

City of San Antonio, Texas

2012-2017 Citizen Bond Committee Tour



*Streets, Bridges, Sidewalks Bond Committee Tour
December 3, 2011*

Prepared by Capital Improvements Management Services

2012-2017 Bond Program Streets, Bridges, & Sidewalks Staff Recommended Projects

Project Name	Budget (\$ in Millions)
36th Street Phase II B (Billy Mitchell to General Hudnell)	\$ 6
Citywide Bridge Replacement	23.462
Downtown Street Reconstruction	40
HemisFair Park Area Redevelopment	15
Medical Center Intersection Improvements	6.6
US 281/1604 Interchange	30
Blanco Road Phase II	14.656
District 1 Area Pedestrian Mobility & Street Improvements	6.068
Cherry Street (Dawson to Milam)	2.636
East Commerce (Rio Grande to Houston)	8.455
Peggy Road Extension	5.6
Espada Road (Loop 410 to East Ashley)	6
Pecan Valley Drive (E. Southcross to Hiawatha)	5.432
Ray Ellison (Loop 410 to Old Pearsall)	22.89
Villaret (HWY 16 to Jennifer)	3.7
Buena Vista Corridor	1.5
Commerce Corridor	1.5
Frio Street (IH10 to Commerce)	19.295
Theo & Malone Corridor	3
Tezel Road (Culebra Road to Timber Path)	7.251
Marbach Phase II B (Meadow Way to Loop 410)	5.301
Callaghan Road (Evers to Centerview)	16.577
Hausman Road (Loop 1604 to IH 10)	30
Redland Road (Loop1604 to Ridgewood Pkwy)	10.7
Hardy Oak (Stone Oak to Knights Cross)	8.8
Higgins/Classen Intersection Improvements	2.82
Bulverde and Classen Road Realignment	2
Redland Road (Loop1604 to Jones Maltzberger)	10.039
Presa Ramps at Highway 90	7
Cupples Road (Merida Street to Castroville Road)	6.504
Ingram Rd (Culebra Rd to Mabe)	7.812
Public Art (1%)	3.4
Total \$	340

City of San Antonio

**2012-2017 Bond Program
Project Tour**

Streets, Bridges, Sidewalks

December 3, 2011

Staff Recommended
Projects For Tour

Corridor Improvements

Enhance pedestrian facilities with improved sidewalks, lighting and other amenities.

Definition: A gateway is a point of entry or exit.

- Enhanced accessibility for residents and visitors entering and exiting downtown.
- Provide a gateway connecting downtown to the Westside Redevelopment Zone

5

Presented By:

Luis Maltos
P.E., CIMS Project Manager

Downtown Street Reconstruction



Scope: Downtown transportation infrastructure to enhance multi-modal options and support economic development. \$40 Million

Purpose

Transportation improvements that support the downtown's transformation into an exciting place to live, work and visit

Goals

- Transform downtown
- Encourage economic development
- Improve access to/from downtown
- Improve circulation within downtown & connections to adjacent areas
- Provide multi-modal choices



9

Objectives

- Ensure adequate capacity for major thoroughfares through downtown
- Improve mobility to/from major existing and future development areas
- Leverage transportation improvements to enhance economic development potential
- Improve links between street level and River Walk



10

Scope

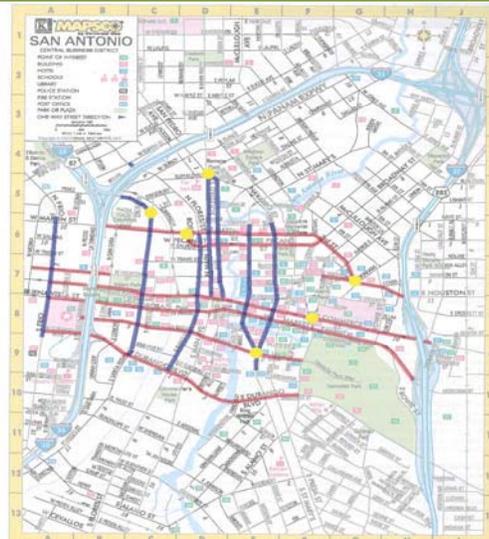
- Establish strategic direction
 - Vision Framework
 - Downtown Demographic/Market Analysis
 - Public Involvement
- Perform functional assessment
 - Traffic Analysis
 - Transit Analysis
 - Non-Motorized Transportation Analysis
- Develop Implementation Plan



