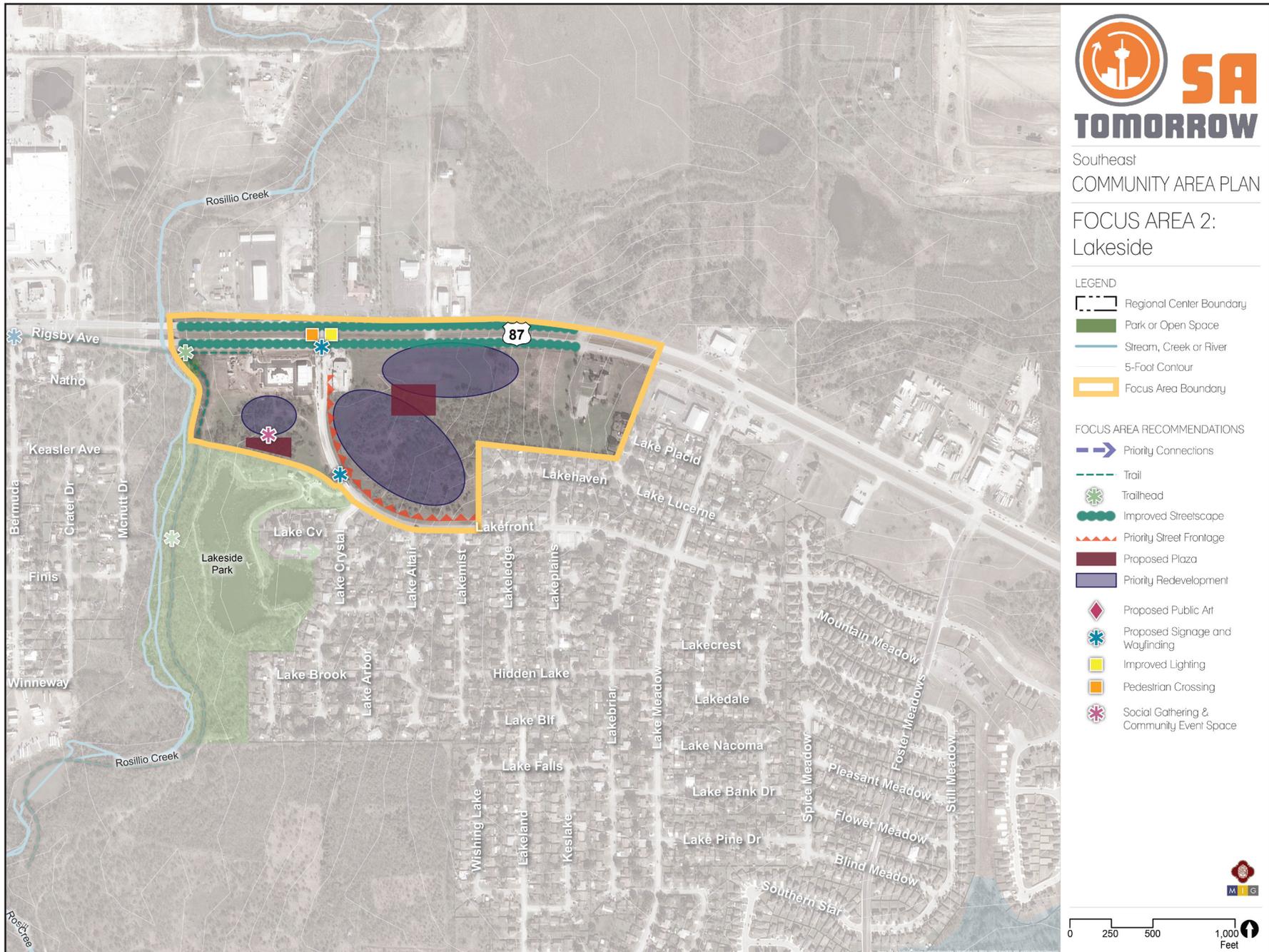
[Figure 9: Pasadena Heights Transformative Site #2 - Existing Conditions]
SA Tomorrow Sub-Area Planning: Southeast Community Area



Aspirational Illustration - Roland Road & Rigsby Ave.

[Figure 10: Pasadena Heights Transformative Site #2 - Conceptual Rendering]

SA Tomorrow Sub-Area Planning: Southeast Community Area



[Figure 11: Lakeside Focus Area Map]



Existing Condition View - Lakefront

[Figure 12: Lakeside Transformative Site - Existing Aerial]
SA Tomorrow Sub-Area Planning: Southeast Community Area



[Figure 13: Lakeside Transformative Site - Conceptual Rendering]
SA Tomorrow Sub-Area Planning: Southeast Community Area

Aspirational Illustration - Lakefront - Pocket Park



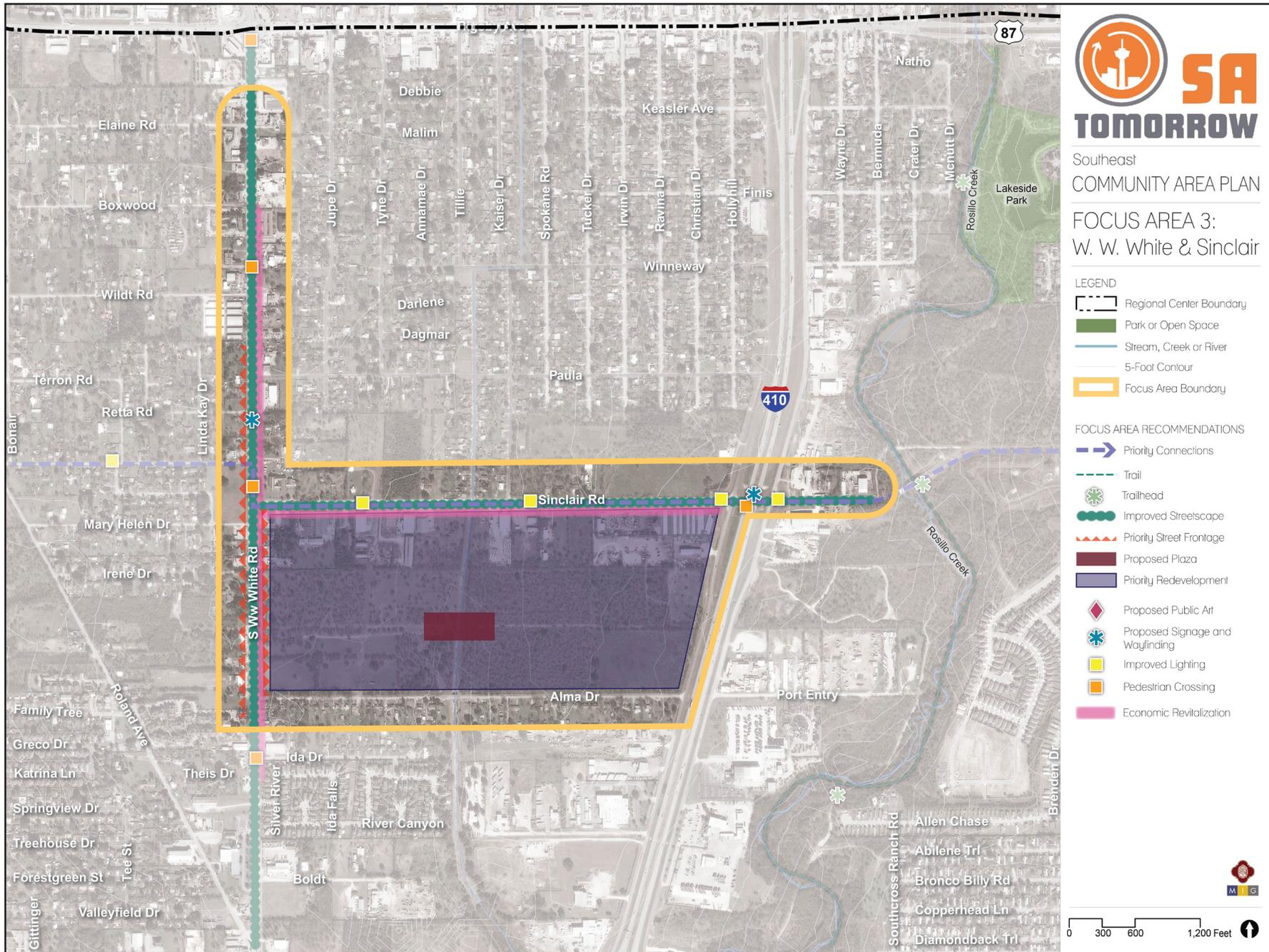
[Figure 14: Lakeside Transformative Site - Residential Area and Green Space]

SA Tomorrow Sub-Area Planning: Southeast Community Area

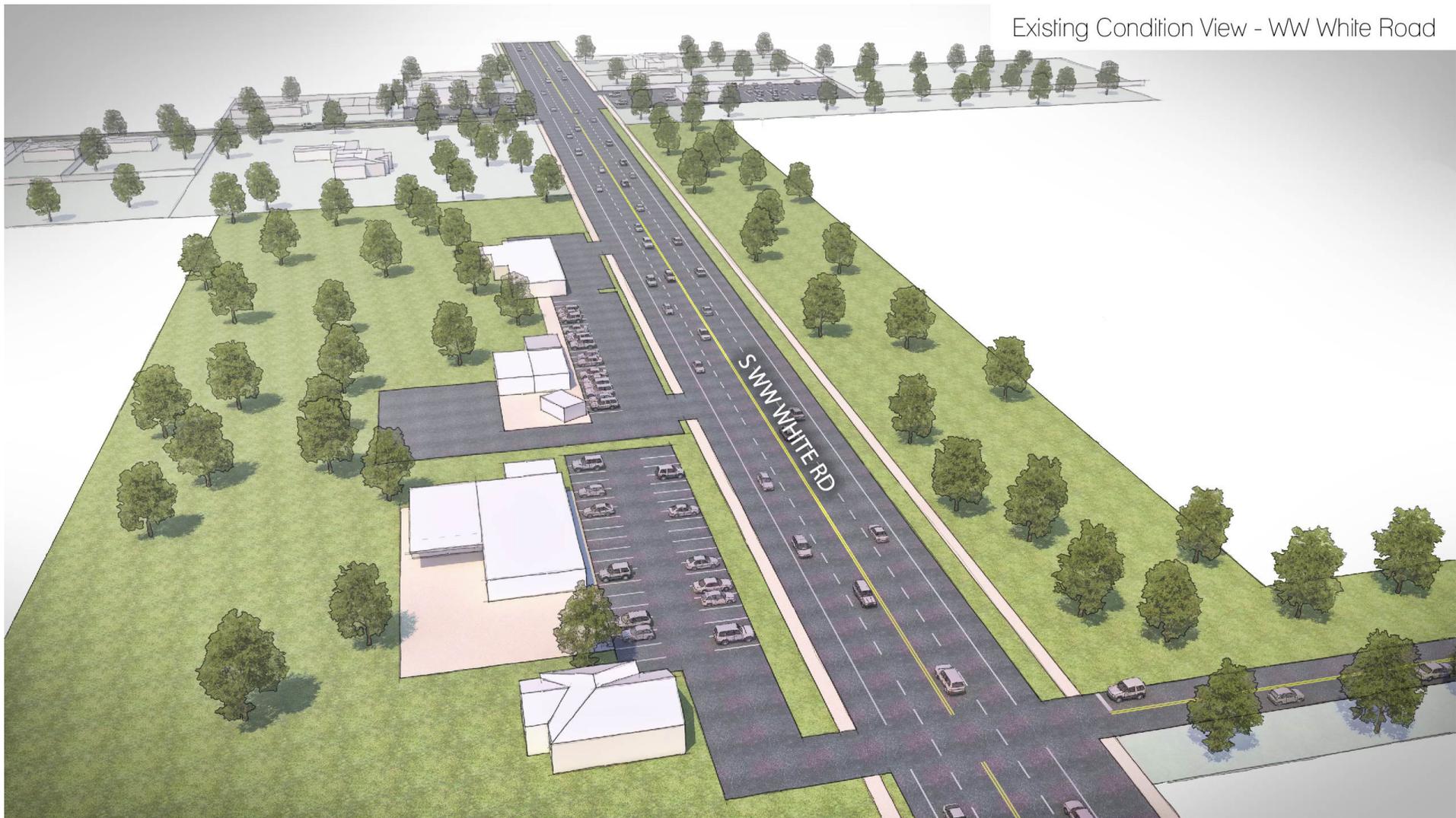
Aspirational Illustration - Lakefront - Retail



[Figure 15: Lakeside Transformative Site - Commercial Area]
SA Tomorrow Sub-Area Planning: Southeast Community Area



[Figure 16: W.W. White Road and Sinclair Road Focus Area Map]



[Figure 17: W.W. White Road and Sinclair Road Focus Area - Existing Condition]

SA Tomorrow Sub-Area Planning: Southeast Community Area



Aspirational Illustration - Phase 1 - WW White Road

[Figure 18: W.W. White Road and Sinclair Road Focus Area- Conceptual Rendering Phase 1]

SA Tomorrow Sub-Area Planning: Southeast Community Area





[Figure 19: W.W. White Road and Sinclair Road Focus Area- Conceptual Rendering Phase 2]

SA Tomorrow Sub-Area Planning: Southeast Community Area



[Figure 20: W.W. White Road and Sinclair Road Focus Area- Conceptual Rendering Phase 3]

