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Camberly Gunter Hotel
Central Parking System,
SA 2000 LTD.
Centro de Artes
Mexican Cultural Institute
Municipal Auditorium
Radisson Hotel
St. John's Lutheran Church
San Antonio Water Systems
Sheraton Four Points Hotel

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May 13, 1999

Downtown
The Heart of the City

Downtown is the heart and soul of San Antonio. The area consists of a combination of history, public space, culture, entertainment, urban housing, business, government and transportation. As the city's center, downtown is the place for over 60,000 workers, 17,300 residents and 7 million yearly visitors. It is this special mix of activities that creates a strong sense of place and the city's uniqueness that is recognized locally and internationally.

- In the heart of downtown is the Shrine for Texas Liberty, the Alamo, which was founded in the mid-1700s as the Mission San Antonio de Valero.
- As part of the city's heritage, downtown has public spaces such as Main Plaza (Plaza de las Islas) and the famous River Walk.
- Cultural venues include the Majestic Theater, the San Antonio Museum of Art and a growing number of respected art galleries.
- Entertainment is found at the Market Square, the Arneson Theater, Municipal Auditorium, the Lila Cockrell Theater, the Alamodome, and soon, along Houston Street and at Sunset Depot.
- Downtown housing continues to grow with the rehabilitation of the Maverick, Robert E. Lee and Cadillac Loft buildings.
- Downtown jobs continue to grow with the growth of the SBC headquarters and small businesses.
- There are unique shopping experiences that include the River Center Mall, the Market Square and La Villita.
- Government offices are located downtown and complement historic public spaces by forming a historic government district.
- Downtown has easy access from highways and buses that connect downtown to all areas of the city.

Pedestrians along the River Walk and at Market Square.

Why Plan for Downtown?

Downtown is everyone's neighborhood and a balance is needed for both visitors and residents.

Downtown San Antonio has grown into one of the most attractive downtown areas in the United States. However, a significant amount of recent development has taken place without an overall plan. The need for an overall plan became apparent in the early 1990's as (70) downtown projects/studies were in-progress. San Antonians were beginning to voice a need to balance downtown development for both visitors and residents.

In 1994 the Urban Land Institute conducted a study to determine the best way to expand the convention center. The study called for contiguous exhibit space and an eastward expansion of the convention center. In addition, as part of the report, the ULI recommended the development of a community-based Downtown Strategic Plan.

Downtown Strategic Plan
Strategy 12: To become proactive and create five specific plans and a consolidated downtown plan.

In September 1996, the Downtown Strategic Plan was completed and approved by City Council. The community-based document outlined (26) strategies to improve downtown. Strategy-12 identifies a need to develop more specific plans in the five neighborhoods that are consolidated into an overall downtown plan.

Master Plan
"Encourage development of the downtown area as a complete neighborhood to enhance its image to both visitors and residents."

Just as significant, the City's 1997 Master Plan identifies making downtown into a neighborhood that balances the needs of visitors and residents. The Neighborhood chapter, "Goal 5" speaks about making downtown into an overall neighborhood.

Purpose
Downtown Neighborhood Plan

The purpose of the Downtown Neighborhood Plan is to identify proposed land uses, potential housing development areas, transportation systems, economic development initiatives, urban design guidelines, as well as pedestrian and open space connections. In developing the plan, stakeholders and the general community participated in a community-based process to identify a vision for downtown.

Boundaries

The Downtown Neighborhood Plan area includes Interstate 35 to the north, Monumental to the east, S. Alamo/Lone Star to the south, and Colorado Street to the west. Each of the original five neighborhood areas were suggested by the Downtown Strategic Plan. Shown on the accompanying graphic is the area examined by the Downtown Neighborhood Plan which expanded the East, South and West neighborhood areas.

The five neighborhood boundaries were modified by the community during the planning process. The community also identified smaller districts shown on the Land Use Plan (page 11).

Significance of the Plan

A City Council approved Downtown Neighborhood Plan becomes a component of the City's Comprehensive Master Plan. The approved plan is a guide to how downtown might develop and can be used when reviewing zoning and development proposals as well as when considering policy development and public capital projects. There is no financial commitment required by the City of San Antonio once the plan is approved.

The Downtown Neighborhood Plan is a guide and not a requirement to any financial commitment.

The Planning Process

The City of San Antonio, together with the Downtown Advisory Board and the Downtown Alliance, coordinated the development of the Downtown Neighborhood Plan.

30 Community facilitators volunteered to make the downtown plan possible.

Over 800 citizens participated in 13 public meetings. In addition, the plan would not be possible without the help from several entities who contributed meeting space facilities and, especially, from the dedication of over 30 volunteers who functioned as facilitators.

Over 800 people attended thirteen public meetings.

The process was inclusive of all stakeholders to ensure an accurate reflection of the community's values.

The goals and issues from the Downtown Strategic Plan were reviewed and used by the general public as a basis for their ideas.

(please see next page for list of goals and issues).

Community Participation & Plan Development

First Round of Public Meeting (5 meetings)

Review the issues and goals identified in the Downtown Strategic Plan and map ideas for potential development in each neighborhood.

Second Round of Public Meeting (5 meetings)

Review concept maps and refine ideas. Identify important projects and short term initiatives.

Public Agency Review and Mini-Charrette

Public agencies and community facilitators review completed downtown studies and consolidate community ideas into one overall downtown concept plan.

Third Public Meeting: Urban Design Workshop

The public reviews the downtown concept plan and works with urban designers who create perspective drawings and plans of how downtown can develop in locations important to the community.

Fourth Public Meeting

The public validates important ideas in downtown concept plan and begins to identify next step actions.

Fifth Public Meeting

The public reviews and refines overall actions needed to move ideas forward for entire downtown area.

Downtown Strategic Plan

Goals / Objectives	Issues
Make downtown easy to travel by foot, bike, car, and public transit. Improve the pedestrian movement way finding signage, parking and transit circulation systems.	Movement/Mobility / Accessibility
Connect downtown (within and adjacent to) by transit and walking to overcome highway barriers around downtown. Consider light rail to connect to other San Antonio neighborhoods and to Austin via commuter rail. Develop the Brooklyn Street Dam to connect along river and redevelop north neighborhood.	Linkages / Connections
Geographically balance businesses, entertainment, community facilities, arts, culture and residential projects to enhance downtown's urban character. Create design standards and a model downtown neighborhood.	Mixed-Use / Balanced Urban Center
Preserve and enhance downtown's character/spirit and celebrate its history and culture. Balance franchises to maintain originality of River Walk.	Character / Ambiance/Spirit / Culture/Arts & History
Enhance downtown's attractive environment for pedestrians and families to stroll comfortably along streets with shade from trees/buildings and with access to green/ public spaces via a good signage and transit systems.	Friendly
Create urban neighborhoods and increase the number of residents living downtown. Encourage affordable housing for a wider range of people and create new housing incentives.	Housing / Urban Neighborhood
Develop downtown businesses and a healthy, diversified economic base through partnerships, tax incentives, promotions, marketing, financing and funding strategies.	Thriving Businesses / Employment Base
Enhance the perception of safety by conducting promotions and marketing to counter negative perceptions. Enhance cleanliness through partnerships.	Safe/Clean/Well-Maintained
Implement the strategies through a leadership group. The leadership group will promote the strategic plan and continue wider participation to develop a unified vision.	Organizing and Structuring Implementation

Existing Land Use

Existing Land Use

The Existing Land Use map on the following page illustrates the basic land use pattern of the downtown San Antonio neighborhood of today.

Residential

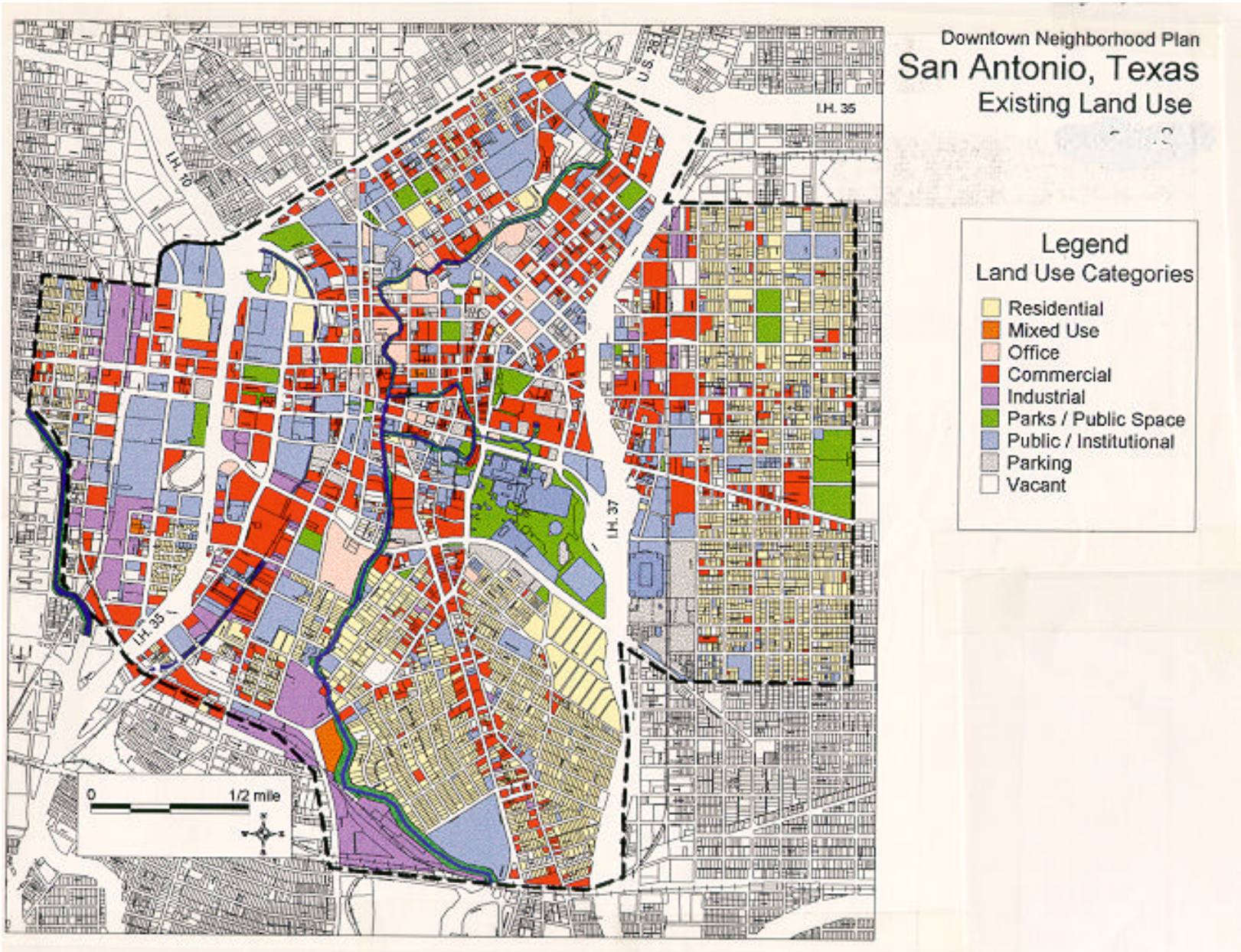
Residential uses include single family, multifamily and mixed use activities. In the area shown there are approximately 17,200 residents (Appendix A). There are a number of mixed use and mid-rise residential buildings in the center of downtown along the River Walk, Houston Street, Broadway and St. Mary's Street. Historic neighborhood districts include King William to the south (which has warehouse lofts) and Dignowity Hill to the east. Public housing is currently found predominantly in south downtown at the Victoria Courts site which is pending redevelopment (public or private) based on feasibility results.

Commercial

Downtown has a mix of commercial uses with the majority of highrise office buildings located around Travis Park and along Soledad Street. Shopping is found at the RiverCenter Mall, around Alamo Plaza, La Villita, along Houston and Commerce Streets and at Market Square. Retail shopping has developed along South Alamo Street in the King William/Lavaca neighborhood. The continued growth of hotels and entertainment destination activities are found north of the convention center and along the River Walk. Future entertainment districts are seen for St. Paul Square (Sunset Depot) and along Houston Street.

Industrial

Warehousing and distribution along with some light manufacturing are found to the south, west and east of the downtown area. Pioneer Flour Mills, one of the city's oldest manufacturers, is located to the south.