11

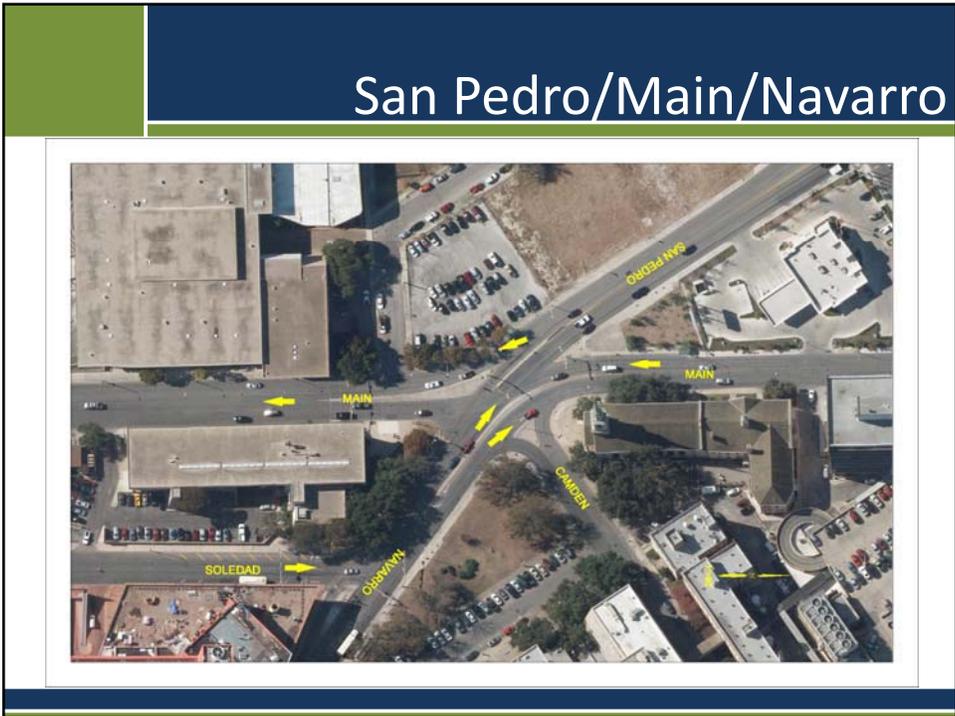
Area Map

- East/West Corridors
- North/South Corridors
- Intersection Improvements



Initial Improvement Ideas

Street	Limits
Commerce	IH 37 to Frio
Market	IH 37 to Frio
Santa Rosa	IH-10 to Cesar Chavez
Flores	Cesar Chavez to Houston
Cesar Chavez	Alamo to Frio
Main	Commerce to Navarro
Soledad	Commerce to Navarro
Pecan St (realignment)	Camaron to Flores
St Mary's	Villita to Convent
Navarro	Villita to Convent
Frio	Cesar Chavez to Martin
Houston	IH 35 to Medina
Nueva	Pecos to Alamo
Martin/3rd/Pecan/Houston	IH-37 to Frio



St. Mary's/Navarro/Nueva



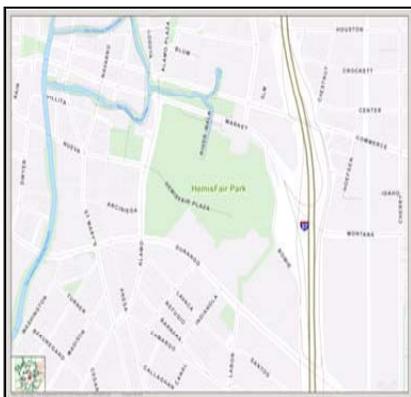
Pecan St. Realignment



Commerce/Market at Alamo/Losoya



HemisFair Park Area Redevelopment



\$15 Million

Scope: Reconstruct and reconfigure key roadways within HemisFair Park area.

Presented By:

Omar Gonzalez

HemisFair Park Area Redevelopment Corporation
(HPARC)

HemisFair Park Area Redevelopment

Reconstruct and reconfigure key roadways within HemisFair Park area. Will include bike facility as applicable.

- Redevelop the HemisFair Park area in such a manner that it will be attractive and usable by residents and visitors of San Antonio.
- Adds a new destination for visitors which has a positive economic impact
- Enhanced downtown accessibility for residents and visitors.