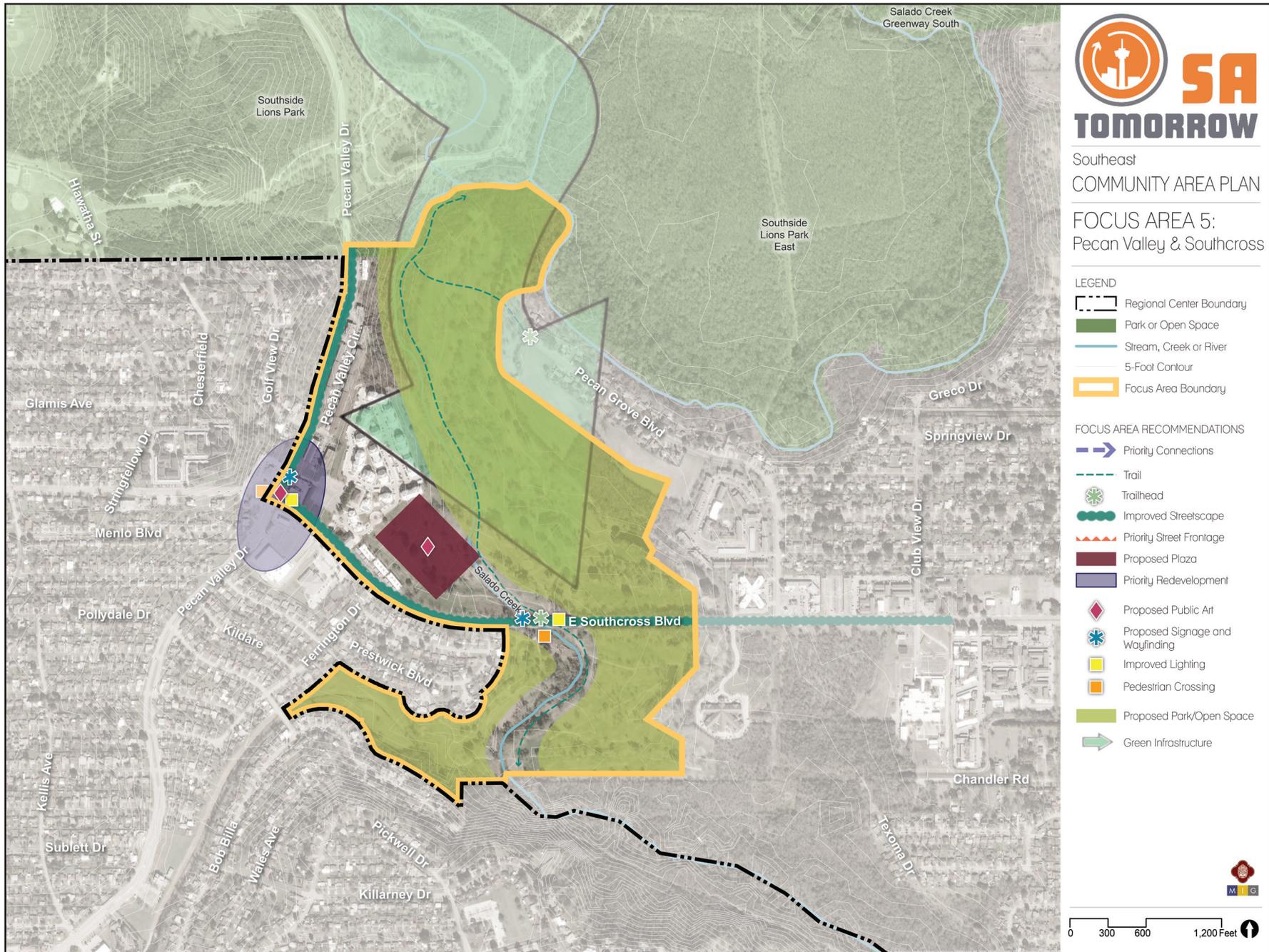
SA Tomorrow Sub-Area Planning: Southeast Community Area





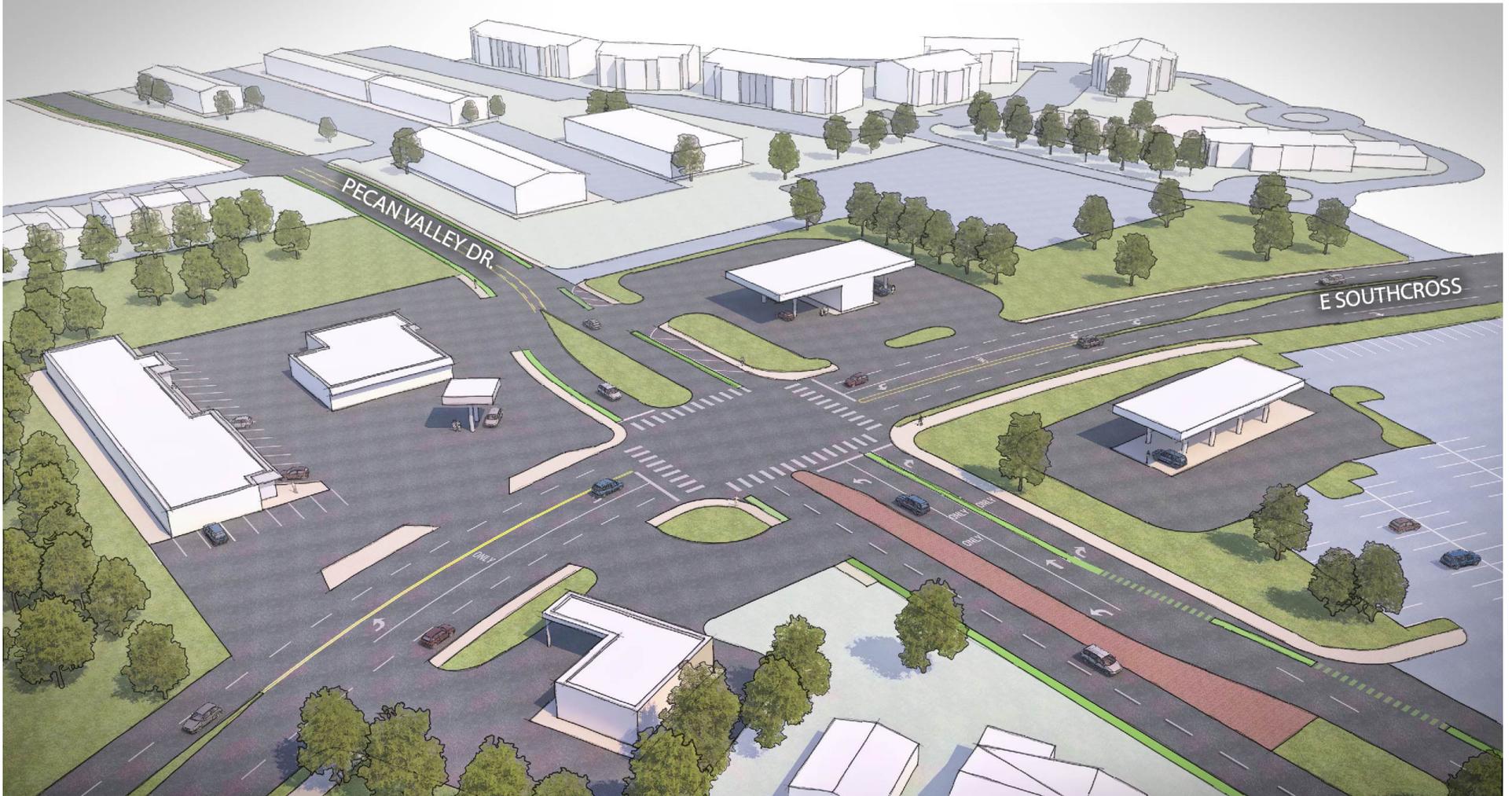
[Figure 21: Loop 410 and Southcross Boulevard Focus Area Map]

SA Tomorrow Sub-Area Planning: Southeast Community Area



[Figure 22: Pecan Valley Focus Area Map]

Existing Condition View - Southcross & Pecan Valley Dr.



[Figure 23: Pecan Valley Focus Area - Existing Condition]
SA Tomorrow Sub-Area Planning: Southeast Community Area

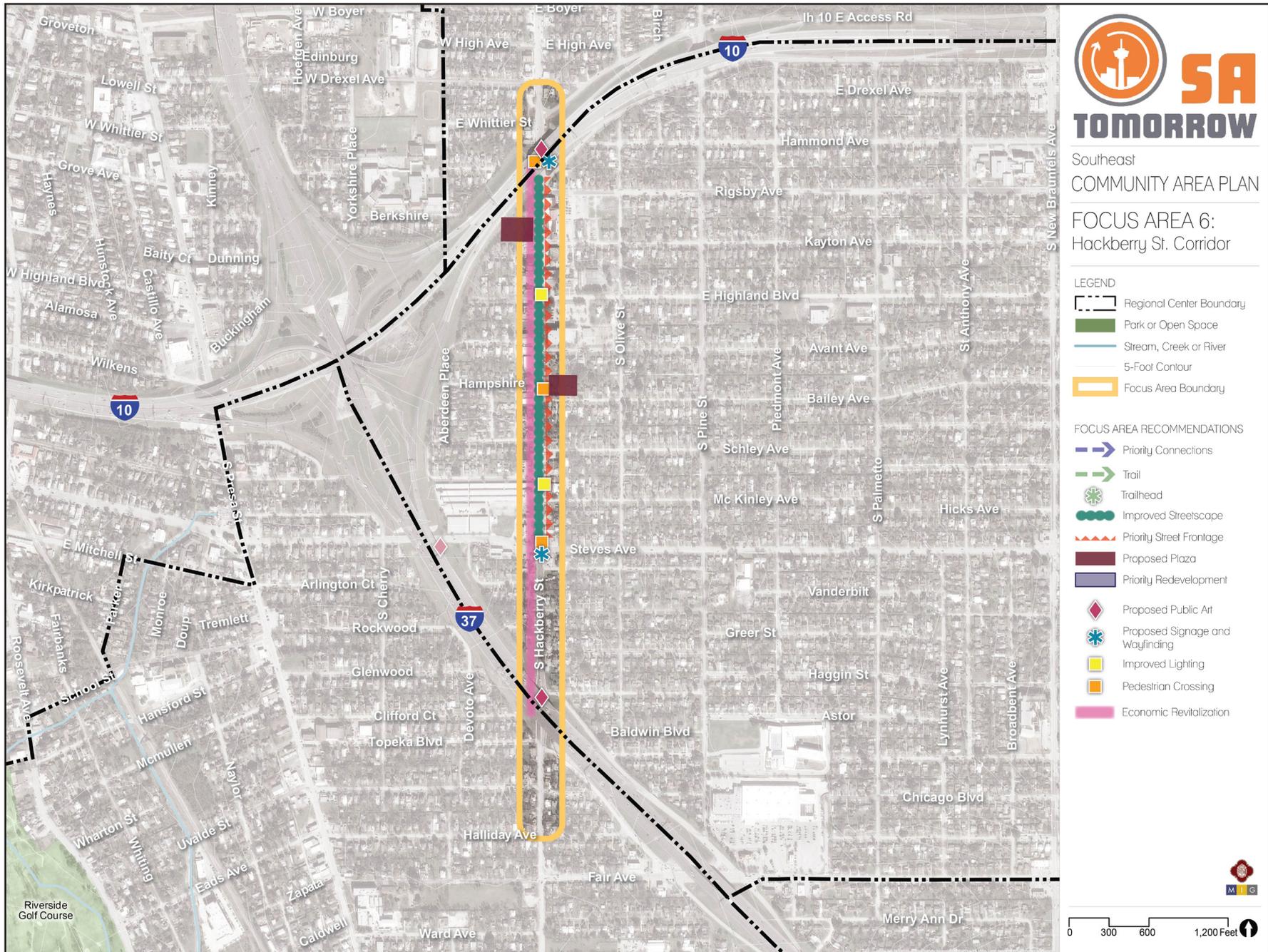
Aspirational Illustration - Southcross & Pecan Valley Dr.



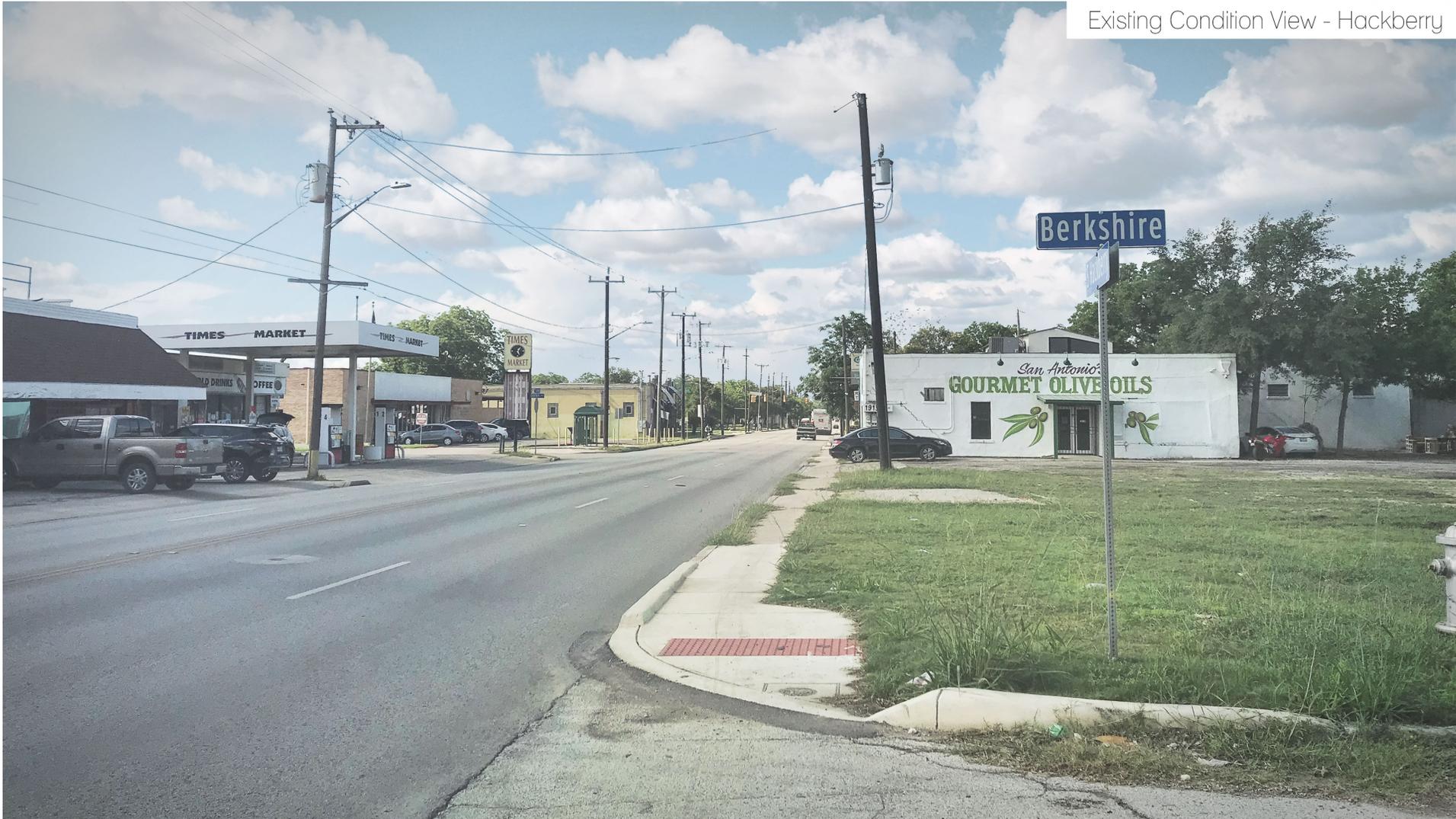
[Figure 24: Pecan Valley Focus Area - Conceptual Rendering]