Downtown Neighborhood Plan
San Antonio, Texas
Existing Land Use
Legend
Land Use Categories
Residential
Mixed Use
Office
Commercial
Industrial
Parks / Public Space
Public / Institutional
Parking
Vacant
I.H. 35
I.H. 10
I.H. 37
I.H. 35
0
1/2 mile

Existing Land Use

Main Plaza (Plaza de las Islas - built 1700's) represents Spanish city planning that is based on public spaces.

Government and Institutional

The majority of local, state and federal offices are located to the west of the River Walk in an area known as the Historic Civic Center. Municipal and county offices are located around Main and Military Plazas which preserves the city's historic civic space. Federal offices and public agencies for housing, electricity and water are found throughout downtown.

Educational facilities include the University of Texas at San Antonio Downtown Campus to the west and the Universidad Nacional Autonoma de Mexico on the HemisFair Park to the east. Public and private elementary and high schools are located throughout downtown. The new Central Library is located to the north. There are many churches located throughout downtown.

Major visitor related facilities are east of the River Walk and include the Henry B. Gonzalez Convention Center, which is undergoing expansion and renovation to be completed by January 2001, and the Alamodome. Museums include the Institute of Texan Cultures in HemisFair Park, the Alamo and the San Antonio Museum of Art at the northern tip of the downtown area.

Park and Public Space

Alamo Plaza and the River Walk spaces are the most used spaces by visitors and residents. The River Walk improvements stop at Municipal Auditorium to the north and at S. Alamo Street to the south. Parks such as Milam, Main Plaza, Travis Park and HemisFair Park are used frequently and have periodic special events and festivals.

Land Use Plan

The Land Use Plan is shown within a framework of smaller districts within each of the five neighborhoods. The smaller districts were identified by the community during the development of the Downtown Neighborhood Plan. The following are envisioned land uses developed by the community:

A. North River Neighborhood - Low and mid-rise mixed use / arts neighborhood along the San Antonio River with active and passive recreational spaces. Low rise at 3-stories at a maximum density of 40 units per gross acre with retail on the ground floor; and mid-rise at 5-stories at a maximum density of 50 units per gross acre.
B. Lower Broadway - Mid-to-highrise mixed use buildings with some entertainment destinations. Mid-rise at 5-stories at a maximum density of 50 units per gross acre; no maximum density limit on high-rise development.
C. Irish Flats - Continued new infill and rehabilitation development of residential mixed uses, commercial and some warehousing.
D. East Side Warehouse District - Conversions of older warehouses into residential and commercial mixed uses in a neighborhood center along Houston Street. The district's northern half continues to have warehouse distribution uses.
E. Dignowity Hill - Existing historic district of single family and duplexes at a maximum density of 10 units per gross acre; encourage infill and housing rehabilitation to maintain neighborhood character. Transform Carver Center/Friedrich Building/East Cemeteries area into an education-arts-medical mixed use district with mid-rise, 5-stories and a maximum of 50 units/acre on Commerce.
F. St. Paul's Square - Redevelopment of historic commercial buildings and train depot into the Sunset entertainment district. The VIA parking facility will locate north of district which also has a proposed African American heritage complex (Ellis Alley) as part of the project.

The following Land Use Plan is derived from the "Downtown Concept Map" that the general public developed during the planning process.

A mixed use building contains residential and retail and/or office uses within multiple floors.

Land Use Plan

The following Land Use Plan is derived from the "Downtown Concept Map" that the general public developed during the planning process.

* The San Antonio Housing Authority is working with the community to determine the redevelopment of the Victoria Courts site with the results of the study due by Spring 1999.

A mixed use building contains residential and retail and/or office uses within multiple floors.

G. Denver Heights - Single family housing at a maximum density of 8 units per gross acre; continuation of infill and housing rehabilitation development to maintain existing neighborhood character.

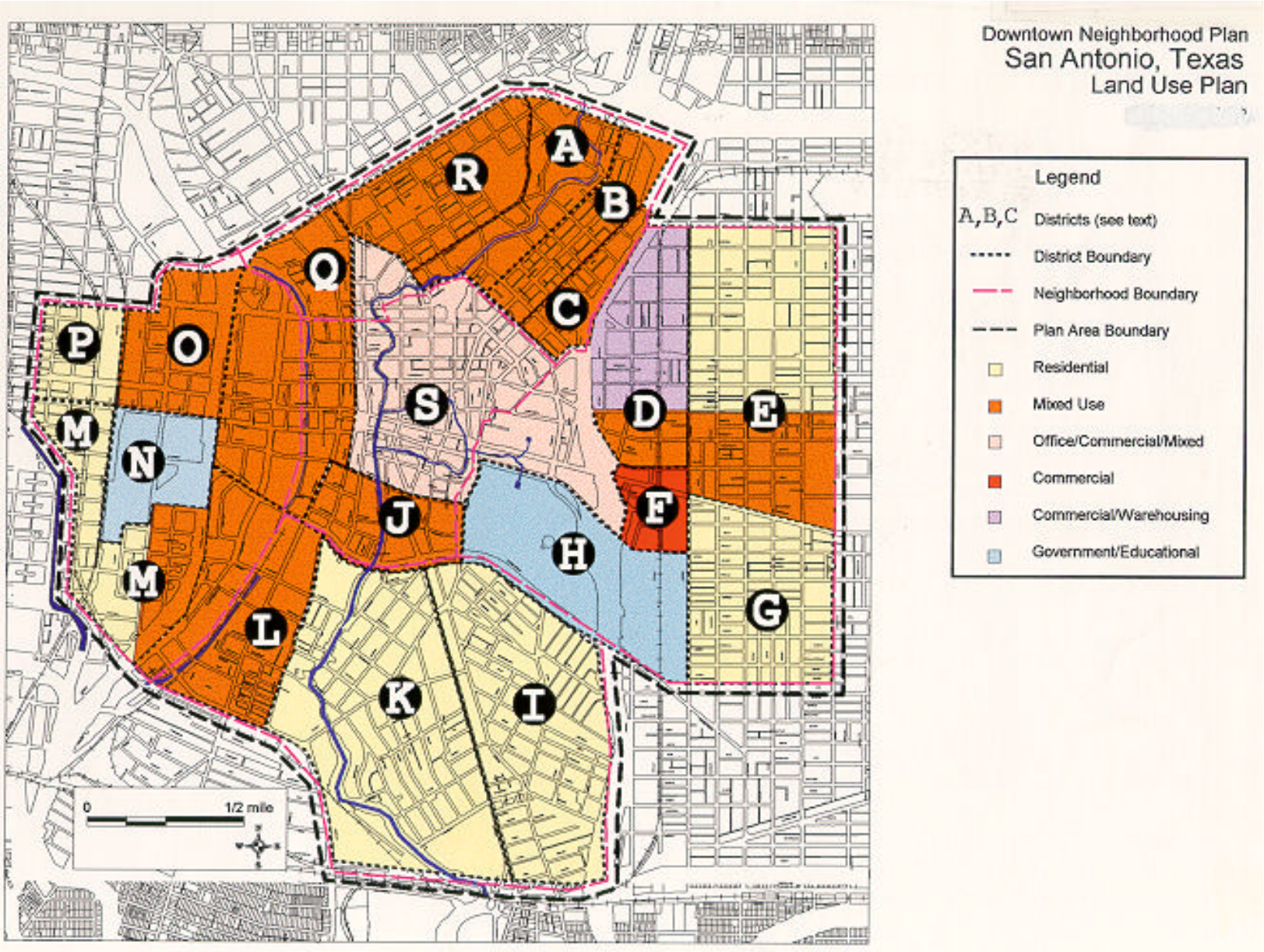
H. Special Events District - Continuation of Henry B. Gonzalez Convention Center activities, federal offices, Institute of Texan Cultures and the Alamodome. The community identified this district as one appropriate location to be considered for any proposed arena (The 1997 Master Plan advocates a downtown location for major sporting facilities).

I. Lavaca Neighborhood / Victoria Courts - Infill and rehabilitation of single family and duplex housing at a maximum density of 12 units per gross acre to maintain Lavaca neighborhood character. Redevelop Victoria Courts* into mixed income housing that supports residential and office developments and integrates into adjacent neighborhood street pattern and character; Durango Boulevard (the northern edge of Victoria Courts) is mixed use, low-to-mid-rise corridor with low-rise development at 3-stories and 40 units per gross acre and mid-rise at 5-stores and 50 units per gross acre. South Presa is an additional mixed use low-rise corridor.

J. Lower River District - Predominantly a mid-rise mixed use neighborhood that has the San Antonio River Walk as the neighborhood focal point. Durango develops as a mixed use, mid-rise corridor with parking facilities and hotels with ground floor retail. Mid-rise includes up to 5-stories with a maximum of 50 units per gross acre. Durango buildings are stepped-back going north (please see Glossary).

K. King William - Single family and duplex housing at a maximum density of 12 units per gross acre. Continue preservation within the historic district. Maximum densities of 40 units per gross acre along low-rise mixed use corridors along S. Alamo and S. St. Mary's Streets.

L. Flores St / Arsenal District - A mixed use low-rise district at 3-stories and a maximum of 40 units per gross acre. Redevelop San Pedro Creek as a linear park, for a new neighborhood and its residents with a neighborhood commercial center along South Flores Street.


Downtown Neighborhood Plan
San Antonio, Texas
Land Use Plan
Legend
A,B,C Districts (see text)
District Boundary
Neighborhood Boundary
Plan Area Boundary
Residential
Mixed Use
Office/Commercial/Mixed
Commercial
Commercial/Warehousing
Government/Educational
A
B
C
D
E
F
G
H
I
J
K
L
M
M
N
O
P
Q
R
S
0
1/2 mile

Land Use Plan

The following Land Use Plan is derived from the "Downtown Concept Map" that the general public developed during the planning process.

M. Vista Verde Neighborhood - Expansion of housing into warehouse areas located to the west of Frio Street. Alazan Creek becomes a linear park for all new and old surrounding neighborhoods. Existing Vista Verde single family densities remain constant at a maximum of 10 units per gross acre located east of Frio Street.

N. UTSA/Government District - Continued development and expansion of community facilities within the district and surrounding adjacent areas.

O. Cattleman Square - Development of commercial and mixed use parking facilities; mixed income and residential uses that include university student housing, cleaners, pharmacies and a grocery store to serve a new neighborhood.

P. Colorado Street (Prospect Hill) - Infill and rehabilitation of existing single family neighborhood with maximum densities at 8 units per gross acre to maintain existing neighborhood integrity and character.

Q. San Pedro Creek District - Mixed use neighborhood along San Pedro Creek linear park that has active recreational facilities and a historic trail. Development of community, educational, hotel and recreational facilities in areas along IH-35. *As an unique concept, to redesign Romana Plaza to rediscover past downtown urban space (see opposite page).*

R. Madison Square/Medical District - Infill and rehab residential structures in existing area north of Madison Square park. Low-rise mixed uses at 3-stories and a maximum of 40 units per gross acre surrounding Madison Square park. Commercial uses can focus on medical activities, neighborhood retail and art galleries along St. Mary's Street.

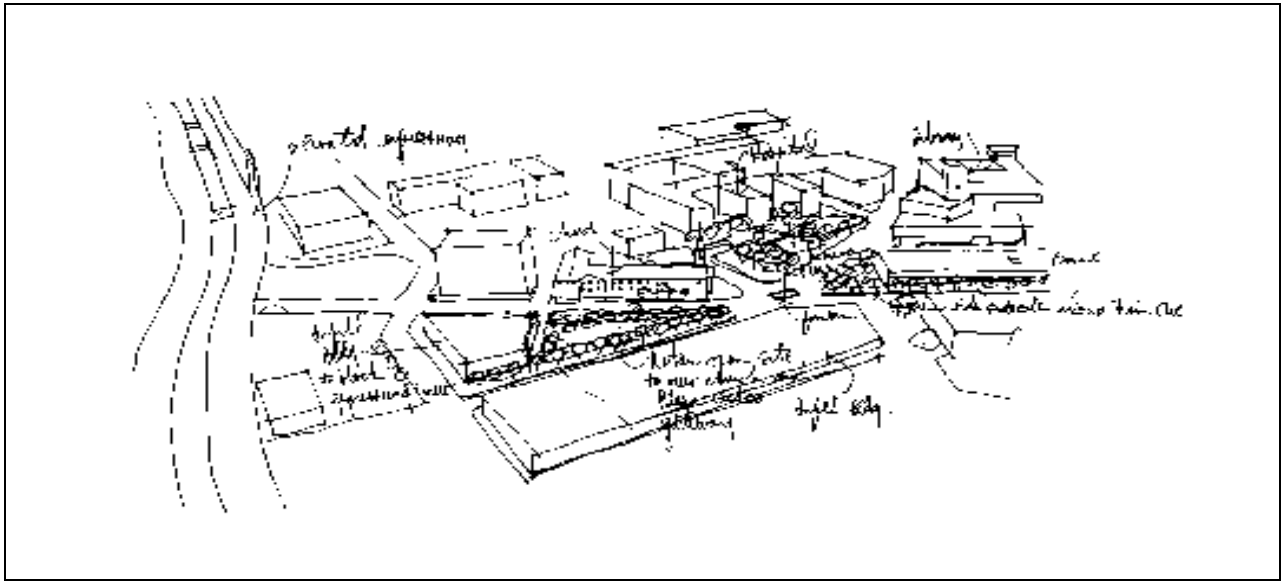
S. Riverbend - River Walk and Houston Street restaurants and entertainment; continue office, government, and hotel activities throughout area. Encourage development of new office and residential buildings, mixed uses, a City museum within the Historic Civic Center area, and neighborhood retail uses such as cleaners, markets and a grocery store near residential buildings.