Redland Road (1604 to Jones Maltzberger)



\$10 Million

Scope: Reconstruct the road with additional travel lanes, new curbs, sidewalks and bicycle lanes. Improve traffic signals and drainage as needed.

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Typical Roadway Section



23

Redland Road (1604 to Jones Maltberger)

Reconstruct the road with additional travel lanes, new curbs, sidewalks and bicycle lanes. Improve traffic signals and drainage improvements as needed.

- Developer contribution of approximately \$480,000 of property
- Mitigate the negative effects of increased traffic caused by development and growth.
- Relieve congestion by adding additional through lanes to match other portions of Redland.

24

Bulverde and Classen Road Realignment

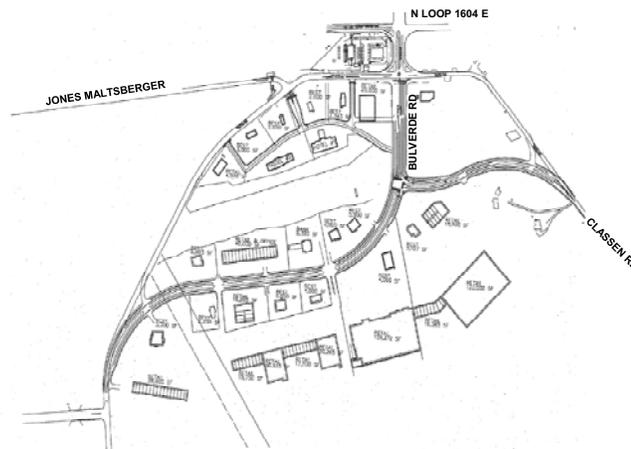


\$2 Million

Scope: Developer agreement to realign Bulverde and Classen Roads south of 1604.

Bulverde and Classen Road Realignment

Bulverde Market



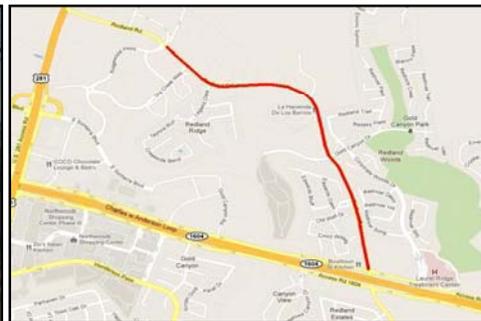
Bulverde and Classen Road Realignment

City contribution to developer to widen and realign Bulverde Road south of 1604. Construct a new road with two lanes in each direction divided by a raised median. The road will be curbed with sidewalks and bicycle lanes.

- Developer – Bulverde Marketplace Partners
- Leverages private funding from adjacent upcoming developments. (30% COSA, 70% Developer)
- Total Project cost estimated at \$7.2M
- Promote economic development

27

Redland Road (1604 to Ridgewood Pkwy)



\$10.7 Million

Scope: Reconstruct the road with additional travel lanes, new curbs, sidewalks and bicycle lanes. Improve traffic signals and drainage improvements as needed.

28

Redland Road (1604 to Ridgewood Pkwy)

City contribution to developer to widen and realign Bulverde Road south of 1604. Construct a new road with two lanes in each direction divided by a raised median. The road will be curbed with sidewalks and bicycle lanes.

- Leverages private funding from adjacent upcoming developments. (Donation of Land)
- Relieve congestion by adding additional through lanes and left-turn bays.

29

Hausman Road (Loop 1604 to IH 10)



\$30 Million

Scope: Reconstruct the road with additional travel lanes, new curbs, sidewalks, bicycle lanes and drainage improvements as needed.

30

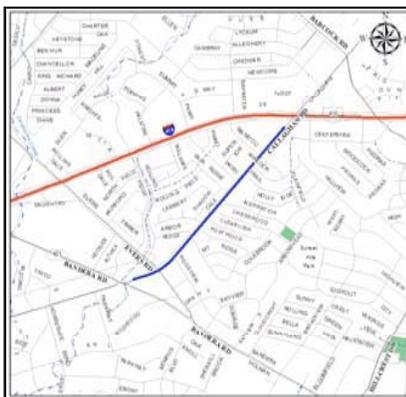
Hausman Road (Loop 1604 to IH 10)

Reconstruct the road with additional travel lanes, new curbs, sidewalks, bicycle lanes and drainage improvements as needed.