SA Tomorrow Sub-Area Planning: Southeast Community Area





[Figure 25: Hackberry Corridor Focus Area Map]



Existing Condition View - Hackberry

[Figure 26: Hackberry Corridor Focus Area - Existing Condition]

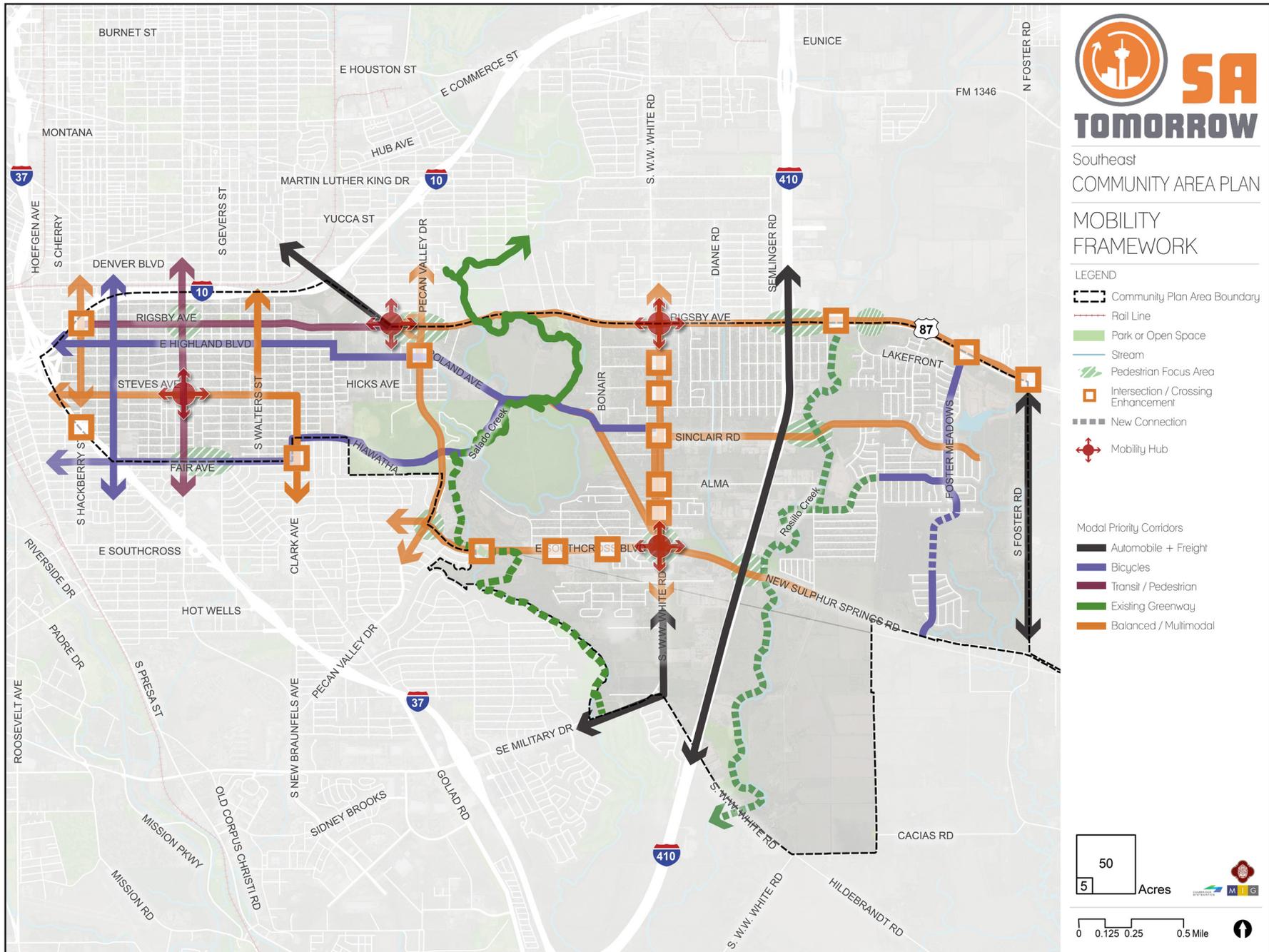
SA Tomorrow Sub-Area Planning: Southeast Community Area

Aspirational Illustration - Hackberry



[Figure 27: Hackberry Corridor Focus Area - Conceptual Rendering]

SA Tomorrow Sub-Area Planning: Southeast Community Area



[Figure 28: Mobility Framework Map]



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Existing Condition - Rigsby Ave. & WW White Rd.

Google Earth

[Figure 29: Rigsby Avenue and W.W. White Road Intersection - Existing Condition]

SA Tomorrow Sub-Area Planning: Southeast Community Area

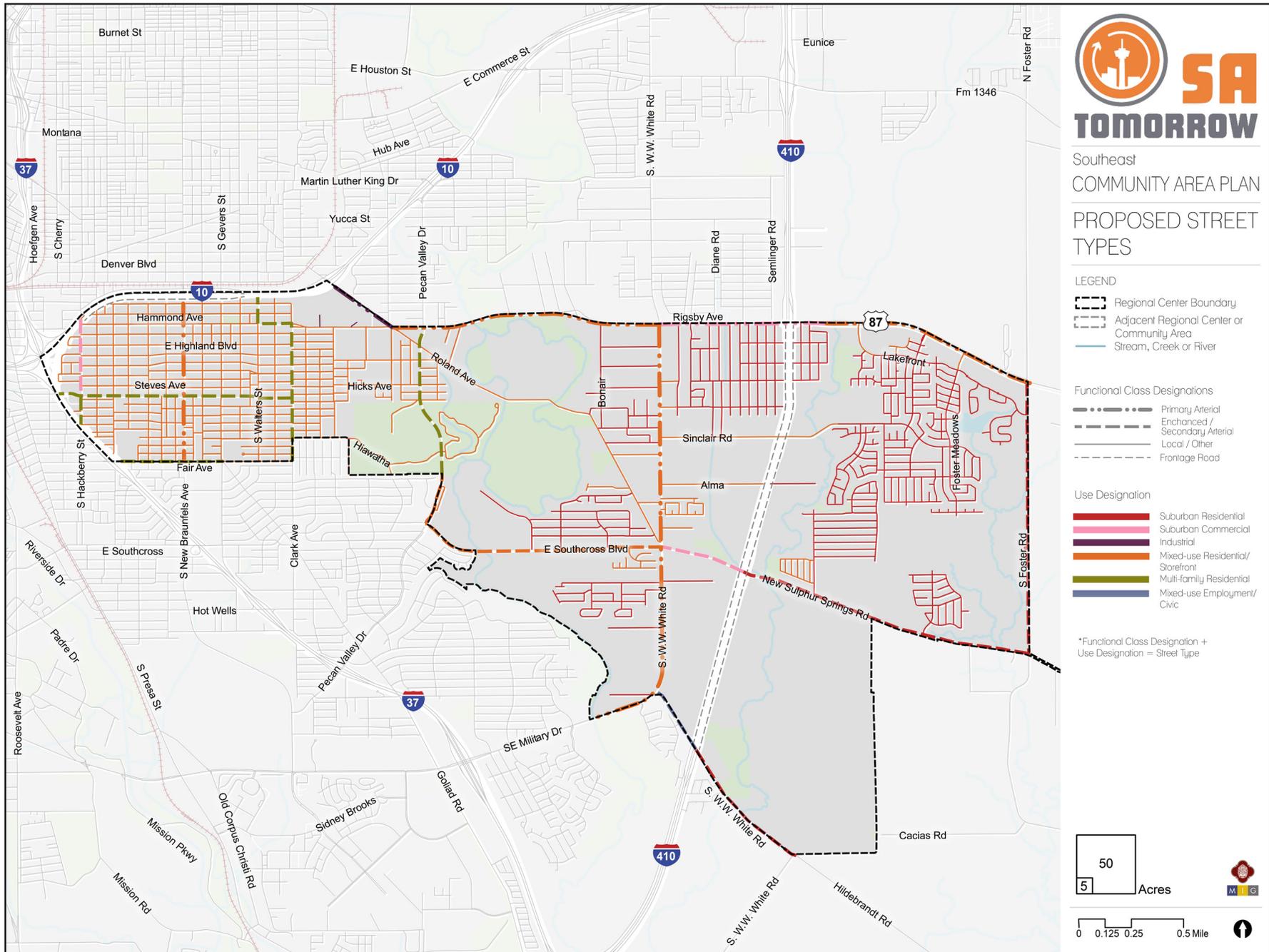
Aspirational Illustration - Rigsby Ave. & WW White Rd.



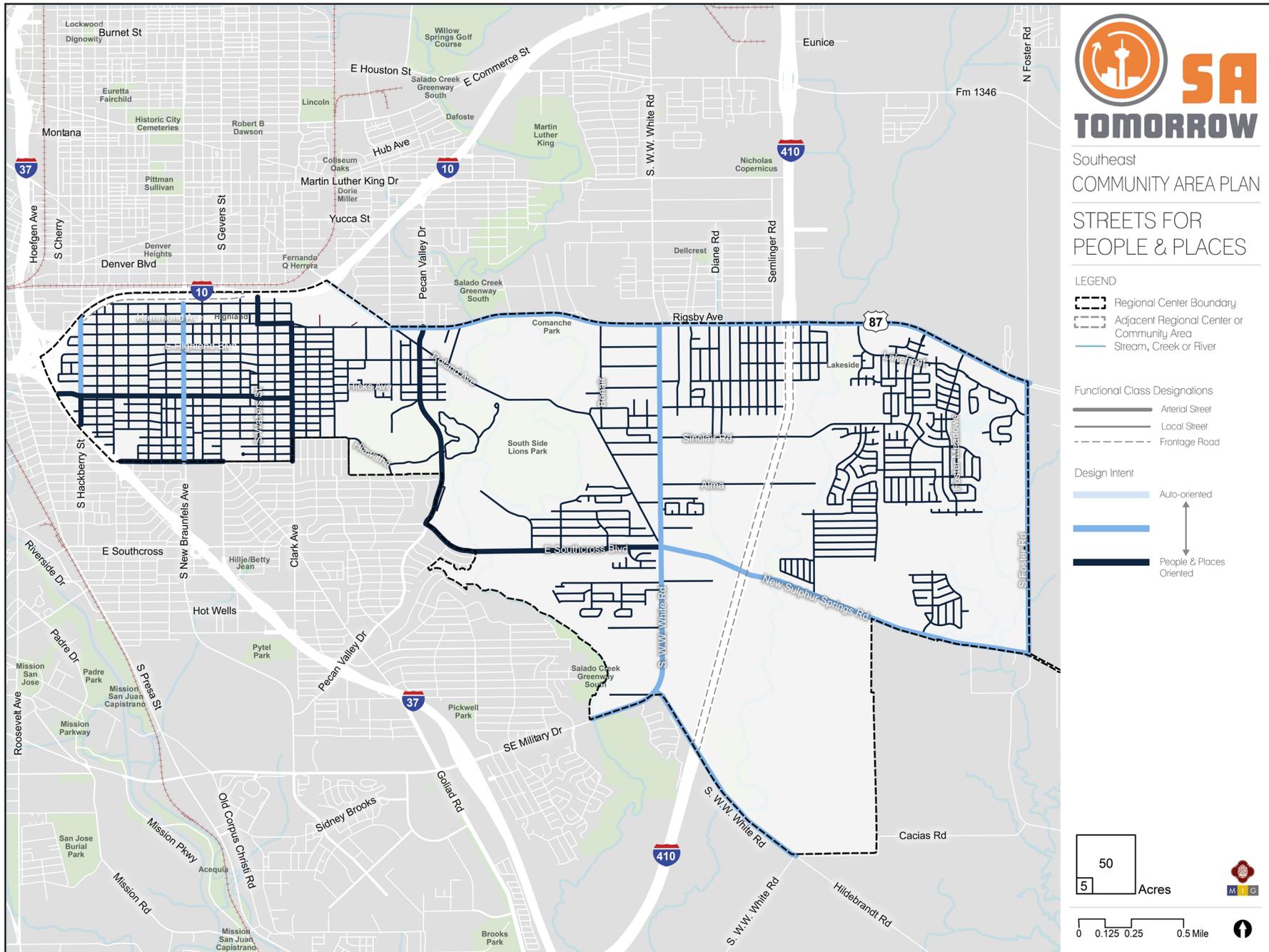
[Figure 30: Rigsby Avenue and W.W. White Road Intersection - Aspirational Illustration]