A mixed use building contains residential and retail and/or office uses within multiple floors.

May 13, 1999

Unique Concept

Romana Plaza



As part of the San Pedro Creek District, one of the unique community concepts was to redesign Romana Plaza located at the intersection of Main, San Pedro, Soledad and Navarro streets (at the foot of the Central Library and the Baptist Medical Center).

The idea is to redesign the area into a new mixed use urban space which functions as a gateway into downtown.

Community Urban Design Workshop
May 1998

Downtown Transportation Study
(April 1997)

The "Transportation Improvements" from the April 1997 Downtown Transportation Study are shown on the following map. The improvements are shown to demonstrate how citizen comments from the Downtown Neighborhood planning process reaffirm the improvements found in the April 1997 Downtown Transportation Study.

The April 1997 Downtown Transportation Study recommends a total of (43) improvements in downtown. Improvements are divided into the following six categories: (see Appendix D for listing of all improvements)

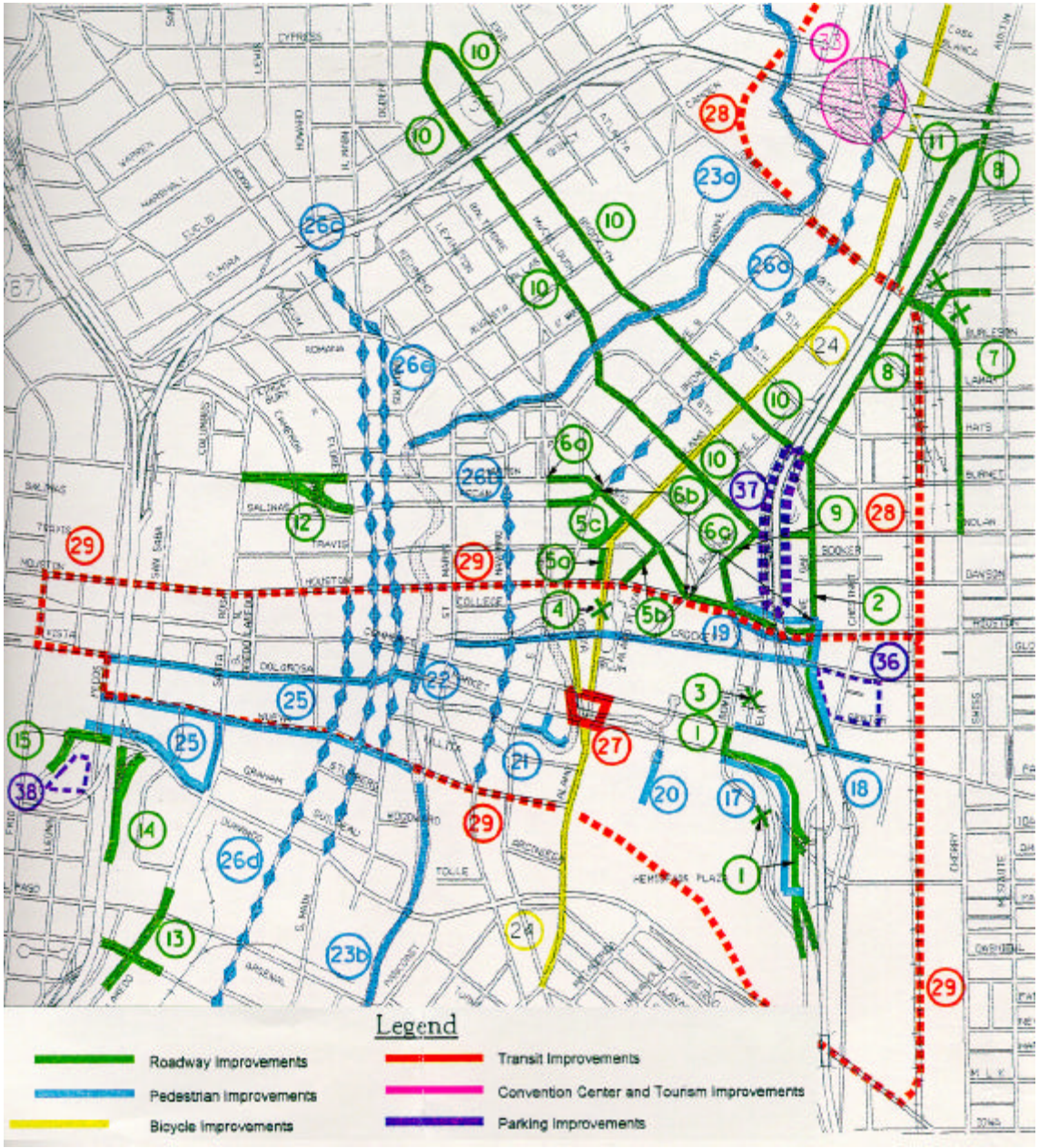
A. roadway improvements (1-16);
B. pedestrian improvements (17- 26);
C. bicycle improvements (24);
D. transit improvements (27 - 31);
E. convention center tourism improvements (32 - 35);
F. parking improvements (36 - 43).

Of the (43) improvements, the following items were mentioned by the community during the Downtown Neighborhood Plan process as being important:

4: Close Alamo Plaza to vehicular traffic but leaving Houston Street open to directly connect with Dignowity Hill and East neighborhoods.
15: Improve the Durango interchange to give direct access to west downtown.
23: River Walk extension north and south.
25: Improve pedestrian connections from UTSA, under IH35, to central downtown.
26: Provide streetscape enhancements along Broadway, Navarro, San Pedro, Main, South Flores and Soledad (also see Pedestrian & Public Space Plan.
29: Begin planning a light rail system (see page 16 for further discussion).
31: Encourage development of a west downtown commuter rail station.
32: Encourage a Visitor Information Center east of the Alamo.

All 43 recommendation from the 1997 Downtown Transportation Study are outlined in Appendix D.

May 13, 1999



Downtown Transportation Study
(April 1997)

Location of Recommended Transportation Improvements

(please see **Appendix D** for description of each numbered recommendation).

Other Transportation Items

Other items discussed by the community during the Downtown Neighborhood Plan process that are not found in the 1997 Downtown Transportation Study include:

- Determine feasibility of placing bicycle lanes along N. St. Mary's and Avenue B, and throughout downtown, as well as along Alazan and San Pedro Creeks.
- Road improvements along Nolan and Hackberry Streets.
- Redesign Victoria Courts street pattern to integrate with adjacent streets.
- Remove unused rail lines in the Cattleman Square area.
- Redesign Romana Plaza to make pedestrian friendly.
- Repave Florida and Carolina Streets and, based on Speed Hump Program criteria, add speed humps to Barrera and Lavaca Streets.
- Ensure traffic signal timing at key intersections is pedestrian-friendly.

Transportation Plan

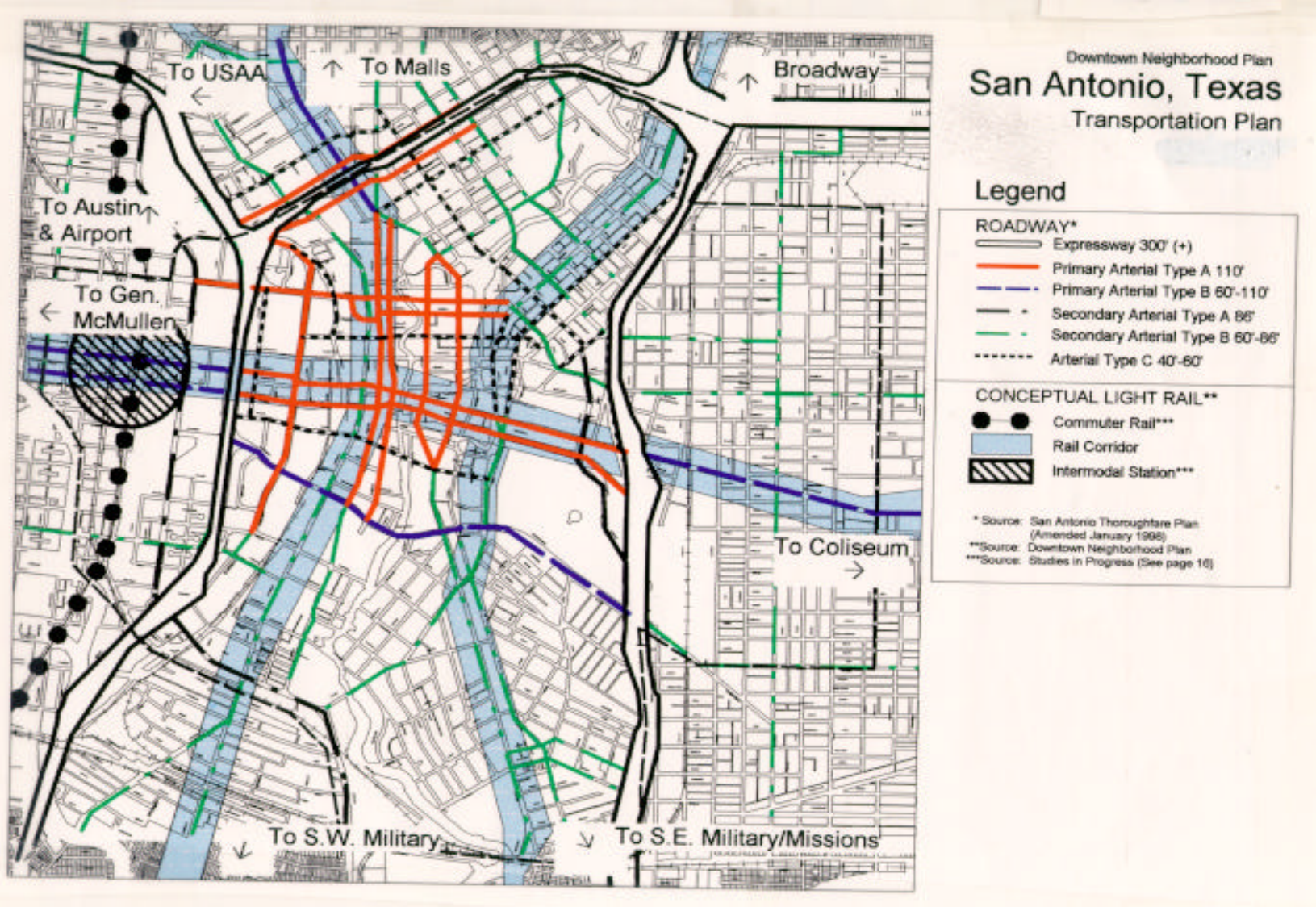
Roadway & Conceptual Light Rail

The Transportation Plan shows the City's Major Thoroughfare Plan (Amended January 1998) combined with a Conceptual Light Rail Plan. The Major Thoroughfare Plan shows the designated arterial roadways that are important roadways to move vehicular traffic through downtown.

Portland's light rail system.

The Conceptual Light Rail plan identifies the general downtown corridors that could be part of an overall local light rail system. The feasibility of a light rail system is included in VIA Metropolitan Transit Authority's "System 2000 Study" and the Metropolitan Planning Organization's "Metropolitan Transportation Plan Update." Both studies will be completed by December 1999.