- Relieve congestion by adding additional through lanes and left-turn bays.
- Leverages already funded design via 2007-12 bond savings, County low water crossing improvements, and TxDOT Leon Creek Bridge improvement funded projects.
- Mitigate the negative effects of increased traffic caused by development and growth.

31

Callaghan Road (Evers to Centerview)



\$16.6 Million

Scope: Reconstruct and widen to four lanes with left turn lane in sections. Curbs, sidewalks, driveway approaches, traffic and drainage improvements will be added as needed.

32

Callaghan Road (Evers to Centerview)

Reconstruct and widen to four lanes with left turn lane in sections. Curbs, sidewalks, driveway approaches, traffic and drainage improvements will be added as needed. 10' shared use path.

- Relieve congestion by adding additional through lanes and left-turn bays.
- Improve pedestrian walkability by adding sidewalks where none currently exist.
- Continuation of previous phases constructed by the City of San Antonio



33

Callaghan Road (Evers to Centerview)



34

Ingram Rd (Culebra Rd to Mabe)



\$7.8 Million

Scope: Reconstruct and widen to a four lane roadway. Curbs, sidewalks, driveway approaches, bicycle lanes, traffic and drainage improvements as needed.

35

Ingram Rd (Culebra Rd to Mabe)

Reconstruct and widen to a four lane roadway. Curbs, sidewalks, driveway approaches, bicycle lanes, traffic and drainage improvements as needed.

- Mitigate the negative effects of increased traffic caused by development and growth.
- Add bicycle lanes in accordance with bicycle master plan.
- Continuation of previous project on Ingram from Mabe to Northwestern by Bexar County.



36

East Commerce (Rio Grande to Houston)



\$8.455 Million

Scope: Improve the East Commerce roadway, sidewalks and drainage as appropriate between Rio Grande to Houston.

37

East Commerce (Rio Grande to Houston)

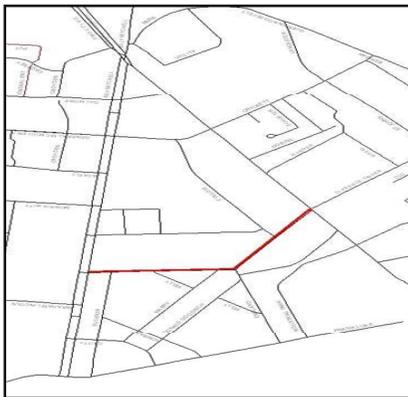
Improve the East Commerce roadway, sidewalks and drainage as appropriate between Rio Grande to Houston.

- Improvements usable by residents and visitors providing a positive economic impact to the area.
- Improve pedestrian walkability by adding sidewalks.
- Reconstruct pavement, curbs and sidewalks in poor condition.

38

Staff Recommended Projects Not Toured

36th Street Phase II B (Billy Mitchell to General Hudnell)



\$6 Million

Scope: Construct new road along new alignment in Port San Antonio in accordance with Master Plan.

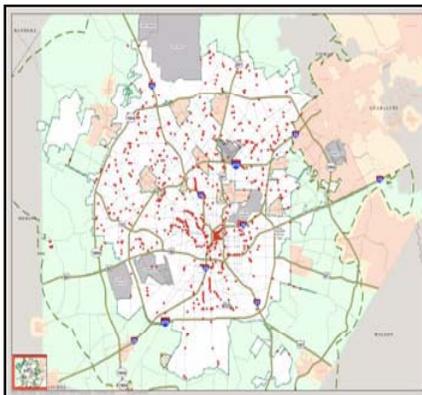
36th Street Phase II B (Billy Mitchell to General Hudnell)

Construct new road along new alignment in Port San Antonio in accordance with Master Plan.

- Continuation of previous phases constructed by the City. Takes advantage of already funded design.
- Leverages funding granted to Port San Antonio (\$500k) as part of the Transportation, Community, and System Preservation Program (\$1.7M) .
- Supports the Port's work to redevelop former Air-Force Base.

41

City-wide Bridge Replacement



\$23.5 Million

Scope: Replace existing deficient bridges within the City Limits as identified under the TxDOT Bridge Program.

42

City-wide Bridge Replacement

Replace existing deficient bridges within the City Limits as identified under the TxDOT Bridge Program.

- Replace structurally deficient bridges.
- Widen narrow bridges and raise bridge elevation to remove from floodplain.
- Leverages funding granted to TxDOT when available.