SA Tomorrow Sub-Area Planning: Southeast Community Area



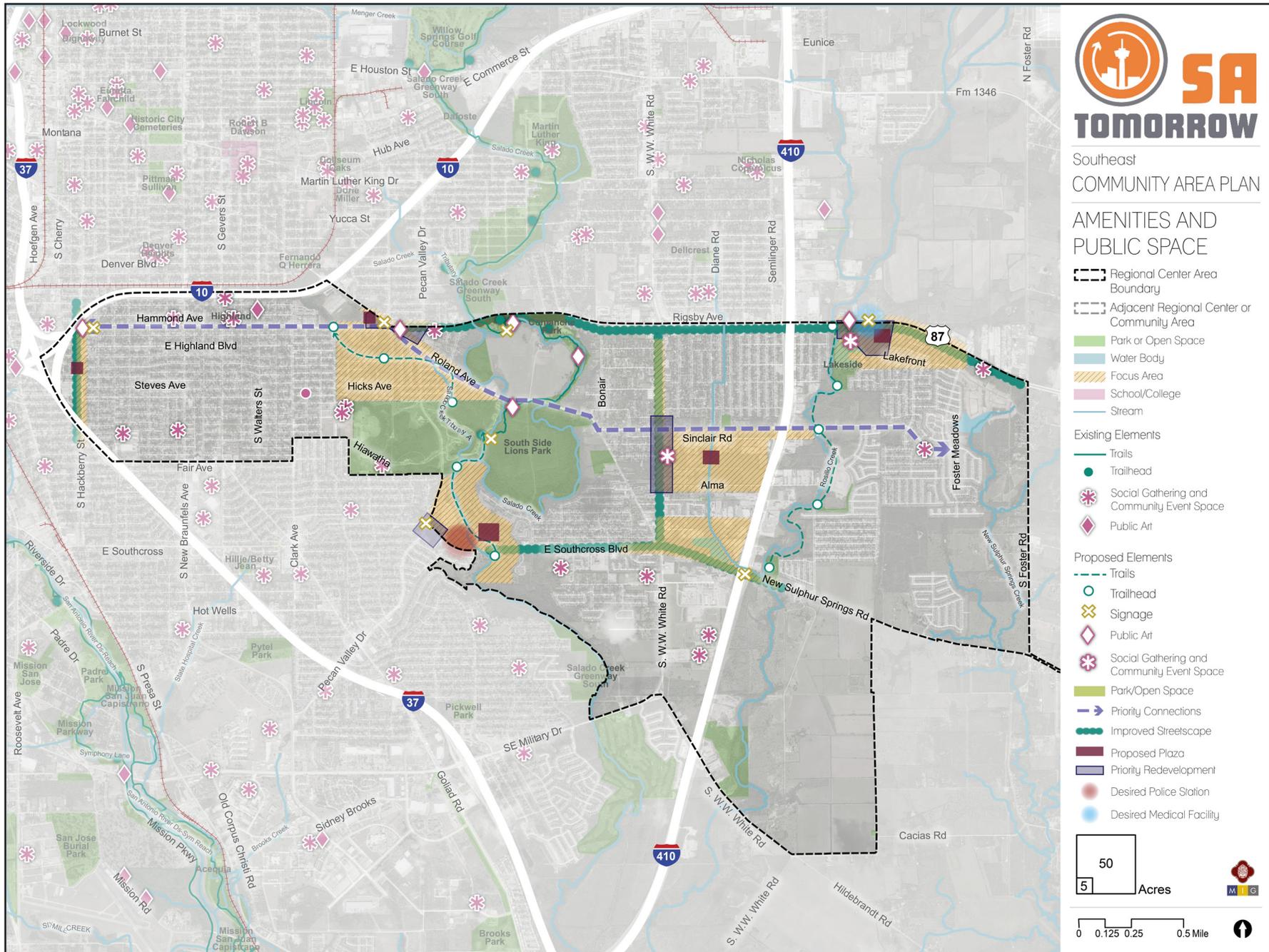


[Figure 31: Mobility - Street Types Map]



[Figure 32: Mobility - Streets for People and Places Map]

SA Tomorrow Sub-Area Planning: Southeast Community Area



[Figure 33: Amenities and Public Space Framework Map]

SA Tomorrow Sub-Area Planning: Southeast Community Area

Housing Overview

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

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



Average Household Size

2.92 persons

2.71 City of San Antonio Average



23% one-person households

29% City of San Antonio Average

28% non-family households

35% City of San Antonio Average



Annual Household Growth | 2010-2018



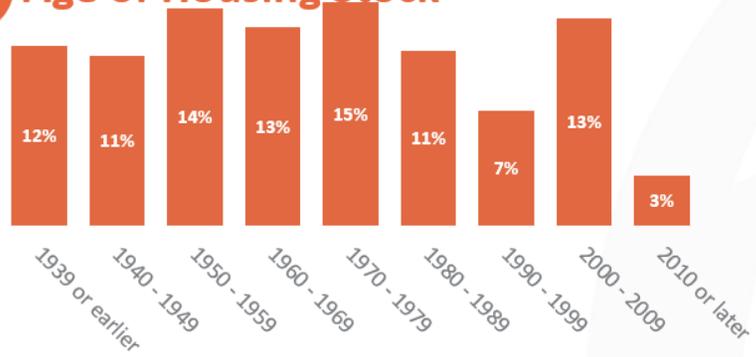
[Figure 34: Housing Overview]

Housing Conditions

Total Housing Units (2018) | **14,671**



Age of Housing Stock



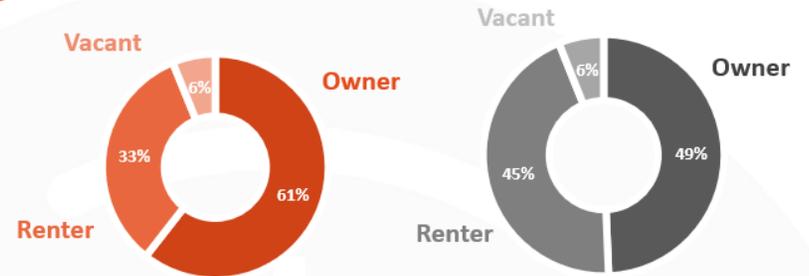
New Development

456 Housing units built since 2010

The housing stock is primarily single-family homes and some small apartment buildings



Tenure



33% of occupied housing units are rented
45% City of San Antonio Average

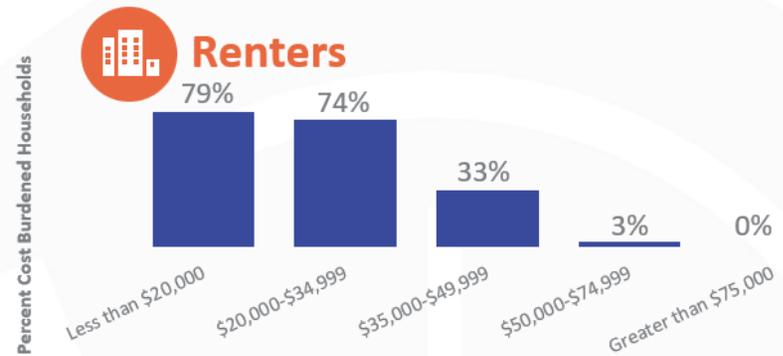
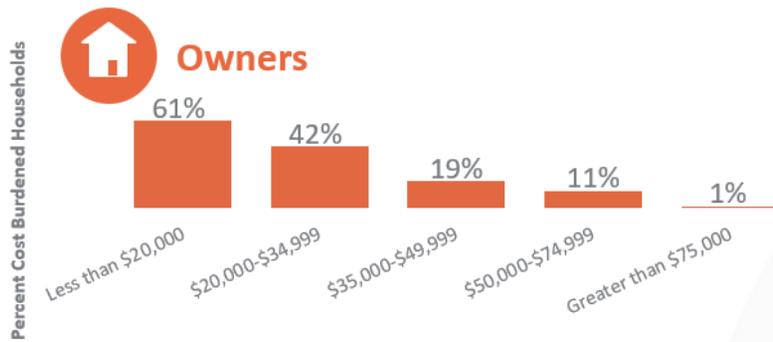


Units in Structure

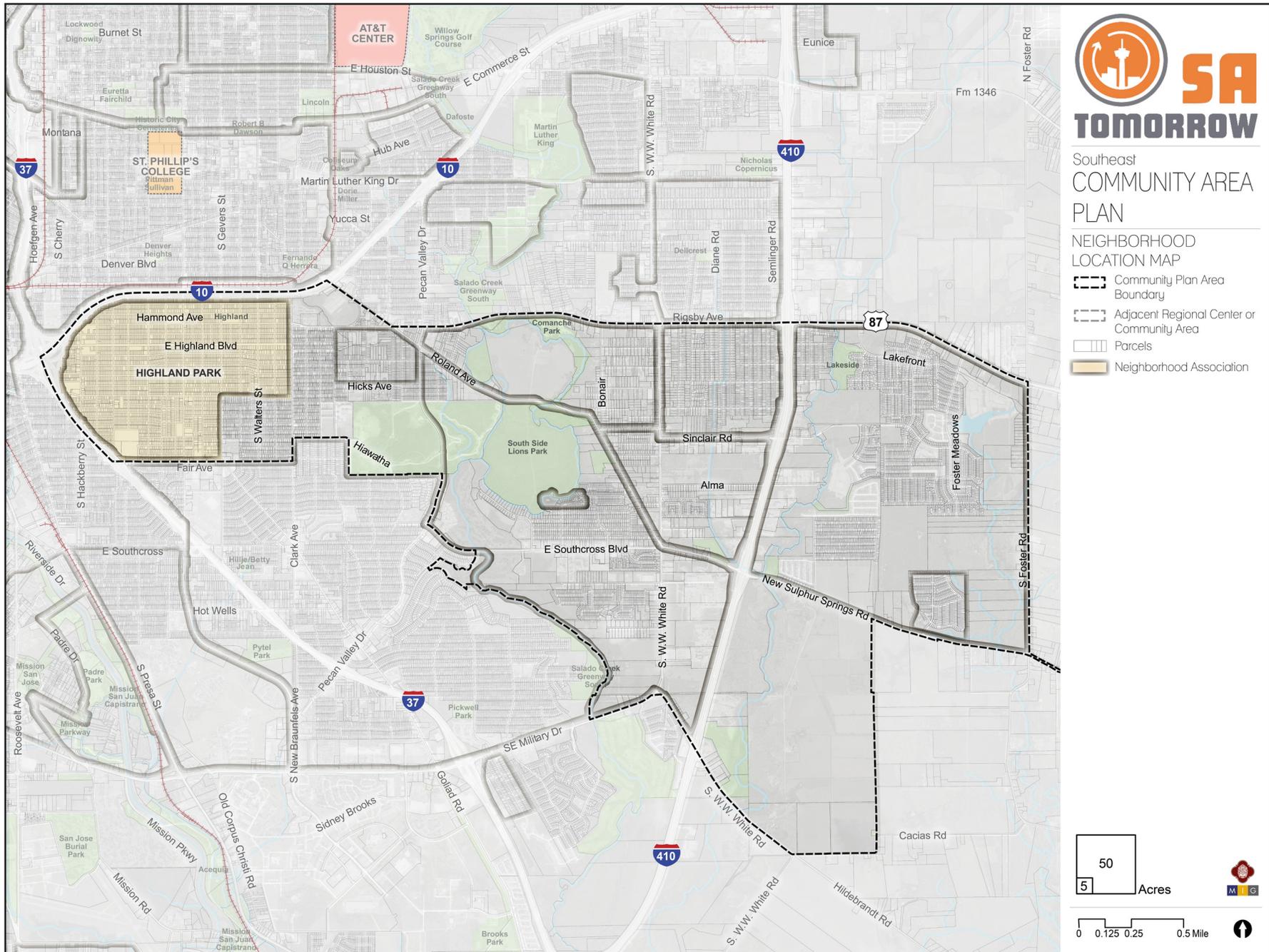
74% of all housing units are single-family homes
64% City of San Antonio average

[Figure 35: Housing Conditions]