The concept plan includes an intermodal station that would connect to the local light rail system, taxis, buses and an Austin commuter rail service. The VIA Metropolitan Transit Authority "Intermodal Station Study" will be completed by the Spring of 1999. The feasibility of commuter rail is being studied by the Texas Department of Transportation and the results will be known by December 1999.


Downtown Neighborhood Plan
San Antonio, Texas
Transportation Plan
To USAA
To Malls
Broadway
To Austin & Airport
To Gen. McMullen
To Coliseum
To S.W. Military
To S.E. Military/Missions
Legend
ROADWAY*
Expressway 300' (+)
Primary Arterial Type A 110'
Primary Arterial Type B 60'-110'
Secondary Arterial Type A 86'
Secondary Arterial Type B 60'-86'
Arterial Type C 40'-60'
CONCEPTUAL LIGHT RAIL**
Commuter Rail***
Rail Corridor
Intermodal Station***
* Source: San Antonio Thoroughfare Plan (Amended January 1998)
**Source: Downtown Neighborhood Plan
***Source: Studies in Progress (See page 16)

Pedestrian & Public Space Plan

The following Pedestrian & Public Space Plan is derived from the "Downtown Concept Map" that the general public developed during the planning process.

Shaded pedestrian streets function as public spaces and add to the pedestrian experience (pictured is Blum Street to Alamo Plaza).

The Pedestrian and Public Space Plan illustrates an overall framework for pedestrian movement that would create a shaded walking environment connecting parks/public spaces to neighborhoods. The community expressed the following in terms of strategies.

Streetscape / Signage Networks / Open Space

Improve the pedestrian streetscape along the thoroughfares identified in the Pedestrian and Public Space Plan through public and private partnerships.

STREETSCAPE

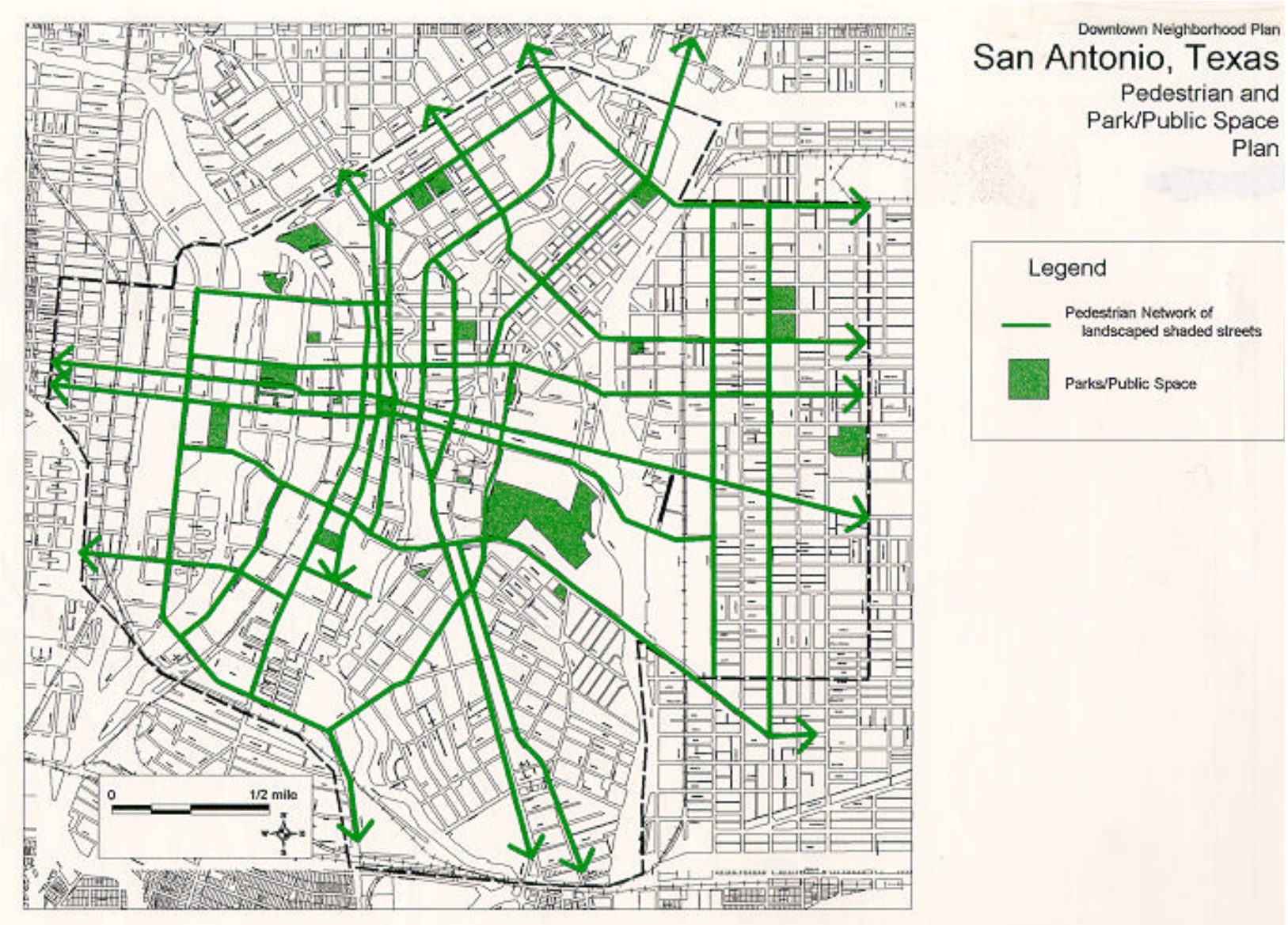
- Add enhanced sidewalks/brick pavers, trees, water fountains, shade, benches, small urban spaces, public restrooms and measures to comply with the Americans with Disabilities Act; repair /repave street surfaces where needed; remove graffiti, improve bicycle access, and enhance cleanliness. Include heritage walkways and activities to enhance the pedestrian environment.
- Bring all downtown streets to a minimum level of landscaping, pedestrian identification, safety and sanitation.
- Encourage civic & neighborhood groups to "adopt" thoroughfares.
- Create a matching grant facade improvement program and tree planting program with private funds and a Mayor's Challenge Fund.

SIGNAGE NETWORKS

- Create a wayfinding/signage system for both pedestrians and cars that guide people into downtown neighborhood districts, along streets and as they walk from river-to-street levels.
- Develop an information system, including kiosks and historical markers. Create unique signage for each neighborhood district.

OPEN SPACE

- Create a system of open/public spaces throughout the downtown neighborhood plan area in partnership with public agencies and the private sector. Identify and clarify uses of existing and new open spaces. Make use of existing vacant lots, spaces between buildings, and pedestrian intersections to create a variety of public spaces.


Downtown Neighborhood Plan
San Antonio, Texas
Pedestrian and
Park/Public Space
Plan
Legend
Pedestrian Network of
landscaped shaded streets
Parks/Public Space
0
1/2 mile

Urban Design Guidelines

The community identified a need for downtown urban design guidelines and zoning overlay districts. The following is a preliminary narrative of community concerns that further define items found in the Action Plan.

Zoning Overlay District / Design Guidelines

Develop a zoning overlay district(s) and design guidelines regarding density, mixed-uses, mixed-incomes, physical connections between street and river levels, and building heights (especially along the San Antonio River and mixed use corridors). Include elements such as setbacks, parking requirements, landscaping, view corridors, shaded streets and other design issues to encourage a downtown urban environment.

Small public spaces and water features enhance the pedestrian environment.

Preliminary design guidelines include:

- Low-rise building heights 3-stories along mixed use corridors for S. Flores, S. Alamo, S. Presa and St. Mary's Streets.
- Along Durango: low-to-mid rise building heights (3-to-5 stories) that step-back (see Glossary). On the north side there are lower building heights which then step higher towards the north; on the south side, there are low rise building heights that step down towards the south.
- Commerce Street is seen as a low-to-mid-rise mixed use corridor.
- Lower Broadway was seen as having mid-to-high-rise buildings while development along the river was seen as low-to-mid-rise development.
- Mixed use corridors would have a continuous urban edge, parking to rear and landscape buffering next to single family uses.
- Preserve the Alamo viewshed and views along the river (see Glossary).
- Guidelines are needed along river that better connect public places to the river as well as prohibiting parking garages along the river.
- Gateway development at UTSA area, Romana Plaza, Broadway and IH-35, and at Commerce Street in St. Paul's Square (please see Glossary).
- Encourage public-private partnerships to develop small public spaces and outdoor activities along the pedestrian network.

Neighborhood Plans

Long Term Vision
Short Term Initiatives

North
East
South
West
Central

North Neighborhood Plan

The Long Term Vision includes how the community envisions the area might develop.

Ideas (a) through (e) are mapped on page 23. All ideas are important to the community.

Long Term Vision

a. Create a formal partnership (City, County, San Antonio River Authority, private property owners) to develop the River Walk to the SA Museum (eventually to Brackenridge Park) that includes stabilization of the channel for flood control and building the Brooklyn Street Dam (determine if continuous canal/lock is desired).*
b. Create a low-to-midrise arts and residential district along the river that includes links to the Central Library, the San Antonio Museum of Art, and other cultural destinations.
c. Encourage St. Mary's and Avenue B to develop as a mid-rise mixed use district for the arts with streetscaping and bicycle routes.
d. Encourage "Lower Broadway" as a gateway corridor that has mid-to-high-rise, mixed-use buildings with emphasis on retail, entertainment destinations, offices and housing. The corridor could have light rail transit, landscaping, and parking.
e. Encourage infill and rehabilitation housing for all income levels throughout the north neighborhood.*

Other important ideas expressed by the community:

- Encourage the development of a grocery store and other neighborhood businesses within walking distance of the area.*
- The former public housing site along the river becomes an opportunity to develop a new residential mixed-income project.
- Encourage development of *gateways* at Broadway/Jones Street and Romana Plaza at San Pedro/IH-35
- Create pedestrian routes and bicycle lanes along N. St. Mary's, Avenue B, Broadway, and Flores Streets. Also provide underground utilities and streetscaping along these corridors.

* *Also discussed in the Downtown Strategic Plan.*

Items (a) through (e) are outlined on preceding page.

Enforce code compliance and increase police presence with bike patrols. Strengthen neighborhood organizations and involve property owners, churches, residents, and other institutions.

* *Also discussed in the Downtown Strategic Plan.*

Short-Term Initiatives

Represents potential projects to pursue that are achievable and that begin making the community's Long Term Vision a reality.

Clean-up river and quit claim dead-end streets along river and convert to urban green spaces such as 8th Street.

Create partnerships to extend River Walk and to redesign Romana Plaza.

Develop wayfinding signage for neighborhood districts.
Add a streetcar stop at the San Antonio Museum of Art.

Conduct marketing and promotional events to encourage people to live downtown.

Master Plan Madison Square /Medical Districts to become a model mixed-use urban neighborhood through infill and rehab fund programs.*

East Neighborhood Plan

The Long Term Vision includes how the community envisions the area might develop.

Ideas (a) through (e) are mapped on page 25. All ideas are important to the community.

Long Term Vision

a. Develop East Commerce Street as a mid-rise, metropolitan boulevard to connect the Eastside Cemeteries to UTSA with cultural and historical walkways, mixed-uses, and landscape improvements (include bike patrols, underground utilities and bus shelters).
b. Develop and rehabilitate housing, parks, and businesses in existing neighborhoods.*
c. Implement the 1990 "Old San Antonio City Cemeteries Historic District" Master Plan, including historic designation, enhanced maintenance and security of the visitor center. Attract private foundation funding for restoration.
d. Improve Houston Street with direct car and pedestrian circulation to connect the Dignowity Hill neighborhood to Alamo Plaza.
e. Preserve and enhance the Hays Street Bridge as a landmark or pedestrian landmark bridge.