43

District 1 Area Pedestrian Mobility & Street Improvements



\$6.068 Million

Scope: Pedestrian mobility and traffic improvement projects.

44

District 1 Area Pedestrian Mobility & Street Improvements

Pedestrian mobility and traffic improvement projects. Will include bike facility as applicable.

- Improve walkability by improving sidewalks where needed.
- Provide and improve pedestrian access in the District.
- Reconstruct pavement, curbs and sidewalks in poor condition.

45

Cherry Street (Commerce to Milam)



\$2.6 Million

Scope: Reconstruct roadway with curbs, sidewalks, driveway approaches and underground drainage as required.

46

Cherry Street (Commerce to Milam)

Reconstruct roadway with curbs, sidewalks, driveway approaches and underground drainage as required.

- Improvements usable by residents and visitors providing a positive economic impact to the area
- Reconstruct pavement, curbs and sidewalks in poor condition.
- Provide pedestrian access to Hays St. bridge.

47

Peggy Road Extension



\$5.6 Million

Scope: Construct a new roadway with drainage improvements as needed to provide neighborhood access to East Houston.

48

Peggy Road Extension

Construct a new roadway with drainage improvements as needed to provide neighborhood access to East Houston.

- Improve access to the neighborhood.
- Improve pedestrian walkability by adding sidewalks.

49

Espada Road



\$6 Million

Scope: Reconstruct and enhance Espada Road from IH 410 to East Ashley to include roadway, pedestrian and drainage improvements as needed.

50

Espada Road

Reconstruct and enhance Espada Road from IH 410 to East Ashley to include roadway, pedestrian and drainage improvements as needed.

- Improve area in such a manner that it will be attractive and usable by residents and visitors of San Antonio.
- Improve walkability and improve aesthetics that compliment the Mission Reach improvements.
- Takes advantage of already funded design via 2007-12 bond savings.

51

Ray Ellison (Loop 410 to Old Pearsall)



\$22.9 Million

Scope: Reconstruct and widen to four lanes, with new curbs, sidewalks and bicycle lanes. Improve traffic signals and drainage as needed.

52

Ray Ellison (Loop 410 to Old Pearsall)

Reconstruct and widen to four lanes, with new curbs, sidewalks and bicycle lanes. Improve traffic signals and drainage as needed.

- Increase capacity and enhance accessibility for residents.
- Add bicycle lanes in accordance with bicycle master plan.
- Mitigate the negative effects of increased traffic caused by development and growth.

53

Villaret (Hwy 16 to Jennifer)



\$3.7 Million

Scope: Reconstruct roadway with curbs, sidewalks, driveway approaches and underground drainage as required.

54

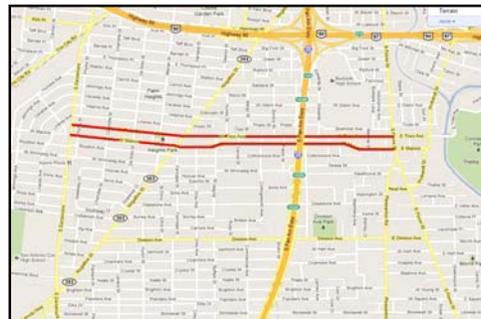
Villaret (Hwy 16 to Jennifer)

Reconstruct roadway with curbs, sidewalks, driveway approaches and underground drainage as required.

- Supports the expansion of Palo Alto College.
- Leverage funds in partnership with Palo Alto College. Up to \$600k in design plus ROW is being donated.
- Takes advantage of already funded design via 2007-12 bond surplus funds. (\$1.6M)

55

Theo & Malone Corridor



\$3 Million

Scope: Improve the road, sidewalks and curbs which are in poor condition. Add lighting for bicycle lanes.

56

Theo & Malone Corridor

Improve the road, sidewalks and curbs which are in poor condition. Add lighting for bicycle lanes.

- Improve area in such a manner that it will be attractive and usable by residents and visitors of San Antonio.
- Enhanced accessibility for residents and visitors to the area.
- Improvements that will provide a positive economic impact.

57

Tezel Road (Culebra Road to Timber Path)



\$7.3 Million

Scope: Reconstruct the road, curbs and sidewalks. Add bicycle lanes to match the remaining portions of Tezel.

58

Tezel Road (Culebra Road to Timber Path)

Reconstruct the road, curbs and sidewalks. Add bicycle lanes to match the remaining portions of Tezel.