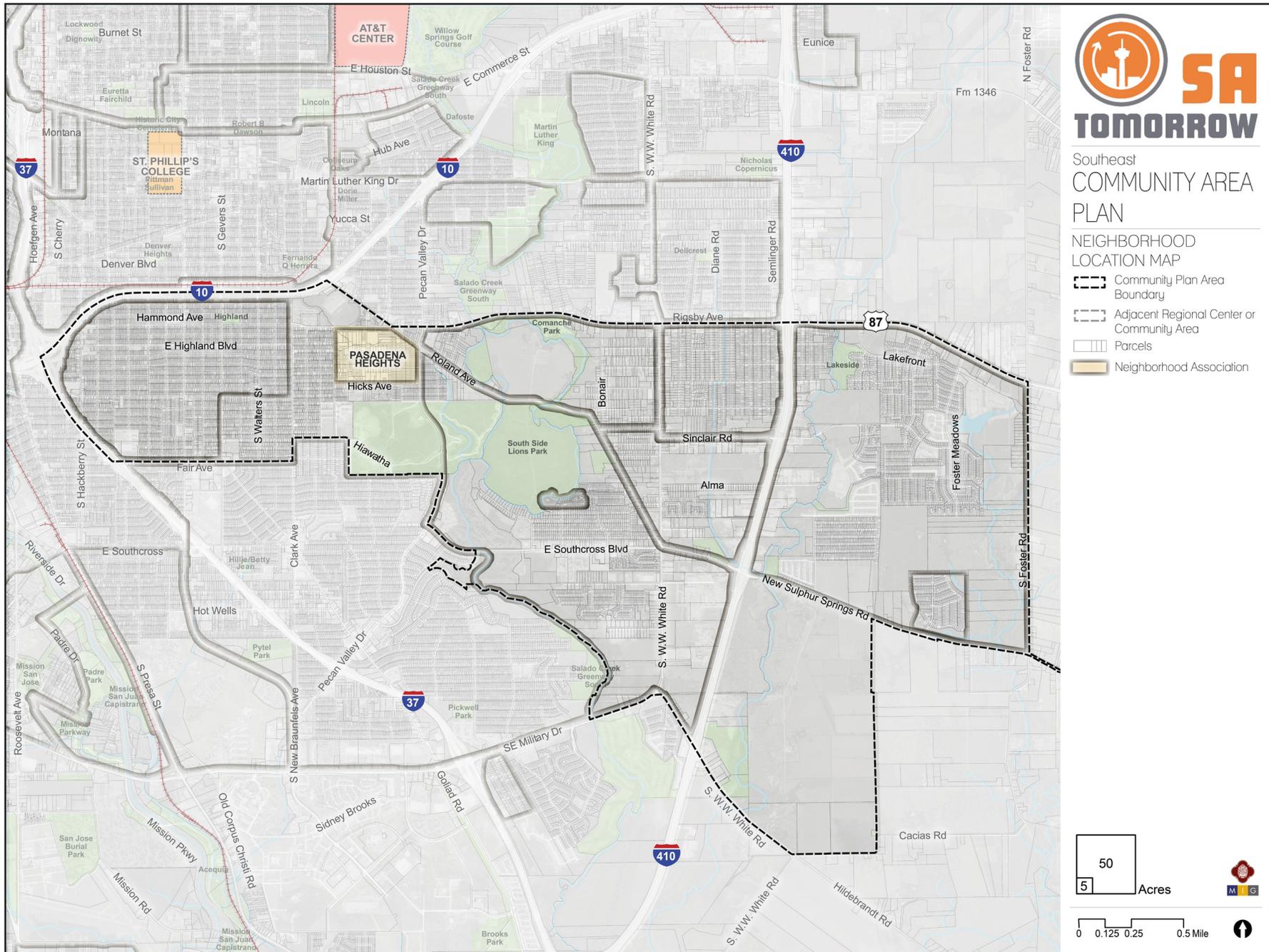
Cost Burden



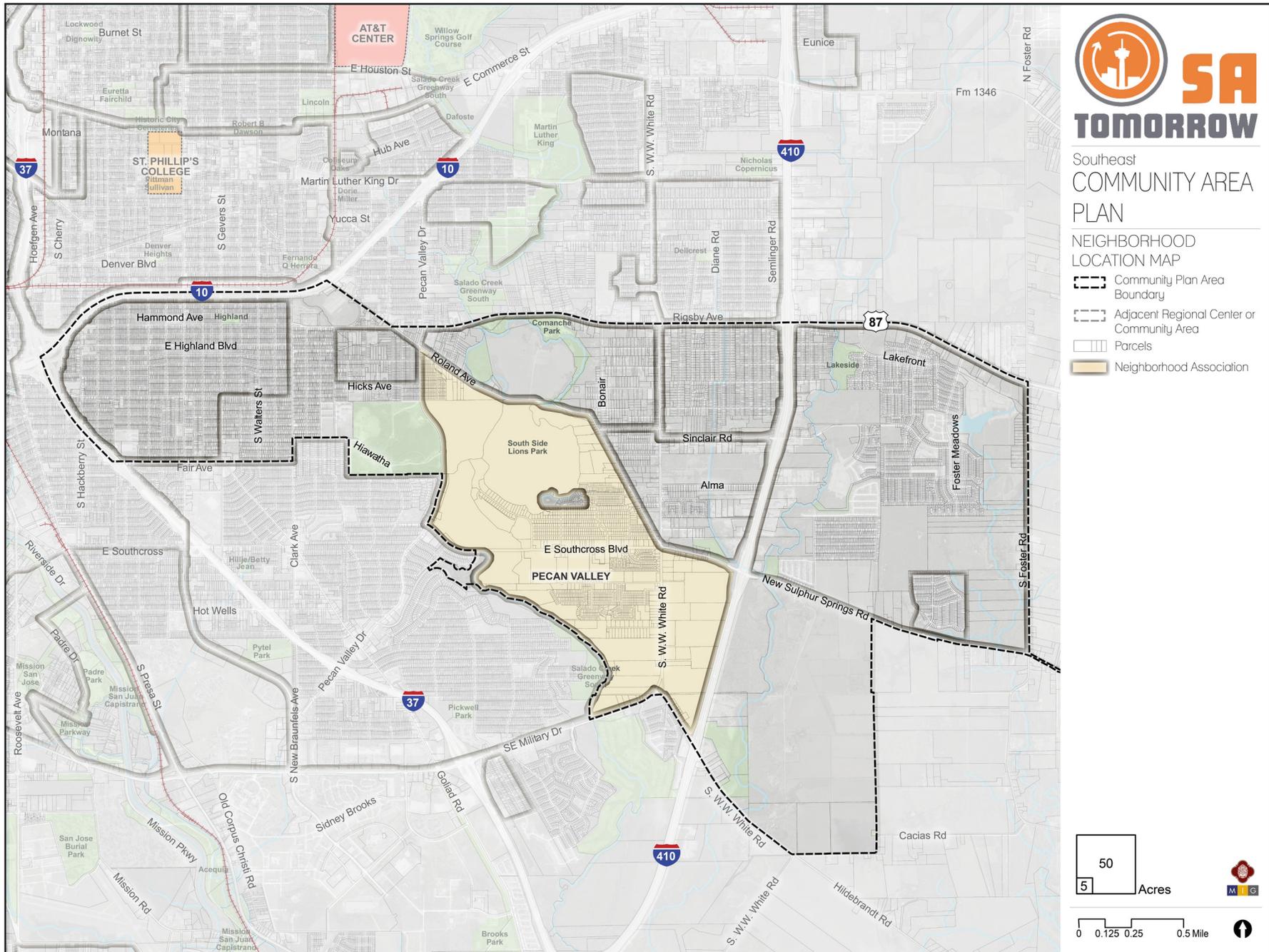
[Figure 36: Housing Cost Burden, 2017]



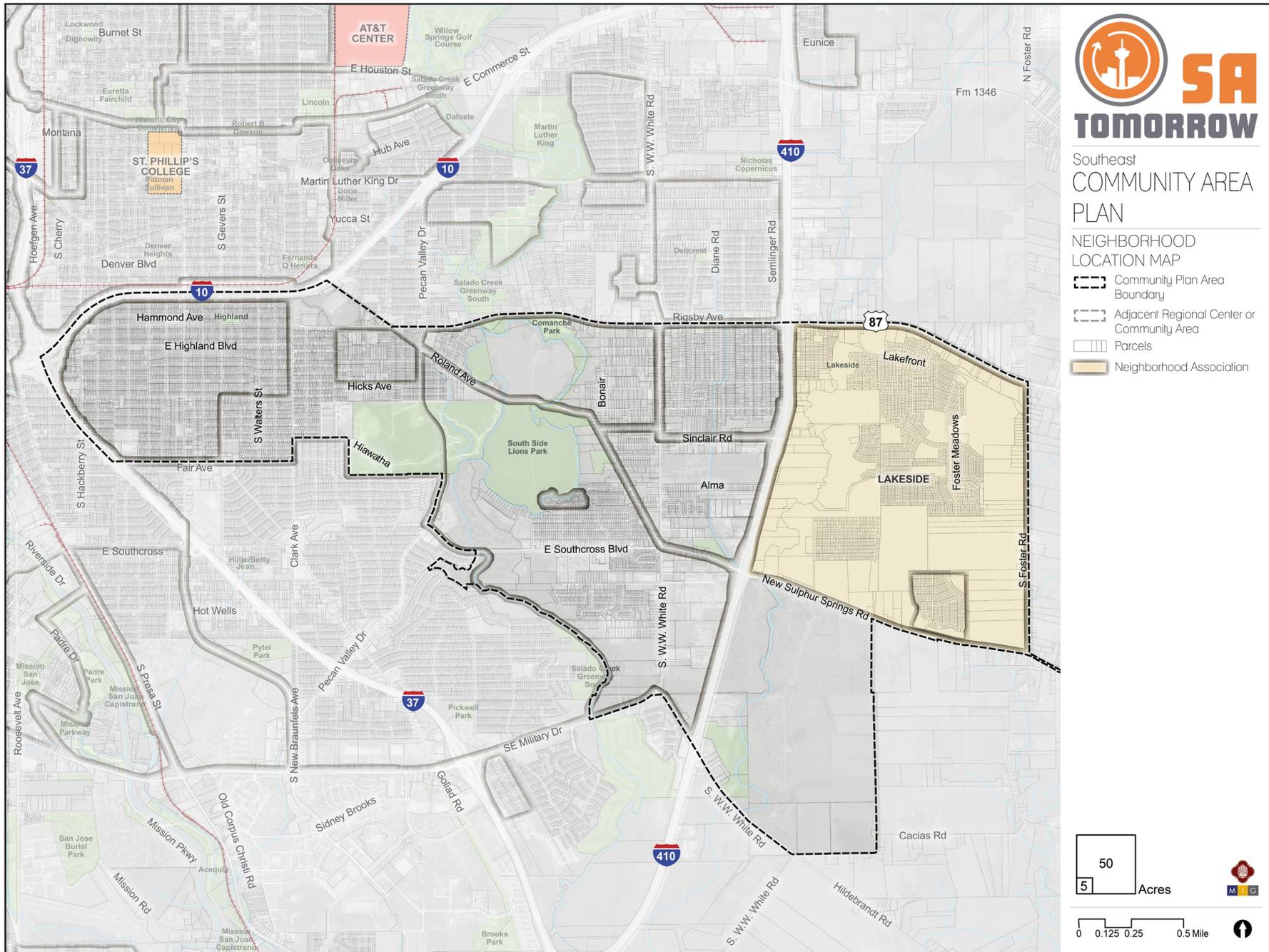
[Figure 37: Highland Park Neighborhood Association]



[Figure 38: Pasadena Heights Neighborhood Association]



[Figure 39: Pecan Valley Neighborhood Association]



[Figure 40: Lakeside Neighborhood Association]



atlas
Existing Conditions

SOUTHEAST COMMUNITY AREA PLAN

EXHIBIT 1



SA Tomorrow Project Overview

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

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

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



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Citywide Vision and Plans

SA2020

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



VIA's Vision 2040

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



SA Tomorrow Comprehensive Plan

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

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

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



SA Tomorrow Sustainability Plan

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



SA Tomorrow Multi-Modal Transportation Plan

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

SA Tomorrow Sub-Area Planning

Comprehensive Planning Program

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

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

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

San Antonio Sub-Area Planning

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

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

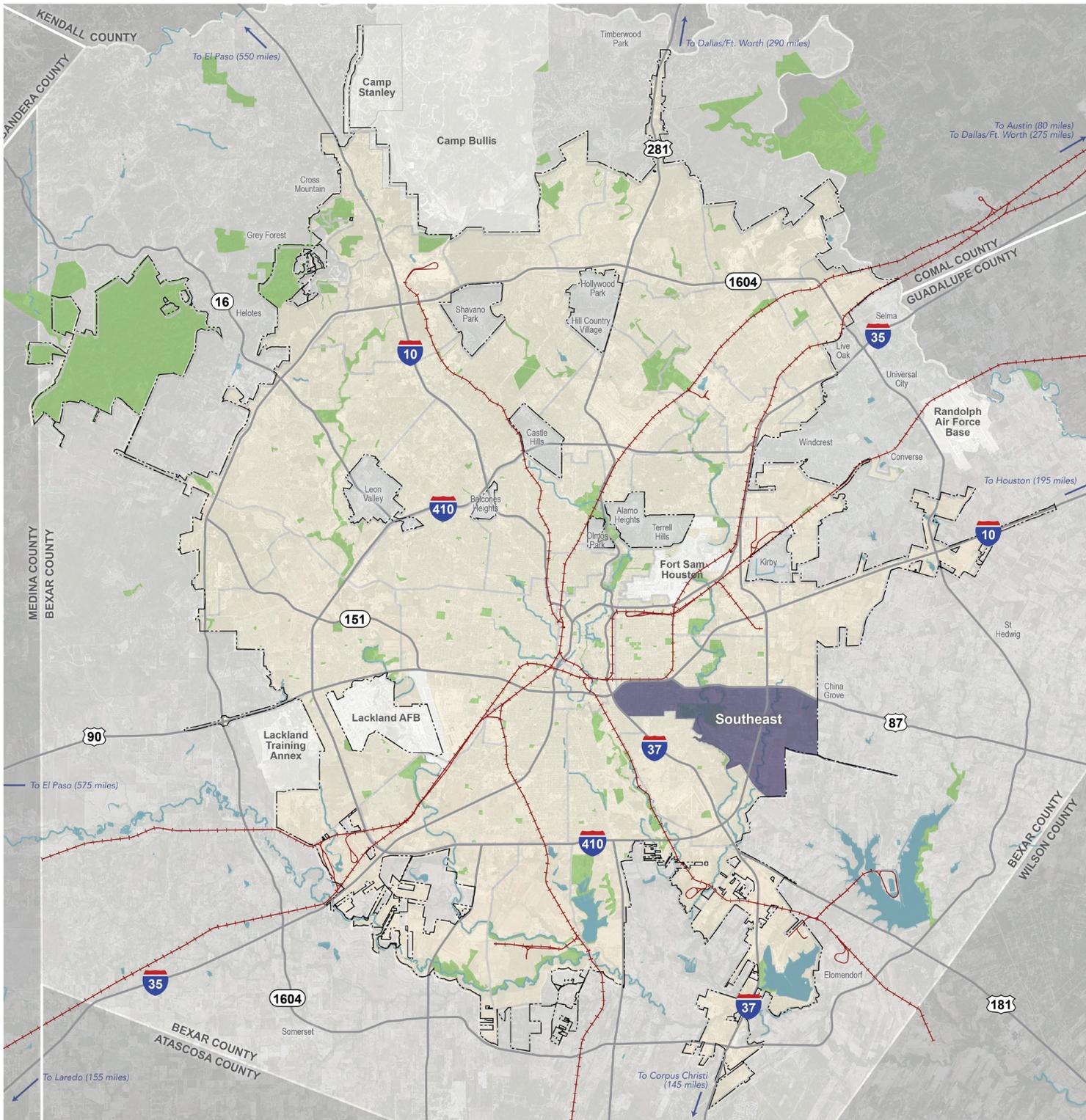
Community Areas form the rest of San Antonio outside of the Regional Centers. These areas comprise many of our existing neighborhoods, grouped by geography and common history, challenges, and opportunities. By proactively directing a higher proportion of growth to our Regional Centers, we aim to limit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

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

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

SA Tomorrow SA Corridors

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



PLAN LOCATION

LEGEND

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

History of the Southeast Community Area

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

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

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

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

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



1968 PGA Championship at the Pecan Valley Golf Course



Baptist Temple, located in Highland Park (1942)



Highland Theater, formerly located on S. Hackberry St.