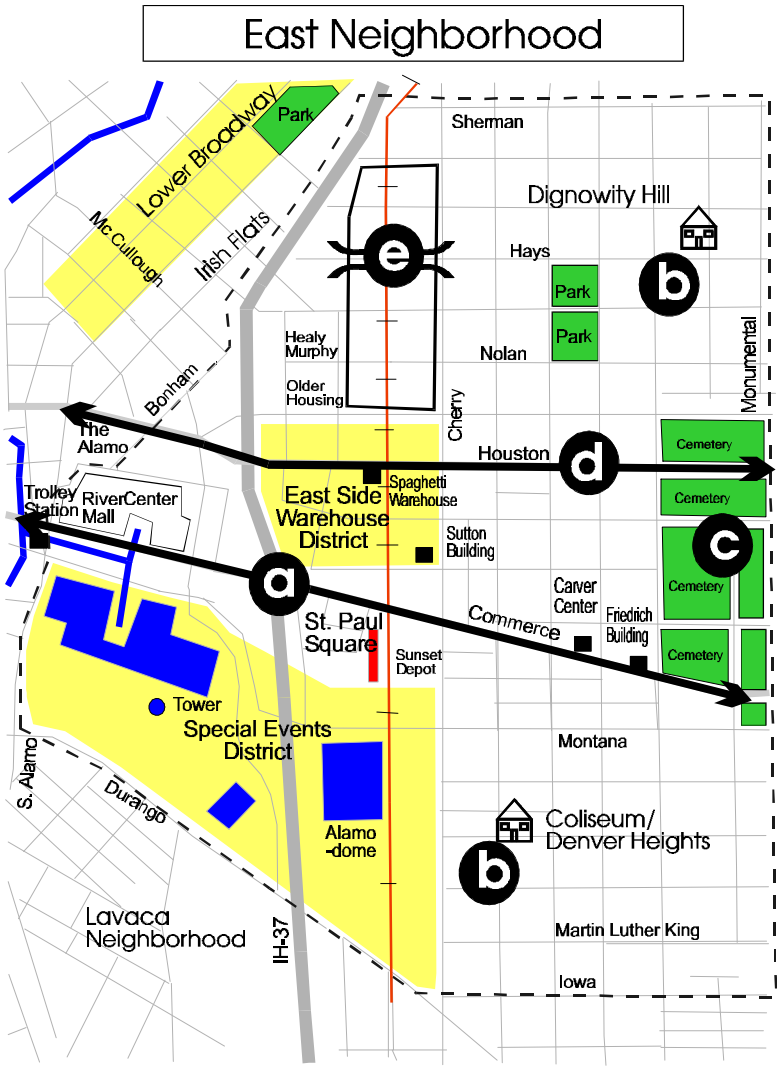
Other important ideas expressed by the community:

- Improve Nolan and Hackberry street conditions and widen sidewalks.
- Ensure neighborhood development brings jobs for local residents.
- Enhance the desirability of east neighborhoods as a place to live by providing incentives for housing development and rehabilitation, improving parks, developing neighborhood businesses, enforcing codes related to property neglect and marketing the area.
- Encourage the development of an Eastside Warehouse District in the older warehouses along Houston Street with residential mixed-uses.
- Encourage the Carver Center area to develop with educational-residential mixed-uses, cultural activities and medical facilities.
- Continue to address policies related to Alamodome neighborhood parking to minimize any neighborhood impacts.
- Consider the Special Events District as a location for any future arena development.

** Also discussed in the Downtown Strategic Plan.*

Short Term Initiatives

May 13, 1999



Items (a) through (e) are outlined on preceding page.

* *Also discussed in the Downtown Strategic Plan.*

Represents potential projects to pursue that are achievable and that begin making the community's Long Term Vision a reality.

Promote/market east neighborhoods to increase the desirability of the neighborhood.

Organize a clean-up of Dignowity Park between the Dignowity Hill Neighborhood Association and the Parks and Recreation's Volunteer Services Division. Begin to identify and study the improvements needed at Fairchild Park.

Create a *gateway* at IH-37/Commerce and clean-up along the entire length of the IH-37 highway (please see Glossary).

Develop a Houston Street Corridor Master Plan to directly connect vehicles and pedestrians from Alamo Plaza, through East Side Warehouse District, to the Dignowity Hill neighborhood. Include wider sidewalks, landscaping, signage, lighting, and underground utilities.

Provide funding and incentives for new and rehab housing throughout area.*

Create an incentive/funding program for businesses and expand business hours along Commerce Street.

South Neighborhood Plan

The Long Term Vision includes how the community envisions the area might develop.

Ideas (a) through (g) are mapped on page 27. All ideas are important to the community.

Long Term Vision

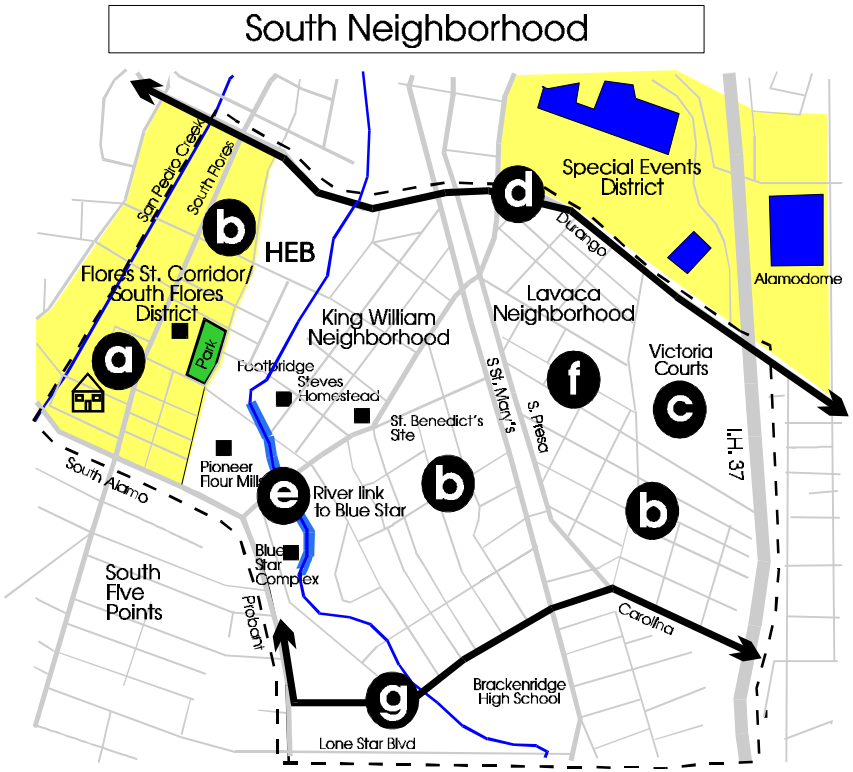
a. Encourage the South Flores District (SoFlo) to develop as a low-to-midrise (2-5 stories), mixed-use neighborhood district with landscaping along S. Flores Street. Enhance San Pedro Creek as a landscaped, linear park and jog trail that connects to Historic Civic Center initiative.
b. Maintain the residential and historic character of neighborhoods and conserve housing structures for residential uses.
c. Encourage the redevelopment of the former public housing Victoria Courts area into a low-to-medium density, mixed income neighborhood that is integrated into the Lavaca neighborhood street layout. Encourage the southern edge of Durango to develop as a low-to-mid rise mixed use corridor transition zone.***
d. Encourage the development of Durango Boulevard into a midrise, mixed-use transition zone consisting of housing, commercial and parking uses. Improve the pedestrian environment (sidewalks, lighting, and landscaping) and crossings along the entire length of Durango Boulevard and provide small public spaces along street.
e. Extend the River Walk from South Alamo to the south including more appropriate flood stabilization and walkways southbound for the lower river channel coinciding with the Mission Trails Project.*
f. Designate the Lavaca area as a historic district. Preserve existing housing structures and discourage demolition by neglect.
g. Study the feasibility of Carolina Street as a one-way, or two-way, thoroughfare that connects IH-37 via Probandt/S. Alamo. A bridge at Eagleland at the San Antonio River will be required.

Other important ideas expressed by the community:

- Redevelop the St. Benedict's site into residential uses.
- Develop lofts in the area west of Brackenridge High School and along the San Antonio River.
- Encourage the relocation of industrial uses or minimize impacts.

* *Also discussed in the Downtown Strategic Plan.*
** *Also discussed in the Downtown Transportation Study.*
*** *The San Antonio Housing Authority is working with the community to determine the redevelopment of the Victoria Courts site with the results of the study due by Spring 1999.*

May 13, 1999



Items (a) through (g) are outlined on preceding page.

Improve signage and provide brochures about neighborhood history to promote walking tours.

Repave/add street lights on Florida and Carolina; and based on Speed Hump Program criteria, add speed humps on Barrera and Camargo.

Install street lighting mid-block on Barrera and Lavaca for safety in accordance with the City's lighting program.

Short Term Initiatives

Represents potential projects to pursue that are achievable and that begin making the community's Long Term Vision a reality.

Strengthen neighborhood organizations and improve community interaction with children. Continue to organize National Night Out events in the neighborhood.

Improve code enforcement, clean-up river and sponsor periodic community clean-up, graffiti removal days.

Create and implement a Victoria Courts Master Plan through a partnership (community and San Antonio Housing Authority) to study new housing and decreased densities as well as integration into the Lavaca neighborhood street layout.

Recruit merchants to locate at the Carolina Marketplace commercial area.

Sponsor a design charrette for the St. Benedict's site.

Improve railroad underpass at St. Mary's/ Roosevelt as a gateway to the Missions.

West Neighborhood Plan

The Long Term Vision includes how the community envisions the area might develop.

Ideas (a) through (f) are mapped on page 29. All ideas are important to the community.

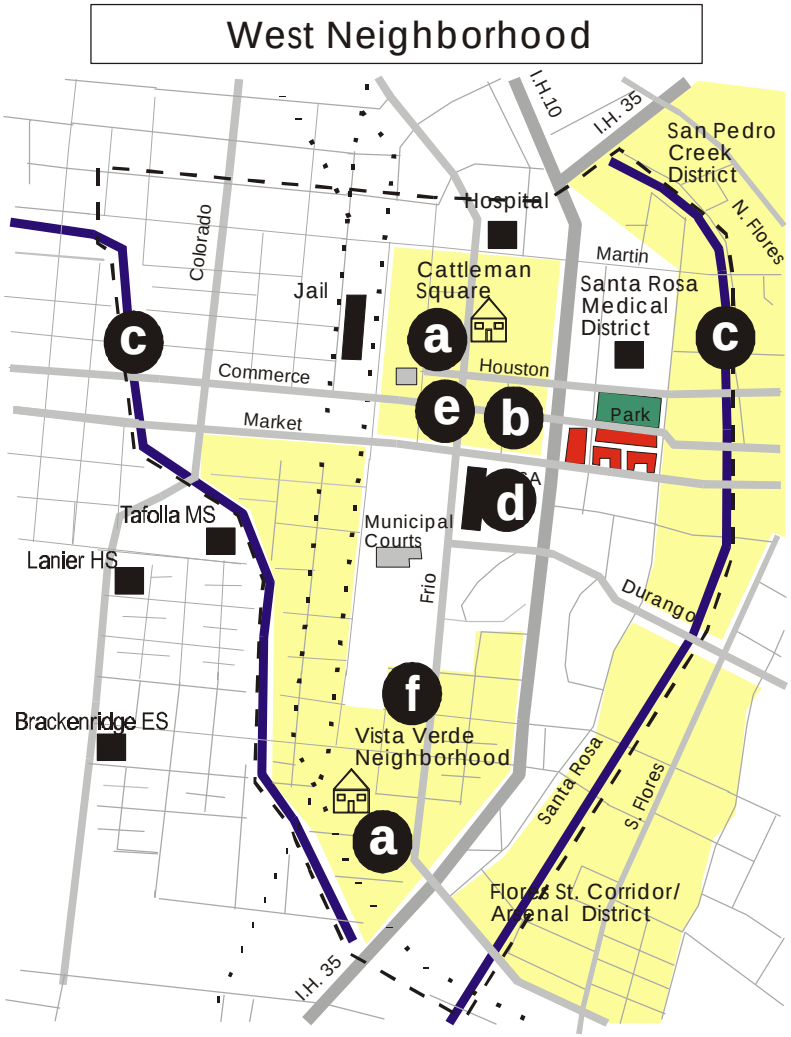
Long Term Vision

a. Construct and rehabilitate housing for students, professionals, families, and seniors in Cattleman Square and the Vista Verde Neighborhood. Include community stakeholders in process. Encourage UTSA to provide housing and school facilities for students.
b. Promote adaptive use of vacant buildings in Cattleman Square with ground floor retail and office/residential on the upper stories.
c. Enhance San Pedro and Alazan Creeks as greenbelts for pedestrians, bicyclists and for active recreational uses.
d. Support the continued development and expansion of UTSA-Downtown community facilities.
e. Recruit neighborhood and student businesses such as clothing shops, restaurants and pharmacies as well as a grocery store.
f. Add a neighborhood scale park in the Vista Verde Neighborhood that is within walking distance of the existing residential area.