- Add sidewalks where none exist and replace sidewalks in poor condition.
- Continuation of previous phases constructed by the City of San Antonio
- Mitigate the negative effects of increased traffic caused by development and growth.



59

Marbach Phase II B (Meadow Way to 410)



\$5.3 Million

Scope: Reconstruct Marbach with curbs, sidewalks, driveway approaches, underground drainage as needed.

60

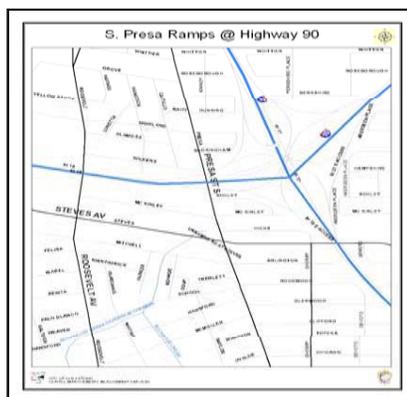
Marbach Phase II B (Meadow Way to 410)

Reconstruct Marbach with curbs, sidewalks, driveway approaches, underground drainage as needed.

- Continuation of previous phases constructed by the City. Takes advantage of already funded design via 2007 funds.
- Improve pedestrian walkability
- Reconstruct pavement, curbs and sidewalks in poor condition.

61

Presa Ramps at Highway 90



\$7 Million

Scope: Construct at Presa on Highway 90 an off ramp for eastbound traffic, and an on ramp for westbound traffic.

62

Presa Ramps at Highway 90

Construct at Presa on Highway 90 and off ramp for eastbound traffic, and an on ramp for westbound traffic.

- Provides direct access between US 90 and Presa.
- Leverages funding as part of the MPO. (\$7M toward \$25M project)
- Provides additional access to Mission Trails.

63

Cupples Road (Merida Street to Castroville Road)



\$6.5 Million

Scope: Reconstruct and widen to four lanes. Curb sidewalks, driveway approaches, traffic and drainage improvements to added as needed.

64

Cupples Road (Merida Street to Castrovilla Road)

Reconstruct and widen to four lanes with turn lanes at major intersections. Curb sidewalks, driveway approaches, traffic and drainage improvements to added as needed.

- Relieve congestion by adding additional through lanes to match other portions of Cupples.
- Add sidewalks where none exist and replace sidewalks in poor condition.



65

Frio Street (IH10 to Commerce)



\$19.3 Million

Scope: Reconstruct Frio with curbs, sidewalks, driveway approaches and drainage as required.

66

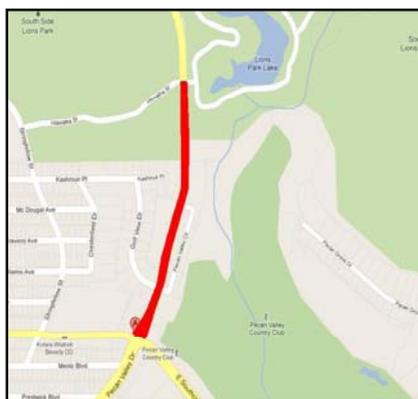
Frio Street (IH10 to Commerce)

Reconstruct the road, curbs, sidewalks, driveway approaches and drainage as required.

- Improve pedestrian walkability in the area.
- Improve area in such a manner that it will be attractive and usable by residents and visitors of San Antonio.
- Promote economic development

67

Pecan Valley Drive (E. Southcross to Hiawatha)



\$5.4 Million

Scope: Reconstruct the road, sidewalks, curbs and drainage improvements as needed.

68

Pecan Valley Drive (E. Southcross to Hiawatha)

Reconstruct the road, sidewalks, curbs and drainage improvements as.

- Reconstruct pavement, curbs and sidewalks in poor condition.
- Relieve congestion by adding additional left-turn bays.
- Supports improvements to the Southside Lions Park.