Southeast Community Area Infrastructure and Institutions

Major Landmarks and Infrastructure

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

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

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

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

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

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

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

Neighborhoods and Institutions

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



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

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

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

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

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



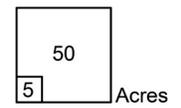
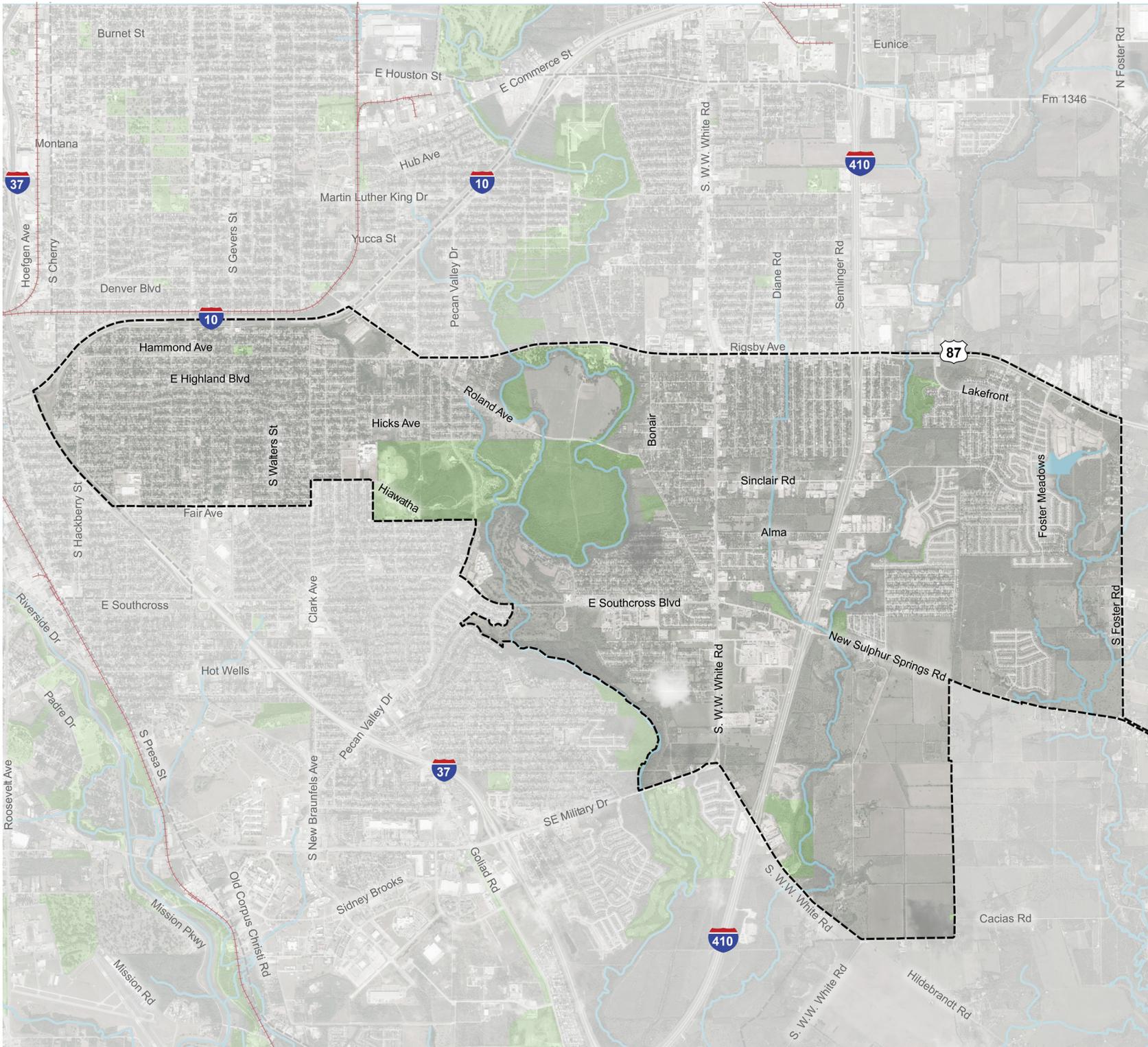
Southeast Baptist Church



Southeast
COMMUNITY AREA
PLAN

STUDY AREA

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



Demographics and Economic Profile

Area Overview

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

Overall, the Southeast Community Plan Area:

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

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

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

People

Population and Households

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

Age

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



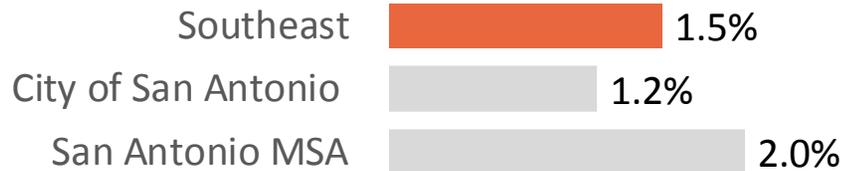
Median Age

34.7 years

34.0 years - City of San Antonio Average



Annual Population Growth | 2010-2018



Demographics and Economic Profile

Race and Ethnicity

The population of the Southeast Community Plan Area is 73% Hispanic, higher than the 65% in the City and 56% in the MSA, and 63% White, compared to 71% in the City and 74% in the MSA. The area has a Diversity Index score of 75 – measured from 0 to 100, this number represents the likelihood that two random persons in the same area belong to different race or ethnic groups. The City and MSA both have a Diversity index of 72. This indicates that the Southeast Community Plan Area is slightly more diverse than the region.



Race and Ethnicity
73% Hispanic-origin

Income

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



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

Education

The Southeast Community Plan Area has a less educated population than the region overall. Of the area population aged 25 and older, 22% have less than a high school diploma (compared to 18% in the City and 15% in the MSA), and 23% have an Associate's, Bachelor's, or Graduate/Professional degree (compared to 34% in the City and 36% in the MSA).

Demographics and Economic Profile

Housing

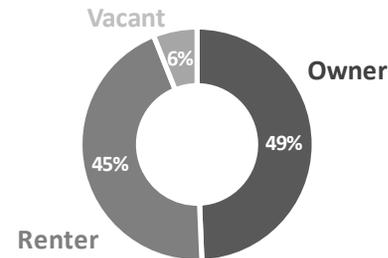
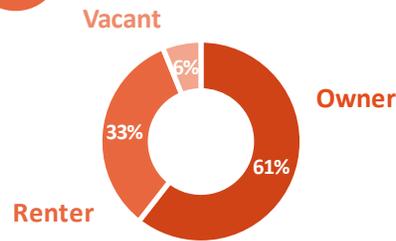
The housing stock and costs in the community plan area vary based on the location within area. The Southeast Community Plan Area is bifurcated into two sides, split by the Salado Creek and its associated flood plain. The eastern half of the plan area generally has older homes and lower values on average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

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

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



Housing Tenure



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



Annual Household Growth | 2010-2018



Average Household Size

2.92 persons

2.71 - City of San Antonio Average

Demographics and Economic Profile

Employment

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

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

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

Commercial and Industrial Development

Office

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

Retail

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

Industrial

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

Hotel

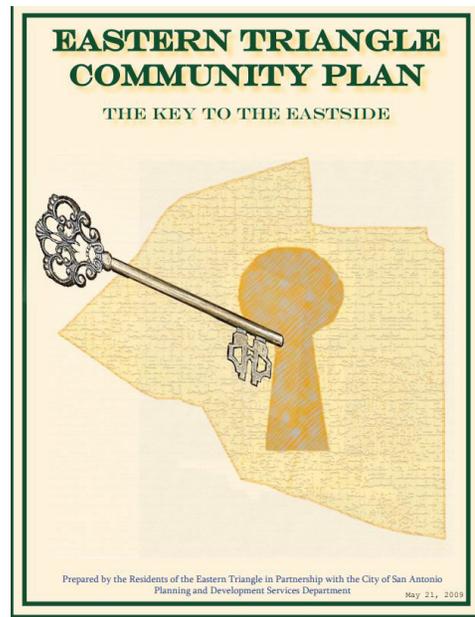
The only hotel property located in the Southeast Community Plan Area is a Super 8 near I-10 and Roland Road.

Previously Adopted Plans

Adopted Neighborhood and Community Plans

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

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



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

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

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

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



Highlands Community Plan *April 2002*



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

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

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

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

Major Corridor, Park, and Campus Master Plans

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

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

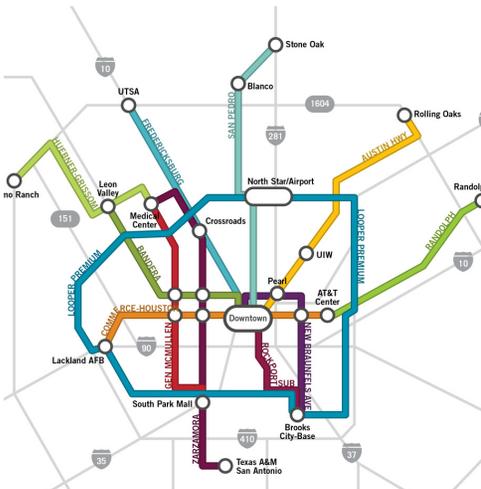


Previously Adopted Plans

Regional Plans with Recommendations for Southeast Community

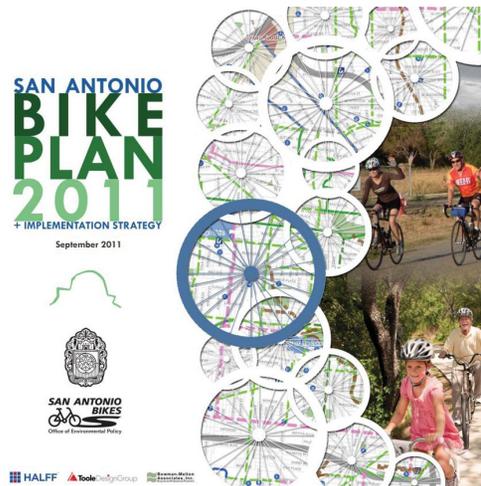
The VIA Vision 2040 Long Range Plan (2016) is a regional plan that focuses on ensuring public transit remains an essential part of the region's transportation solution. VIA Vision 2040 identified multiple future high capacity transit corridors and station areas that includes a Primo route along Military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

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



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

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

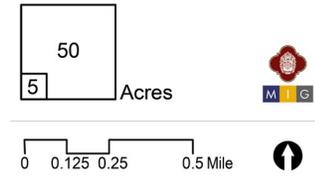
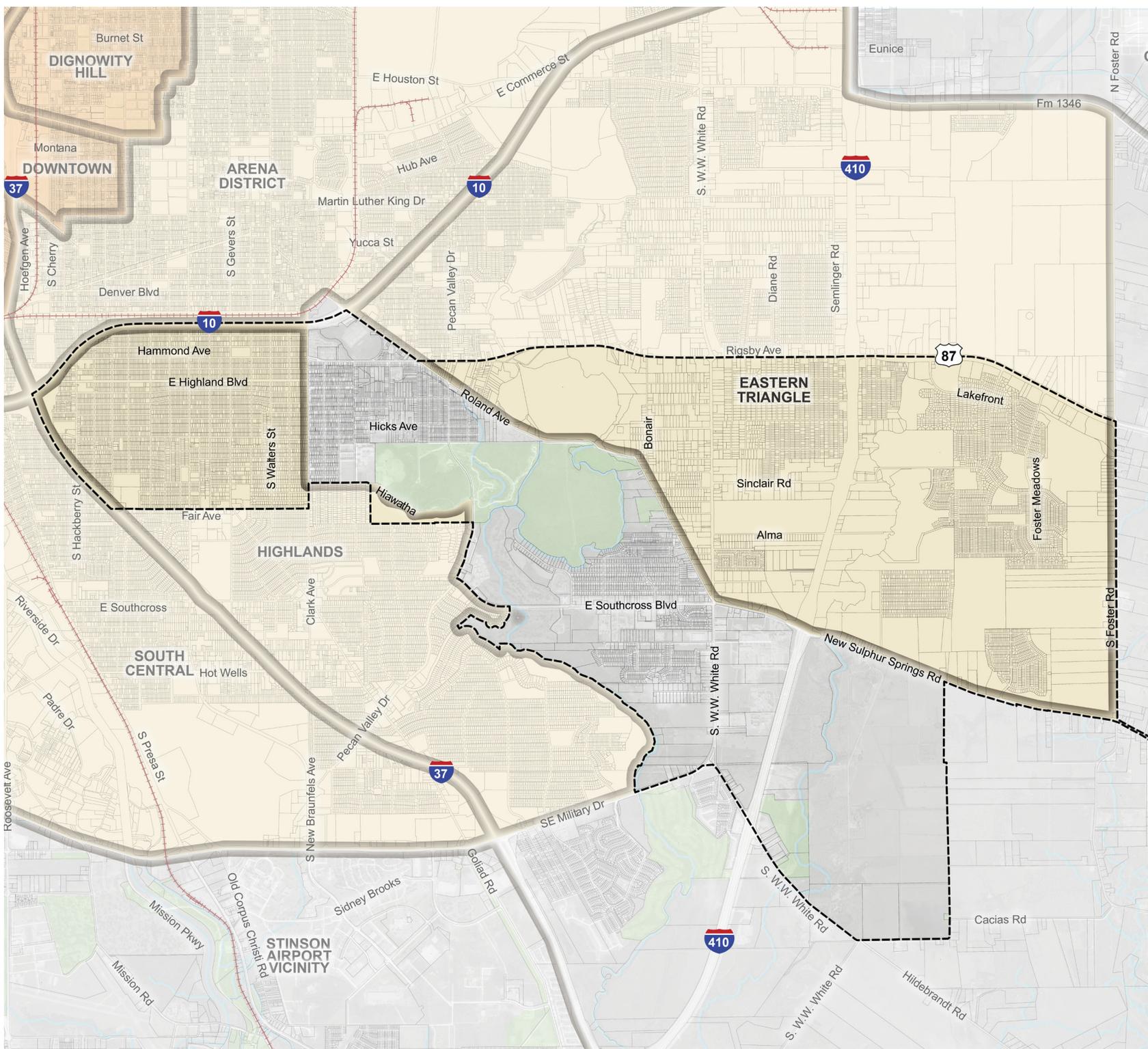