Other important ideas expressed by the community:

- Encourage development of a mixed-use parking garage with ground floor retail at the City's lot at IH-35/Commerce Street through a partnership between UTSA, the City, and the private sector.
- Redesign IH-35 exit ramp at Durango to allow left turns and easy access into areas west of IH-35.**
- Locate an intermodal, commuter train station west of Frio Street and between Buena Vista/Commerce Streets.***
- Improve pedestrian links and add streetscaping along IH-35 at intersections of Martin, Houston, Commerce, Buena Vista, Durango and Guadalupe streets.*
- Create a *gateway* along Commerce Street, west of Frio Street.
- Remove the out-of-service railroad tracks.
- Encourage the development of a Vista Verde community center.

** Also discussed in the Downtown Strategic Plan.*
*** Also discussed in the Downtown Transportation Study.*
**** The VIA Metropolitan Transit Authority "Intermodal Station Study" will be completed by the Spring of 1999.*



Items (a) through (f) are outlined on preceding page.

* *Also discussed in the Downtown Strategic Plan.*

Central

Long Term Vision

Short Term Initiatives

Represents potential projects to pursue that are achievable and that begin making the community's Long Term Vision a reality.

Enhance the pedestrian streetscape, add pedestrian lighting, landscaping, and enhance crossing safety under IH-35 to create linkages along Commerce, Houston, and Martin. Install identifying banners and wayfinding signage for cars and people.*

Study the day labor site issue and develop positive solutions to enhance the existing environment.

Develop a Master Plan for San Pedro Creek.

Add bus shelters along Frio and add bus stops under the highway and improve maintenance of public right-of-ways.

Write a booklet to describe historic sites and promote the historic significance in all projects and inclusion in city visitor materials.

Support the continued development and expansion of UTSA-Downtown. Study the feasibility of potentially expanding the campus. Encourage ties to nearby schools. Lobby state for expansion funding.

Neighborhood Plan

The Long Term Vision includes how the community envisions the area might develop.

Ideas (a) through (e) are mapped on page 31. All ideas are important to the community.

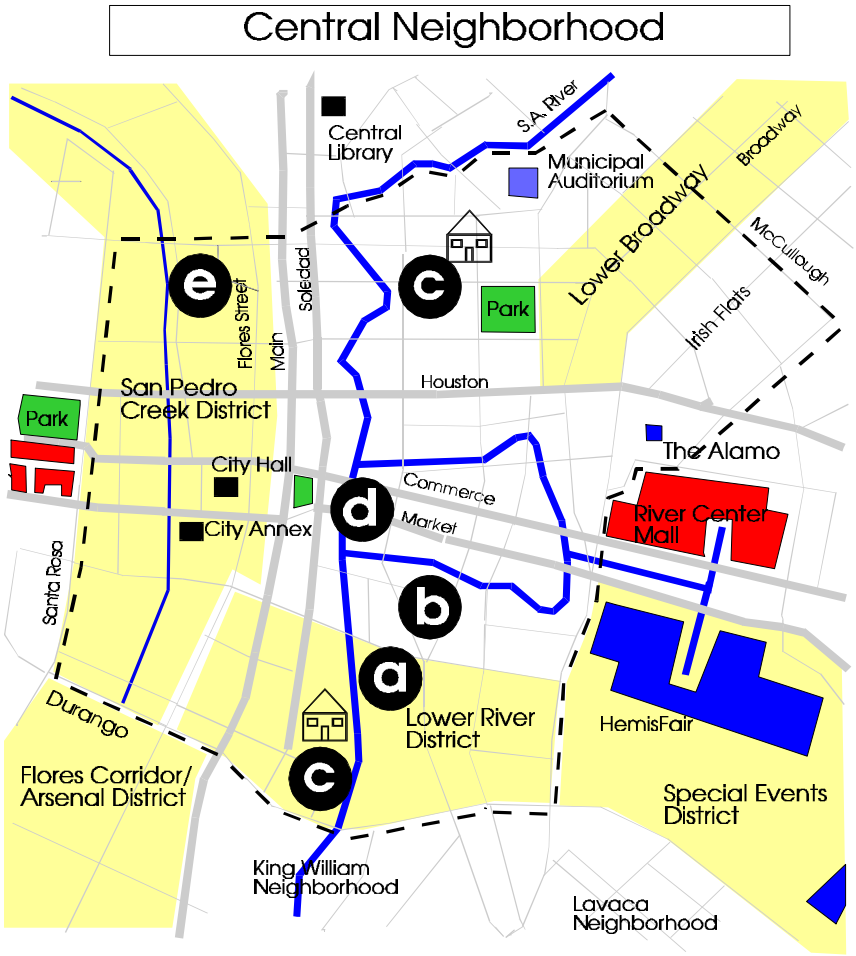
a. Encourage the development of neighborhood businesses including dry cleaners, pharmacies and a grocery store for downtown residents.
b. Create financial incentives for residential and business development to locate downtown in areas such as Travis Park, Lower Downtown, and San Pedro Creek.
c. Encourage new mid-to-high rise mixed use housing developments and "above the shop" housing throughout area.
d. Stabilize the River Walk retaining walls in the Central area.*
e. Develop the San Pedro Creek District as a residential, mixed-use neighborhood with a recreational jog-and-hike trail through a partnership between the private sector and the county, River Authority and the City.

Other important ideas expressed by the community:

- Develop design guidelines to enhance river-to-street pedestrian connections along the river.
- Create additional pockets of public/green space throughout downtown.
- Improve pedestrian streetscape amenities on streets including Commerce, Market, Navarro, Main, Soledad, Durango, St. Mary's, and Houston.
- Encourage retail/night entertainment along Commerce between Market Square and Main Plaza.
- Improve Houston Street vehicular circulation to directly connect to Dignowity Hill.
- Encourage development of a Visitor/Transit Center near the Alamo.
- Develop a City Museum.
- Encourage the private and public sectors to reduce the amount of surface parking and to determine the feasibility of a parking garage near the Broadway/Pecan Street intersection.

* *Also discussed in the Downtown Strategic Plan.*

May 13, 1999



Items (a) through (e) are outlined on preceding page.

* *Also discussed in the Downtown Strategic Plan.*

Encourage lunch hour concerts, street performers, etc.
Hold a Houston Street Fair.

Study the feasibility of several public restroom locations.

Short Term Initiatives

Represents potential projects to pursue that are achievable and that begin making the community's Long Term Vision a reality.

Identify funding methods to encourage housing development.*

Attract a grocery store through financial incentives and a public/private partnership.

Request authorization to repair central River Walk retaining walls.

Continue to review and improve the development process. Produce educational material and a guidebook that addresses new and rehabilitation construction of mixed-use development.

Develop a multi-cultural and language image campaign to attract San Antonians downtown.

Develop a downtown wayfinding system for pedestrians and cars, especially from river-to-street levels.*

Develop a partnership program to add art and landscaping to public spaces.
Add lanes and parking facilities for bicycles.

Action Plan

Action Plan

The Action Plan was identified by the community and outlines the next steps the City of San Antonio, public agencies and the Downtown Advisory Board can take to improve downtown.

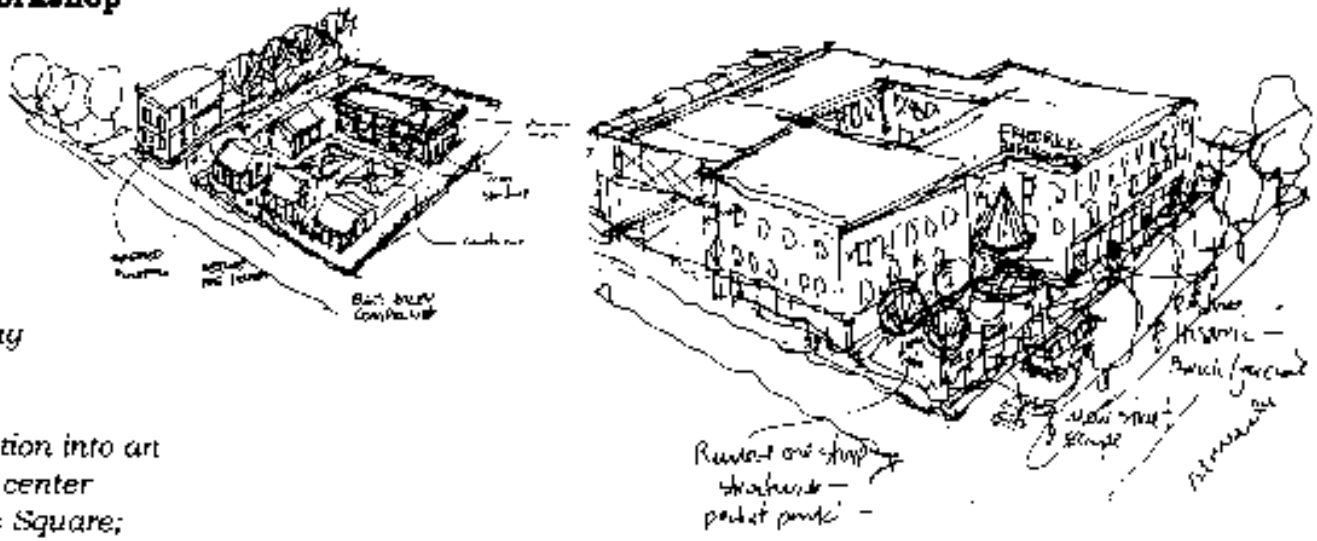
The Action Plan is a basis for developing a detailed work plan that will identify timelines, stakeholders and responsible agencies.

As discussed in the Downtown Neighborhood Plan:

1. Improve and maintain the pedestrian environment.
2. Enhance and create a broader system of open/public spaces throughout the entire downtown.
3. Create a wayfinding/signage network.*
4. Create a formal partnership between public and private sectors to extend the River Walk north and south.*
5. Develop a multi-cultural image campaign to market the entire downtown as a safe, prosperous, lively area to attract more San Antonians downtown for working, living and entertainment. Improve downtown's image through increasing street police, cleanliness, recruiting businesses, and adequate parking. Provide incentives and conduct promotional events to encourage people to visit downtown.
6. Provide housing development incentives to encourage people to live downtown.*
7. Develop urban design guidelines to encourage urban-types of development.*
8. Continue to review and improve the development review process to facilitate development.
9. Improve the Commerce Street Corridor from east to west neighborhoods.
10. Develop tax/financial incentives, fee waivers and partnerships to encourage the development and redevelopment of vacant land, housing, mixed-uses, existing buildings, neighborhood businesses, streetscapes, and parks/open spaces. Offer incentives for neighborhood redevelopment.*
11. Create a residential coalition of downtown neighborhood associations to identify the needs and interests of downtown living to the Downtown Advisory Board.
12. Create a Public Improvement District.*
13. Strongly encourage future development to comply with the Downtown Neighborhood Plan.*

* *Also discussed in the Downtown Strategic Plan.*

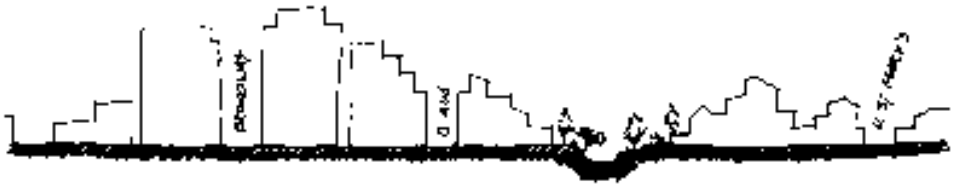
Conceptual Drawings from the May 1998 Urban Design Workshop

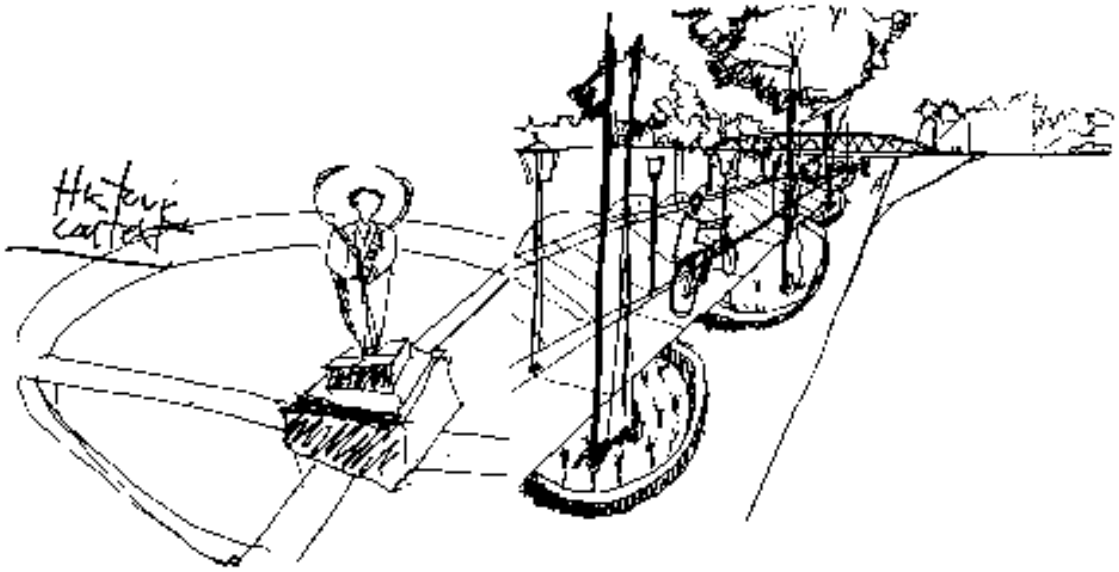


From top left, going clockwise:

Ellis Alley restoration into an African American center north of St. Paul's Square; Friedrich building redeveloped into a mixed use project with apartments and offices on Commerce Street;

River Walk north extension; looking south from Museum of Art at building heights from Broadway-river-N. St. Mary's; and south vista from Jones Street of high rise building on both sides of Broadway leading into town.

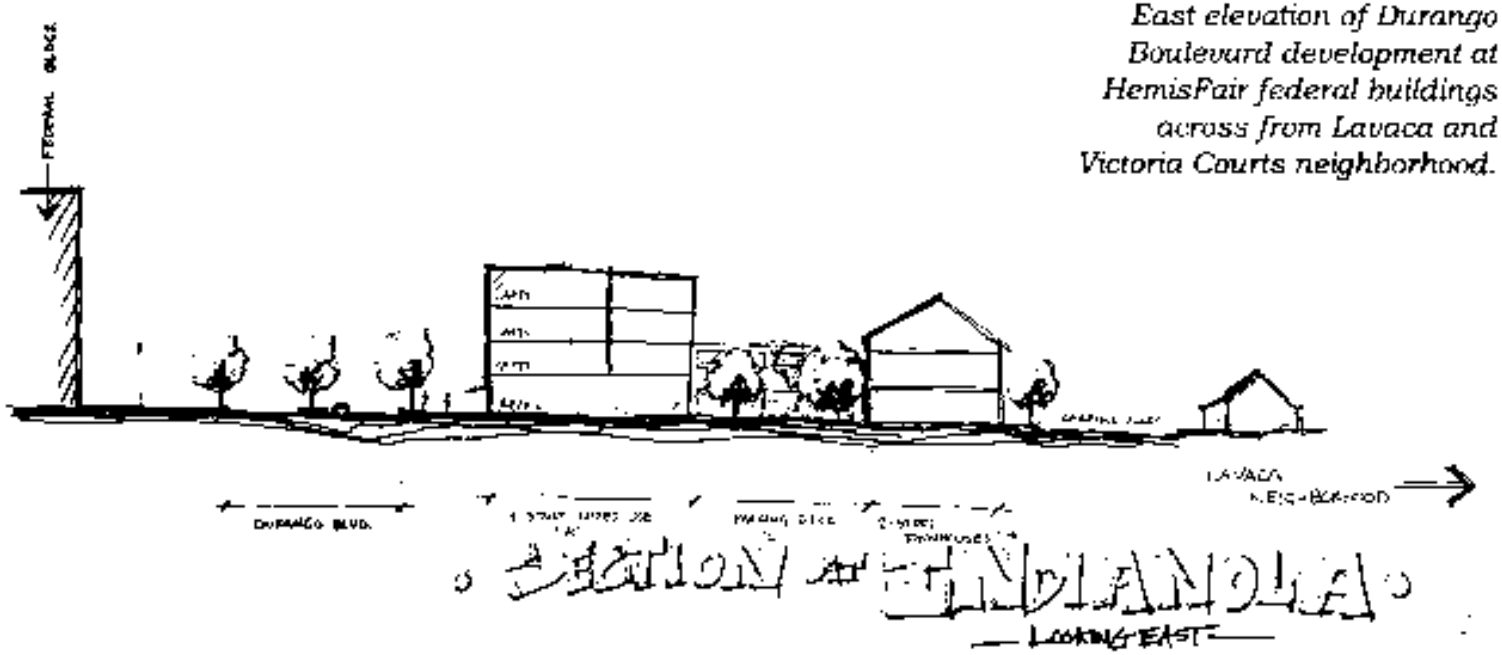




Conceptual Drawings from the May 1998 Urban Design Workshop

Top drawings: Creating a jogging and biking trail with public art along Alazan and San Pedro Creeks.

Bottom drawing: East elevation of Durango Boulevard development at HemisFair federal buildings across from Lavaca and Victoria Courts neighborhood.



Appendices

Appendix A Demographics
Appendix B Individual Comments
Appendix C List of Downtown Studies & Projects
Appendix D 1997 Downtown Transportation Study Recommended Improvements
Appendix E Glossary

Appendix A
DOWNTOWN DEMOGRAPHICS

	Citywide	Downtown	Neighborhood				
			North	East	South	West	Central
Population	935,933	17,293	983	5,551	6,839	3,004	916
Acreage	218,719	2,993	373	762	669	615	574
Race/Ethnicity							
African	7%	17%	4%	39%	5%	10%	3%
Hispanic	56%	68%	70%	55%	79%	76%	35%
White	36%	14%	25%	5%	15%	11%	61%
Other	1%	1%	1%	1%	1%	3%	1%
Density							
Persons per Acre	4.4	5.8	2.6	7.3	10.2	4.9	1.6
# of Housing Units	365,414	7,782	686	2,210	2,877	1,172	837
Occupied Housing Units							
Owners	54%	30%	12%	47%	27%	30%	6%
Renters	46%	70%	88%	53%	63%	70%	94%
Residential Vacancy	11%	18%	18%	21%	14%	16%	26%
Median Hshld. Income	$23,584	n/a	$11,058	$7,611	$13,056	$9,856	$10,162
Median Housing Value	$49,700	n/a	$41,423	$31,560	$60,294	$27,586	n/a
Employment							
# of Jobs**	740,000	60,000***					

** Figures based on 1990 Census; **1996 data; n/a - not available (suppression); *** Downtown Alliance 1998 data.*

Appendix B

Post Public Meeting
Individual Comments

After the fifth public meeting (July 21, 1998) the Planning Department accepted individual comments through Friday, August 7, 1998. The following is a summary:

North Neighborhood

- Do not redevelop the Rex Apartments site for market rate housing and continue to provide opportunities for the less fortunate to live on the river.

South Neighborhood

- Support for the ideas found in South Neighborhood Plan related to better integrating Victoria Courts into the Lavaca Neighborhood and to opposing the development of an arena.

West Neighborhood

- Eliminate the freight staging yard and reserve for future mass transit use.
- Remove the bridge overpasses at Commerce, Buena Vista, and Guadalupe in favor of rail underpasses once rail traffic is reduced by the elimination of the freight staging yard.
- Extend the Commerce Street Corridor west to Colorado Street, and possibly continue to Zarzamora.
- Develop a City ordinance to place height restrictions on newly constructed buildings. Use the UTSA buildings to set the maximum height limit.
- Name the Alazan Creek development, for example, Alazan Creek Recreational Walkway.
- Designate San Fernando Cemetery #1 a historical area.
- Re-identify the Prospect Hill neighborhood, bound by W. Martin St. to the north, Pecos-La Trinidad to the east, W. Commerce St. to the south, and W. 19th St/Elmendorf Lake to the west.
- Consider retaining the railroad tracks for possible use in the development of a light rail system.

Central Neighborhood

- Do not move the Greyhound Bus Station from its current location.

Overall Plan

- Maintenance and cleanliness of the streetscape must be a top priority.
- Provide public restrooms, at least in City garages.
- Designate a bicycle lane downtown, bus lanes could potentially be shared with bicyclists.

Planning Process

- Lack of visitors (non-San Antonio residents) involved in the planning process is a concern.

May 13, 1999

Appendix C

Listing of Selected Downtown Studies and Projects

The following plan documents were consulted in the development of the Downtown Neighborhood Plan.

STUDIES

For all of the Downtown area:

- City of San Antonio Master Plan, May 1997
- Downtown Strategic Plan, September 1997
- Downtown Transportation Study, April 1997
- Urban Land Institute, Evaluation of Expansion Opportunities for Convention Center; September 1994

West Neighborhood

- Cattleman Square Development Program; July 1985 (Rouse)
- Cattleman Square plans (A&M and Urban Renewal)
- Western Linkage Study Presentation Boards
- UTSA Downtown Campus Comprehensive Planning Guide; Fall 1995

Central Neighborhood

- Alamo Plaza Study Committee Final Report ; October 1994
- Historic Civic Center Master Plan; July 1993
- Historic Trolley plans

East Neighborhood

- Alamodome Neighborhood Plan; April 1993
- Historic Trolley plans
- Old San Antonio City Cemeteries Historic District Master Plan; September 1990
- Sunset Station - Commerce Street Improvements Presentation Board
- VIA Airport South Parking Facility/Sunset Depot Park & Ride
- Visitor and Transportation Center Study

Appendix C

Listing of Selected Downtown Studies and Projects

North Neighborhood

- Environmental Design Charrette: Central Site Report; July 1996
- Conceptual Plan for the San Antonio River from Nueva St. to Highway 281; December 1993

South Neighborhood

- San Antonio River; Preliminary Programming Phase Report; Guenther Street to Espada Dam; May 1993
- Southtown Master Plan: A Shared Vision for the Future; September 1993 and updates

DOWNTOWN PROJECTS

North Neighborhood

- Artpace Expansion; 445 North Main Street
- Cadillac Lofts; Camden & Richmond Streets
- Madison Square Park improvements
- New Central Library Building; Soledad Street
- Adams Mark Hotel Redevelopment; Soledad Street
- Finesilver Building; Camaron & IH-35
- Marriott Residence Inn Tower; 4th & Bonham Streets
- San Antonio Museum of Art - Rockefeller Latin American Wing; Jones Street
- Southwest Craft Center Expansion; Augusta & Navarro Streets

Appendix C

Listing of Selected Downtown Studies and Projects

DOWNTOWN PROJECTS

continued

East Neighborhood

- Convention Plaza Trolley Station; Convention Plaza
- 1,000-room Convention Headquarters Hotel; Market Street
- Henry B. Gonzalez Convention Center Expansion
- Housing Project - between Center & Crockett, Swiss & Mesquite Streets
- Red Roof Inn; IH-37 & Nolan Street
- Sunset Station Development; St. Paul Square
- VIA Airport Park-n-Ride; Chestnut-Center Streets
- Carver Center Arts and Education Campus; Hackberry Street
- Friedrich Building Redevelopment Project; Commerce Street

South Neighborhood

- Arsenal Improvement; Arsenal Street
- Infill commercial project on South Alamo Street
- Saldana Complex; South Flores Street
- Ohlenbusch Apartment Development, South Presa Street
- South Channel River Walk Improvements; south of downtown

West Neighborhood

- Alameda Theater; 308 West Houston Street
- UTSA Arts Complex in Vista Verde
- Cattleman Square Radisson Expansion; Frio & Durango Boulevard
- Fire Station 11 and Police Central Substation, South Frio Street
- Smithsonian Museum; Market Square
- Toudouze Hotel; West Houston & Pecos Streets
- UTSA Downtown Campus; Pecos & Buena Vista

Appendix C

Listing of Selected Downtown Studies and Projects

Downtown Projects

Central Neighborhood

- Alamo Plaza Improvements
- American Fighter Aces Association; 317 Alamo Plaza
- Aztec Theater Redevelopment; Crockett & N. St. Mary's
- Buckhorn Salon; 400 E. Houston
- Calcasieu Building - housing; 202-204 Broadway
- Convention Center Expansion; Bowie & Market
- Crockett Street development - river level improvements; Crockett between N. St. Mary's & Navarro
- Drury Inn; 201 N. St. Mary's
- Empire Theater Renovation; Houston & St. Mary's
- Hertzberg Circus Museum Renovation; 210 W. Market
- Historic Civic Center improvements at City Hall grounds and Main Plaza/River
- Holiday Inn Express; 524 S. St. Mary's
- Houston Street Revitalization (Federal Realty)
- International Center; Market & St. Mary's
- Riverwalk Park; across from Arneson Theater
- Riverside Timeshare Condominiums
- Riverton Place Hotel; Market & Presa
- Robert E. Lee Building - housing; N. Main & Travis
- Sumner Suites; S. St. Mary's
- The Harvey House; Houston
- VIA Historic Trolley Route
- Watermark Hotel; E. Crockett
- Westin River Walk Hotel / Garage; Market & Navarro
- Wingate Inn; 300 Dwyer Ave.
- Witte Western Museum; Houston & Broadway

Appendix D

1997 Downtown Transportation Study
List of Recommended Improvements

The following are improvements identified in the Downtown Transportation Study:
(Items with (*) indicates it was also discussed in Downtown Neighborhood Plan).