Southeast COMMUNITY AREA PLAN

PRIOR PLANS

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





Natural Systems

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

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

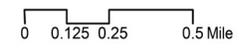
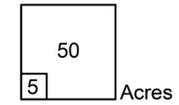
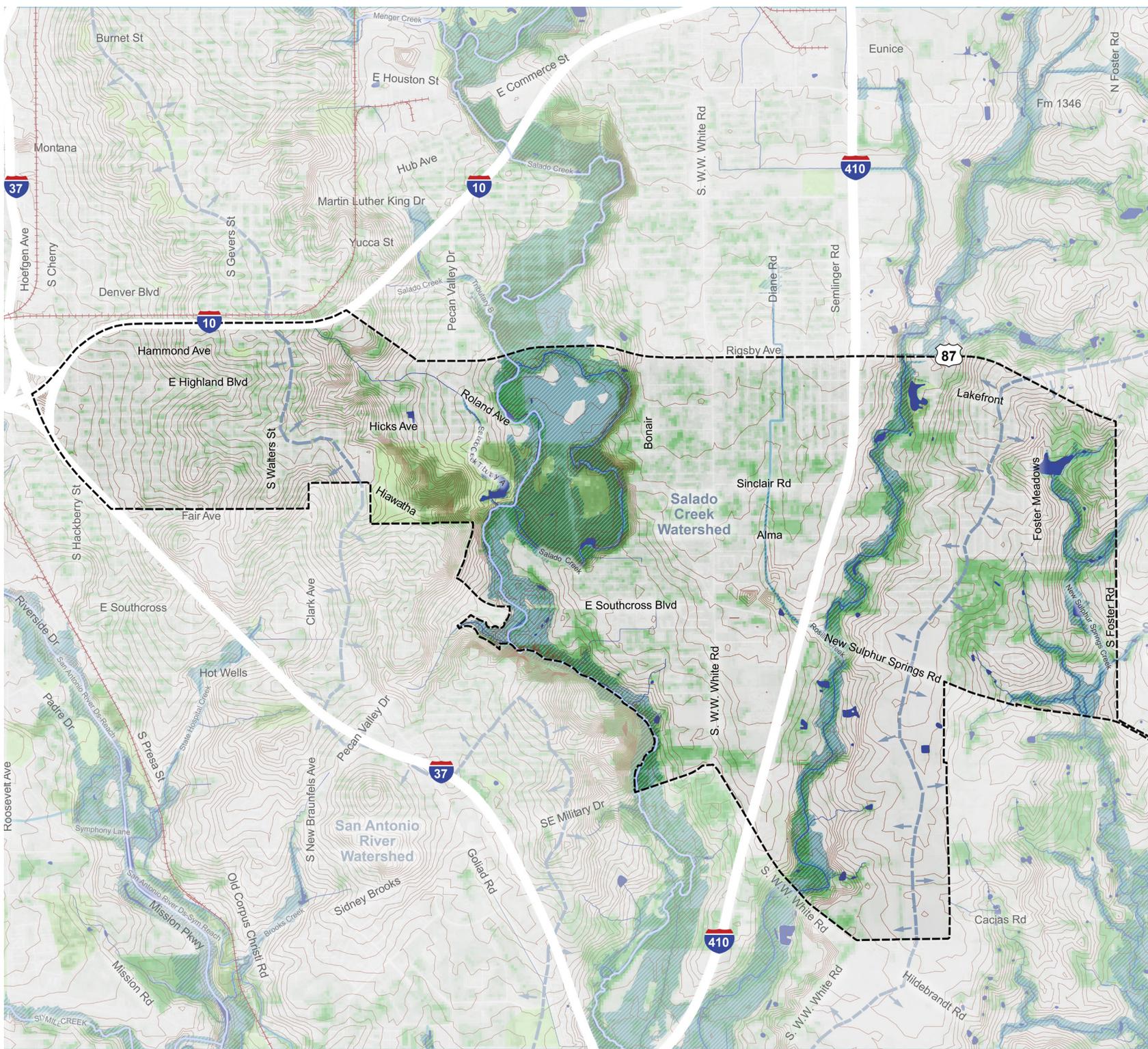
between Salado and Rosillo Creeks. In contrast, the Lakeside, Foster Meadows, Highland Park, and Pasadena Heights neighborhoods are situated at higher elevations. Traveling westbound along Rigsby Avenue, the higher elevations near Lakeside and Foster Meadows provides views of the downtown skyline, over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

Southeast
COMMUNITY AREA
PLAN

NATURAL SYSTEMS

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

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





Land Use and Development Patterns

General Development Patterns

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

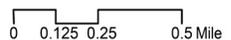
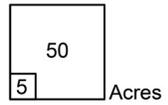
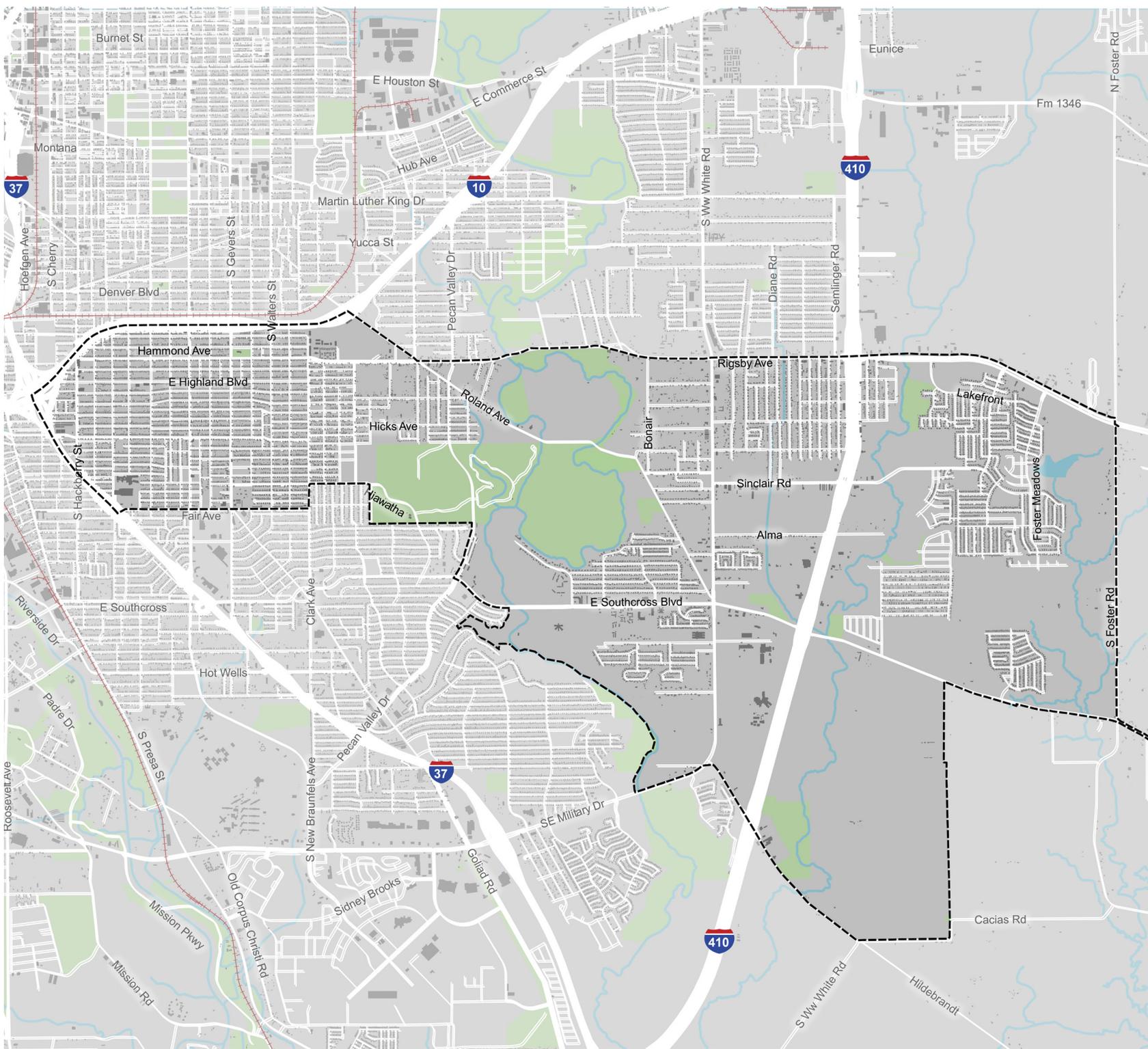
The neighborhoods of the Southeast Community Area are diverse, and they are shaped by the period of time in which they were built. There are some properties that are 100 years old, and there are some areas that have been built within the last five years.

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



DEVELOPMENT PATTERNS

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



Land Use and Development Patterns

Distribution of Uses

Residential uses

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

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

Commercial Uses

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

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

Parks and Open Spaces

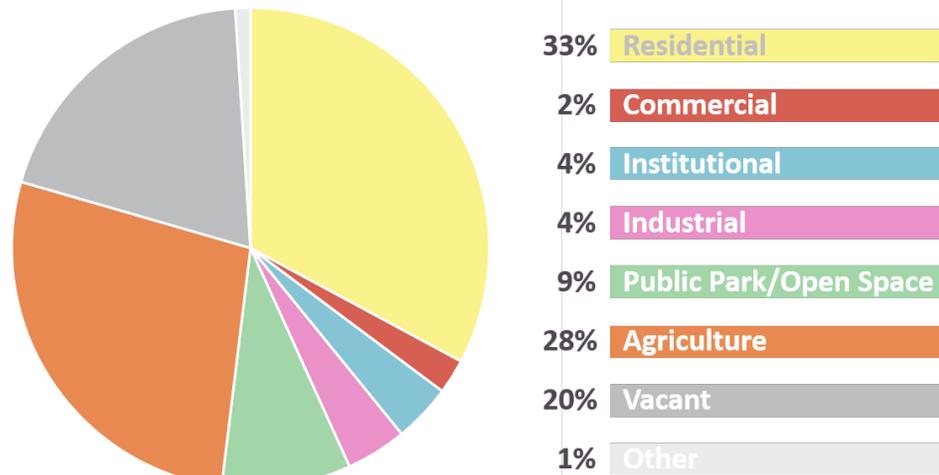
9% of the land in this planning area is designated as parks and open spaces. Much of this is part of the the Salado Creek Greenbelt. In areas located in the FEMA 100-year Floodplain, along and around the Salado Creek, land uses consist primarily of the agriculture, parks and open space, or vacant land.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

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

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

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

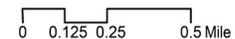
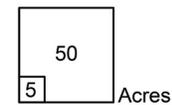
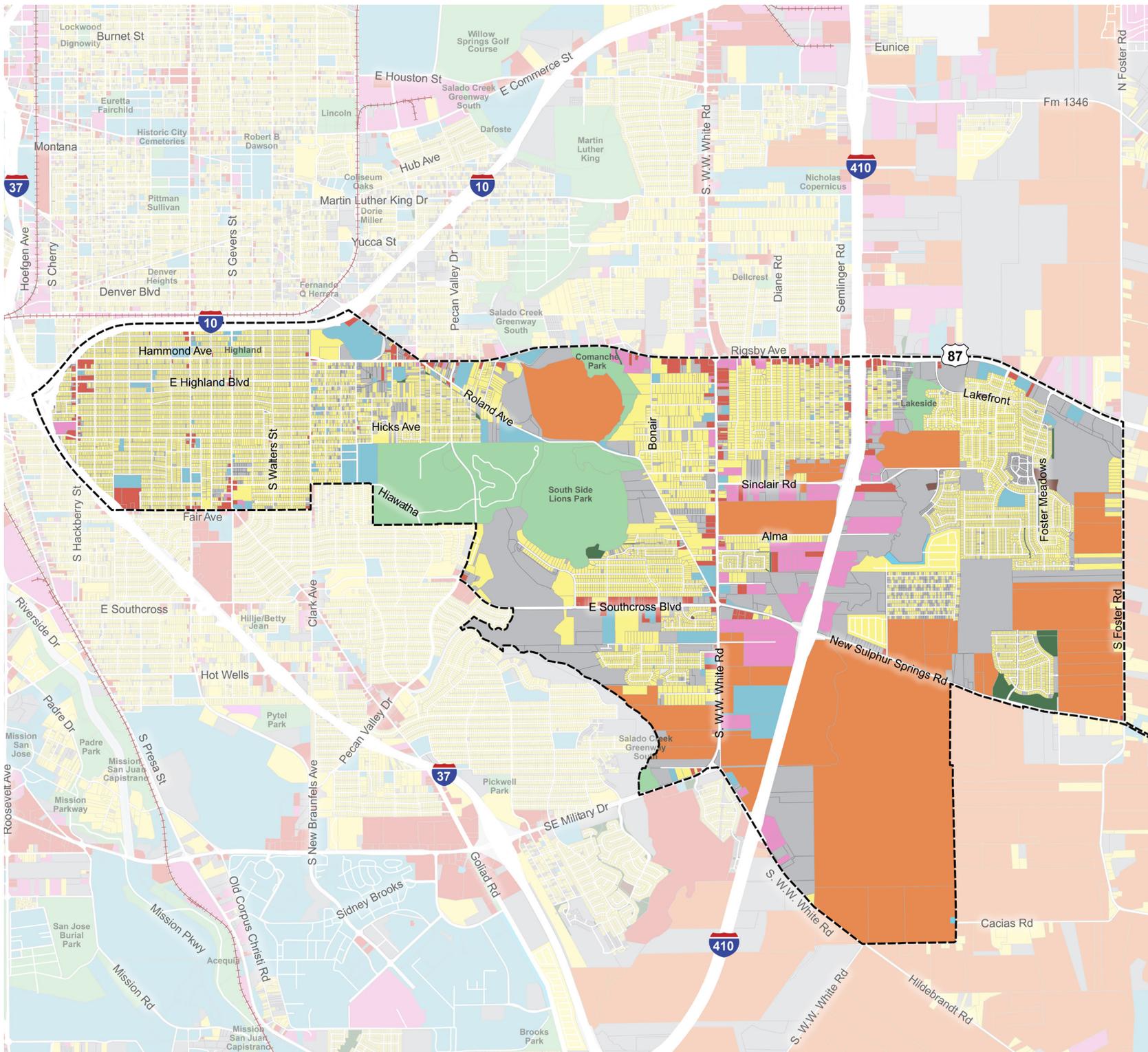
4% of the land in this planning area is designated for institutional purposes, including churches, schools and community centers.



Southeast
COMMUNITY AREA
PLAN

EXISTING LAND USE

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





Mobility

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

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

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

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

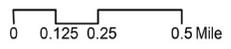
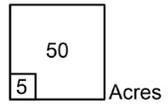
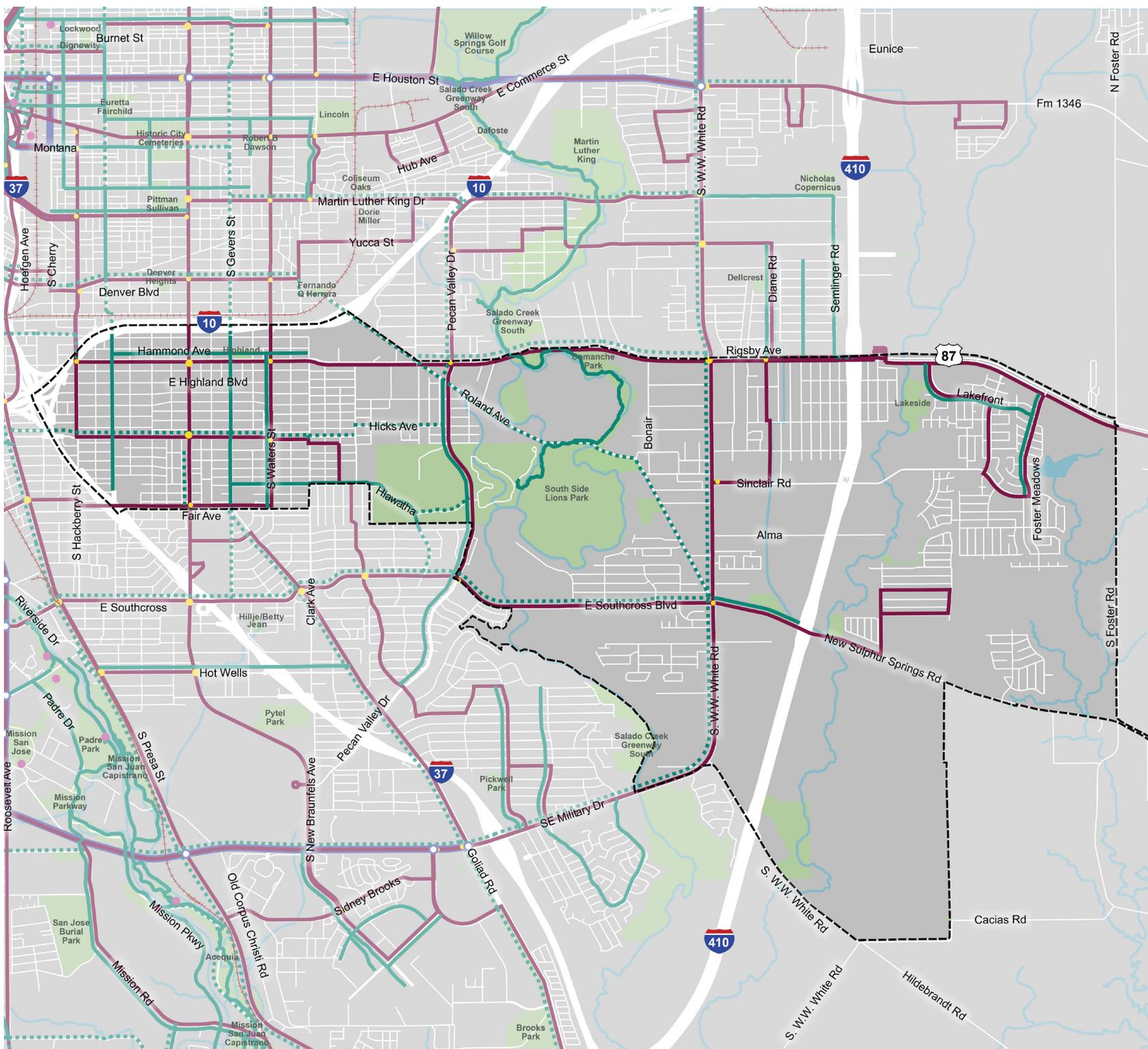


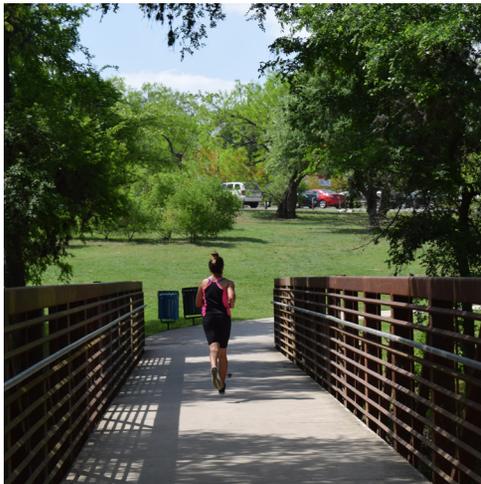
Southeast COMMUNITY AREA PLAN

MOBILITY MAP

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

* Acquired from the 2011 Bicycle Master Plan





Amenities and Access

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

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

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

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

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

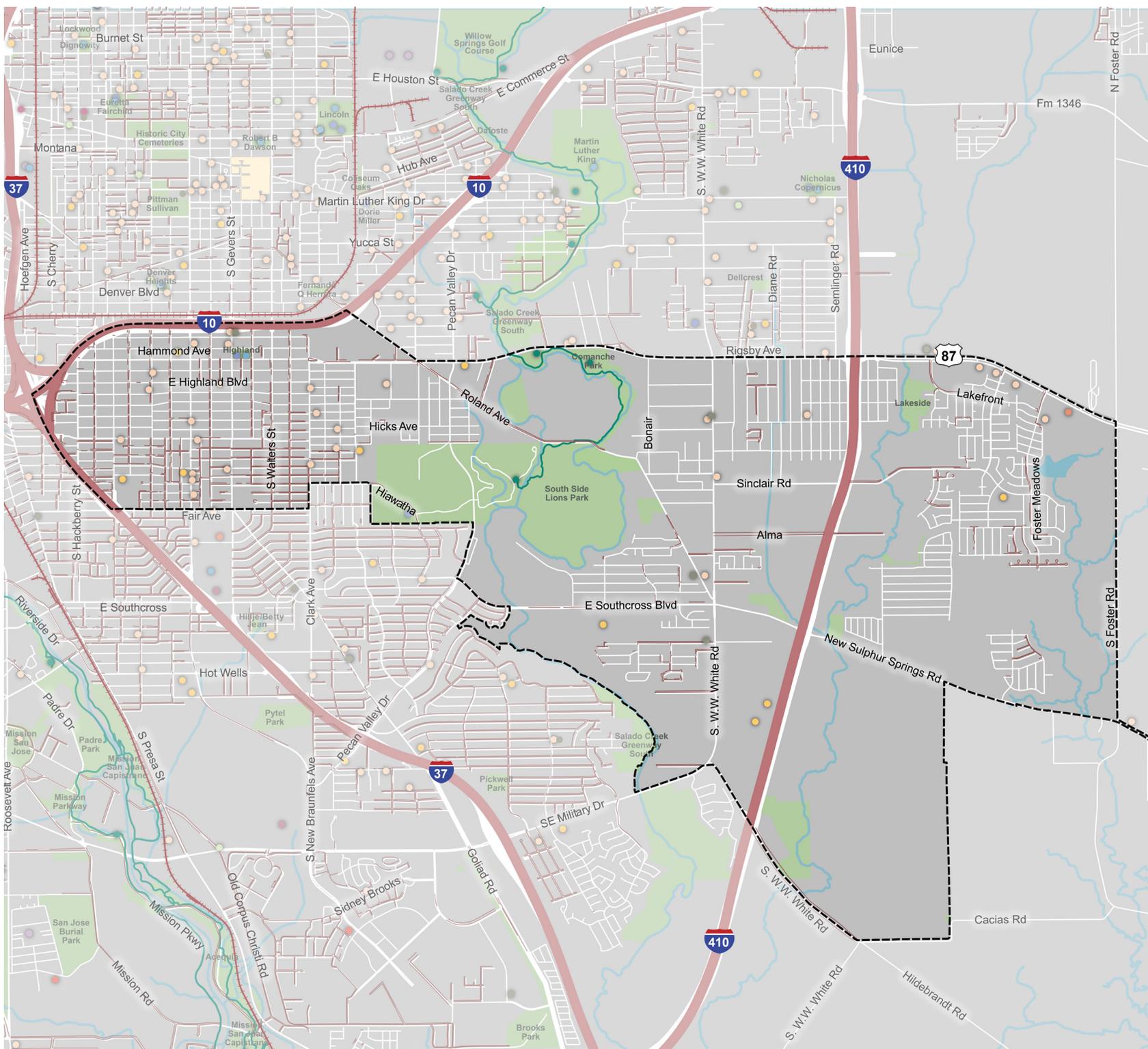
Major commercial nodes and districts are primarily located outside the Southeast Community plan area. These areas are typically strip malls that provide nearby residents with daily goods and services with an attached anchor store. These businesses can include furniture and appliance stores, fast-food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

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

Southeast COMMUNITY AREA PLAN

AMENITIES AND ACCESS

-  Community Plan Area Boundary
 -  Adjacent Regional Center or Community Area
 -  Block
 -  Park or Open Space
 -  College Campus
 -  Stream
 -  Greenway
 -  Public School
 -  Private School
 -  Charter School
 -  Place of Worship
 -  Library
 -  Museum
 -  Community Center
 -  Recreation Center
 -  Community Garden
 -  Trailhead
 -  Movie Theater or Planetarium
 -  Stadium or Arena
 -  Theater/Auditorium or Performing Arts Center
-
- Physical Barriers**
 -  Major Road
 -  Rail Line
 -  Incomplete Sidewalks



50

5 Acres







Public Investments

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

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

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

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

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

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

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

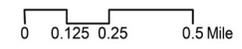
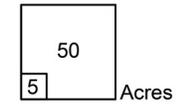
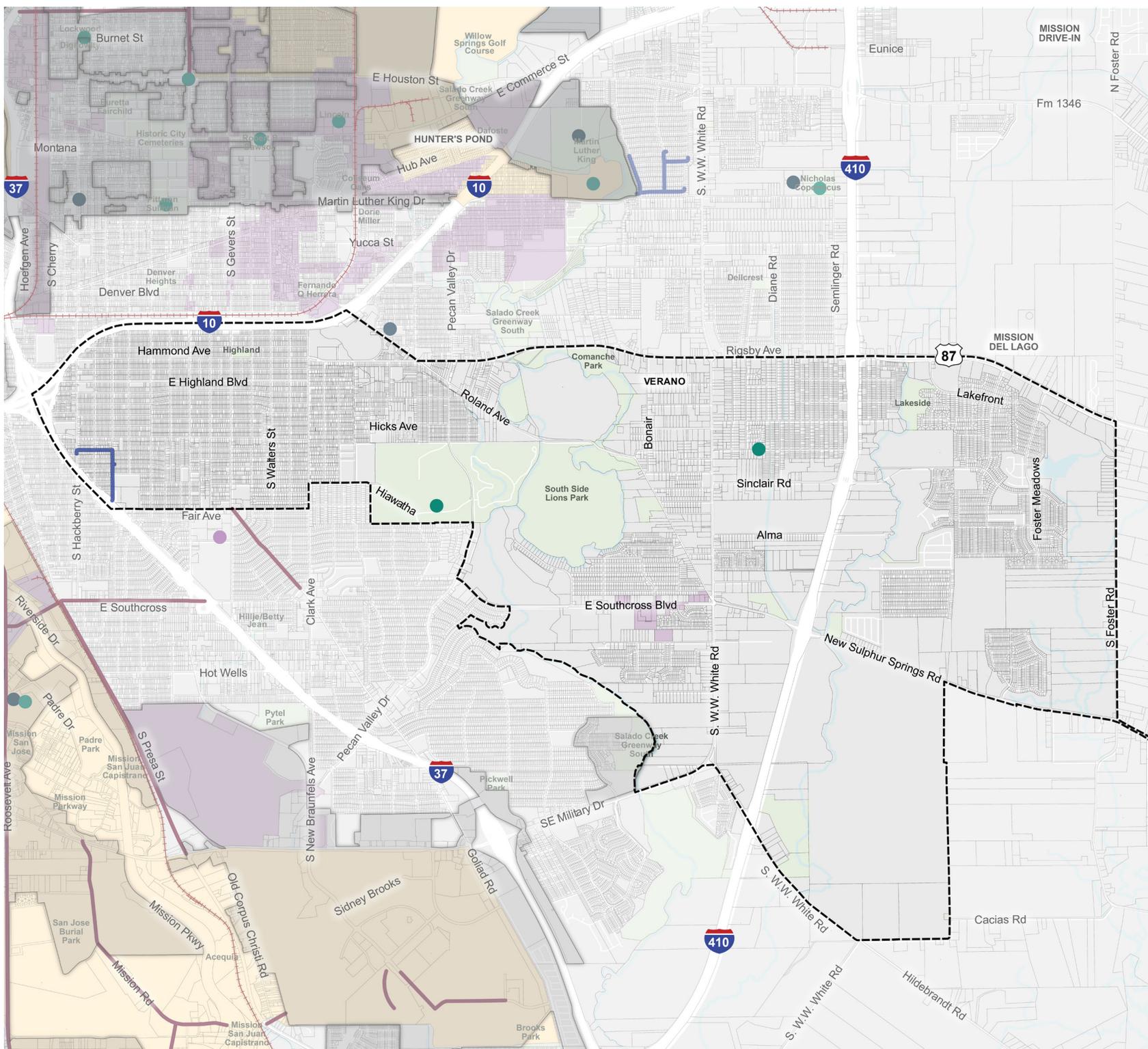


Southeast COMMUNITY AREA PLAN

PUBLIC INVESTMENTS

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

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





M I G