Type of Improvement	Improvement Number
A. Roadway	(1-16)
B. Pedestrian	(17- 26)
C. Bicycle	(24)
D. Transit	(27 - 31)
E. Convention center tourism	(32 - 35)
F. Parking	(36 - 43)

A. Roadway Improvements

1: Market Street Realignment – reduces curve as Market approaches IH37/Alamodome and incorporates Bowie Street, south of Market, to allow for Convention Center expansion.

2: Frontage Roads at IH37 – completes connection of northbound one-way frontage road between Commerce and Houston Streets east of IH37.

3: Potential Closure of Elm Street - minimize traffic weaving on Commerce Street and facilitate pedestrian movement along Commerce Street.

4: (*)Closure of Alamo Plaza to Vehicular Traffic
Close Alamo Plaza Street between Houston and Crockett.
(Downtown Plan input supports Houston Street traffic to directly connect to areas east of IH37 such as the East Warehouse District and Dignowity Hill neighborhoods).

5: Traffic improvements north of the Alamo – a) restrict traffic on Alamo between Houston and Travis Streets; b) redirect Houston Street traffic onto Avenue E to access Third Street/IH37; c)redirect Travis Street traffic on Alamo Street to access Third Street.

6: Martin/Pecan/Houston Street improvements -- a) Martin/Pecan couplet at Broadway to directly connect to Third Street creating east-west thoroughfare; b) widen to six lanes Third and Houston Streets; and c) make IH37 into bridge structure to improve pedestrian connections east of IH37.

Appendix D

1997 Downtown Transportation Study
List of Recommended Improvements

A. Roadway Improvements (continued)

7: Cherry Street improvement -- widen to four lanes between Nolan and Sherman Streets.
8: Austin Street improvement -- East of IH37, widen Austin Street to four lanes between McCullough and Duval to create greater access from highways to area east of IH37.
9: Bowie Street widening -- widen to four lanes, from Houston to Bonham, with Bonham a one-way southbound.
10: Brooklyn / McCullough Couplet -- convert into one-way between IH37 and Cypress Street.
11: New IH37 northbound exit ramp to Austin Street, if feasible.
12 Martin / Pecan Couplet – complete upgrading in west section of downtown, west of IH35.
13: San Rosa improvement -- extend Santa Rosa southward to intersection of Guadalupe Street.
14: (*) IH35/Durango northbound ramps – new diamond layout of ramps at IH35/Durango will allow easy access to area west of IH35 (e.g., UTSA Downtown Campus).
15: (*) IH35/Durango southbound ramp – reconfigure and straighten “free flow” off ramp into a partial diamond layout.
16: Traffic Signal Optimization – develop new timing patterns for signals for special events, off-peak weekday and weekend periods.

B. Pedestrian / Bicycle Improvements

17: Alamodome Pedestrian Walkway relocation -- (completed due to convention expansion work).
18: (*) Commerce Street Connection – improve walkways/sidewalks from Cherry Street to Rivercenter Mall, particularly under IH37.
19: Crockett Street walkway improvements – walkways connecting from N. St. Mary’s to St. Paul Square with walkway under IH37. Walkway under IH37 will connect to St. Paul Square and VIA Downtown Airport South Park and Ride. Walkway may make IH37 into elevated highway.
20: Convention Center Expansion River/Hemisfair pedestrian connections.

Appendix D

1997 Downtown Transportation Study
List of Recommended Improvements

B. Pedestrian / Bicycle Improvements

21: Arneson Theater River Connection – (study completed)
Continue River Walk between Market Street and Arneson Theater on right-bank of river.

22: (*)River Bend Connection – River Walk connections between north inlet (north of Commerce Street) and the south outlet (south of Market Street) to create a continuous River Walk loop as well as improvements to street level pedestrian improvements.

23: (*)North and south River Walk Extension – a) north extension to Brackenridge Park, and b) south extension to dovetail into the Mission Trails Project.

24: Alamo and/or Broadway Bicycle Corridor -- a bike corridor along Alamo Street from Museum to S. St. Mary's in the King William area.

25: (*)UTSA pedestrian connections to the central downtown area under IH-35 using Durango, Nueva and Dolorosa Streets.

26: (*)streetscape enhancements that include plantings (trees/landscape), lighting, signage-graphics-wayfinding systems, and entryways along a) Broadway, b) Navarro, c) San Pedro/Main, d) South Flores and e) Soledad (also see Pedestrian & Public Space Plan from the Downtown Neighborhood Plan).

C. Transit Improvements

27: River Walk Streetcar Station – streetcar station at intersection of Commerce, Market, Alamo and Losoya to create one stop for all streetcars and access via elevator(s) to river level. (under construction).

28: Historic Trolley -- consider a historic trolley to connect Sunset Depot to Brackenridge Park. (study completed and outlined potential line within HemisFair grounds only).

29: (*)Rail trolley loop system – to supplement existing streetcars (the Downtown Neighborhood Plan shows potential rail corridors that would connect to overall rail system).

Appendix D

1997 Downtown Transportation Study
List of Recommended Improvements

30: Transfer Centers – study feasibility to develop transfer center/stations in three-to-four locations in downtown to accommodate large amount of transfer ridership in downtown.
31: (*)Commuter Rail – study feasibility of commuter rail between Austin and San Antonio (the Downtown Neighborhood Plan identifies the west neighborhood to have a commuter station).

D. Convention Center & Tourism Improvements

32: (*)Visitor Information and Transportation Center – a tourist information station and parking garage facility to accommodate day visitors to park their cars and receive information, use public restrooms, as well as to connect with tour buses and trolley buses. (The Downtown Neighborhood Plan identifies the general location east of Alamo Plaza for a Visitor Center if found feasible).
33: Convention Center Truck Staging Area – semi-trailer parking under the interchange of IH35 and US28 related to truck associated with large conventions.
34: Tour Bus Parking and Staging – provide short and long term parking at attractions, hotels along with signage at key entry points.
35: Tour Bus Management – to develop a plan that outlines procedures, routes, staging locations, loading and unloading for tour bus activities.

E. Parking Improvements

36: (*)VIA Park and Ride Lot – to develop a parking facility known as the Airport South Park/Ride. (The Downtown Neighborhood Plan identifies this facility at the Chestnut and Center Street location which would incorporate the preservation of several historic structures within Ellis Alley).

37: IH37/IH35 Parking Area – to use the open areas under the elevated highways for car and tour bus parking.

38: Durango Loop Parking Facility – to consider the area within the southbound exit ramp, adjacent to the Downtown UTSA Campus, for a parking facility.

39: Consideration of Parking Impact Fee – to consider a policy to develop impact fees for projects that do not satisfy requirements. The fee revenues would be used to fund parking facilities and to promote downtown housing.

40: Parking Traffic Ordinance: -- The City of San Antonio's traffic Impact Ordinance should include the provision for parking garages and lots.

41: Off-Street Loading Requirement – consider zoning/ordinance to provide off-street loading requirements including the downtown area.

42: On-Street Space Management – consider developing a curb space management plan for the downtown area.

43: Additional Parking Facilities – to incorporate the recommendations of the downtown parking study as part of a downtown plan. The parking study identifies locations of potential parking facilities.

Appendix E
GLOSSARY

Appropriate Flood Stabilization: Involves selecting a flood stabilization alternative that is the best fit for the river. The San Antonio River Authority will hold a public meeting/design workshop to discuss options. A concrete channel is one of several alternatives that will be discussed.

Bus Service Types:

Express: Non-stop service, usually on the freeway, from a single location to a high activity area.
Limited Stop: Similar to express service, with multiple opportunities for loading before beginning express service.
Local: Operates on regular streets. Makes frequent stops along route.
Radial: Local service focused towards downtown areas.
Skip Stop: Operates on regular streets. Stops only at high activity locations.
Crosstown: Local service focused on trips across town.
Circulator: Local service limited to a specific (usually suburban) area.
Demand Response: Provides door-to-door service. Usually requires an advanced reservation.

Bus Vehicle Types:

Over the Road Coach: Provides commuter service. Greyhound is an example.
Articulated: Two buses with a hinge in the middle. Serves a greater number of passengers and allows for greater time between stops. Examples found in Dallas and Houston.
Regular 40 Foot: Primarily used for radial routes.
30 Foot: Used for circulator routes. Weighs less, turns better, and runs quieter than larger buses. Serves fewer passengers.
Streetcars/Trolleybuses: Operates on regular streets. Makes frequent stops along the route. Serves fewer riders. Provides transit service to a limited area.

Commuter Rail: Provides an express-type commuter service and generally are diesel powered. Can share track with freight or inter-city passenger trains.

Appendix E
GLOSSARY

District: A distinctive area composed of multiple city blocks that have a recognizable unified character physically, visually and in terms of social and economic activities.

Gateway: An area that can be one, or a combination of, building(s), signage, pedestrian amenities and public spaces, art, roadways segments and intersection(s) that gives an individual traveling by foot, or vehicle, a visual sense of arrival from one area into another area.

Heavy Rail: Examples include elevated rail (Els) and subways. Require a dedicated right-of-way where the transit system is the only user of the rail. Transports several hundred people in three to six cars per train. Examples are located in Boston, Washington DC and Atlanta.

Infill: New construction activity occurring on vacant parcels located within an area which is predominately developed.

Intermodal: Capable of accommodating a variety of transportation modes, such as commuter rail, light rail, buses, automobiles, bicycles and pedestrians. An Intermodal Transfer Station is a facility for the transfer of passengers or goods between different modes of transportation.

Light Rail: Routes are generally 3 to 15 miles in length with stations every half to one mile. Light rail does not require a dedicated right-of-way and can be located in the street with traffic. Light rail operates at speeds between 20 - 50 miles per hour and has a typical ridership of 3,000 - 5,000 people per day. Light rail can be effectively utilized for express service within defined service areas. Train vehicles are designed for quick loading/unloading and are ADA accessible. Light rail examples can be found in Los Angeles, St. Louis, Baltimore and Portland.

Appendix E
GLOSSARY

Mixed-Use: Buildings containing residential and retail and/or offices uses within one building of multiple floors.
Quit Claim: Release one person's right, title, or interest to another without providing a guarantee or warranty of title.

Stepped-back: Referring to a multiple-story building that has increasing setbacks as the building gets taller as demonstrated by the Empire State Building; includes the ground and lower floors to complement and mirror surrounding building heights. Floors above the complementary height are then pushed inward (setback) to create a stepped-back building form. A stepped-back design reduces the visual encroachment and physical impact onto the adjacent area.

Streetscape: A design term referring to all the elements that constitute the physical makeup of a street and that, as a group, define its character, including building frontage, street paving, street furniture, landscaping, awnings, marquees, signs, and lighting.

Transition Zone: An area that has a combination of physical forms and land use activities that provides a visual and land use buffer between two distinct but different geographic districts or neighborhoods.

Urban-Type Development: Describes a type and scale of development that includes higher densities, an emphasis on the pedestrian and streetscape amenities/public spaces, and buildings that are set adjacent to the street to create more of a continuous urban edge.
Viewshed (corridor): A vista and perspective from vantage points that allows clear visibility and a non-cluttered foreground and backdrop of an important community building(s) or of elements of the natural environment.

This Glossary was complied using definitions found in the City of San Antonio Master Plan, transit definitions provided by VIA and general definitions by the Planning Department.