69

Blanco Road Phase II



\$14.656 Million

Scope: Reconstruct Blanco from Edison to El Monte and from Olmos Creek to Jackson-Keller. Includes drainage improvements, sidewalks, driveway approaches and traffic signal upgrades

70

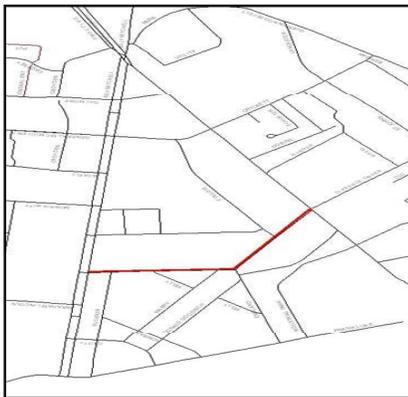
Blanco Road Phase II

Reconstruct Blanco from Edison to El Monte and from Olmos Creek to Jackson-Keller. Includes drainage improvements, sidewalks, driveway approaches and traffic signal upgrades.

- Continuation of previous phases constructed by the City. Takes advantage of already funded design via 2007 funds.
- Improve poor road and drainage condition.
- Improve walkability by adding sidewalks.

71

Medical Center Intersection Improvements



\$6.6 Million

Scope: Continue to improve select intersections in the Medical Center Area. Continued cooperation with the Medical Center Alliance.

72

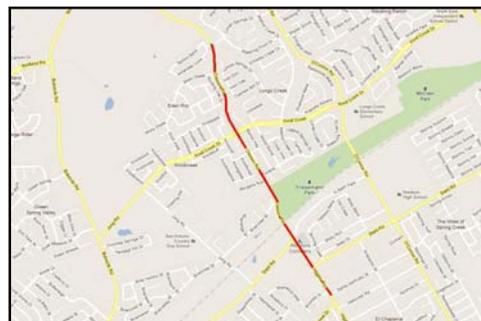
Medical Center Intersection Improvements

Continue to improve select intersections in the Medical Center Area. Continued cooperation with the Medical Center

- Continuation of intersection improvements already completed in the Medical Center area. Leverages funding granted to TxDOT when available.
- Mitigate the negative effects of increased traffic caused by development and growth.
- Leverages resources provided by the Medical Center Alliance (design & right-of-way acquisition).

73

Higgins/Classen Intersection Improvements



\$2.82 Million

Scope: Add left turn lanes through corridor at key intersections.

74

Higgins/Classen Intersection Improvements

Add left turn lanes through corridor at key intersections

- Mitigate the negative effects of increased traffic caused by development and growth
- Relieve congestion and improves safety by adding additional left turn lanes
- Improve access to neighborhoods
- Adds bicycle lanes in accordance with the Bicycle Master Plan

75

Hardy Oak (Knights Cross to Stone Oak)



\$8.8 Million

Scope: Construct a new road with two lanes in each direction divided by a raised median. The road will be curbed with sidewalks, bicycle lanes and drainage improvements as needed.

76

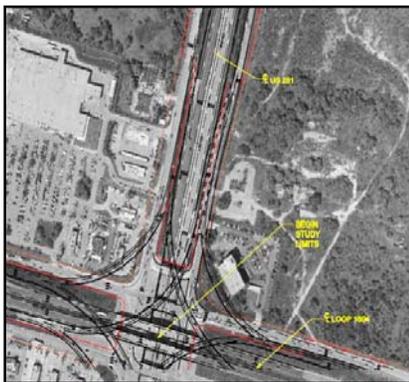
Hardy Oak (Knights Cross to Stone Oak)

Construct a new road with two lanes in each direction divided by a raised median. The road will be curbed with sidewalks, bicycle lanes and drainage improvements as needed.

- Mitigate the negative effects of increased traffic caused by development and growth.
- Provide an additional route to local schools.
- Provides for additional street connectivity

77

US 281/1604 Interchange



\$30 Million

Scope: Contribute funds to the construction of ramps at the Highway 281/1604 interchange that will complete all-direction connectivity between these roadways. TxDOT and Bexar County will be partners in this project.

78

US 281/1604 Interchange

Contribute funds to the construction of ramps at the Highway 281/1604 interchange that will complete all-direction connectivity between these roadways. TxDOT (\$30M) will be partners in this project. Total project (\$60M).

- Continuation of interchange improvements.
- Relieve congestion on US 281 and Loop 1604 frontage roads.



Additional Information Provided By HPARC

HEMISFAIR PARK AREA REDEVELOPMENT CORPORATION (HPARC)



2012 Bond Request Follow-up Information

**For Distribution to the
Streets, Sidewalks and Bridges Committee**

November 18, 2011

Background

- City Council tasked HPARC to redevelop HemisFair Park into an urban 24/7 location accessible and usable by all citizens
- Over 2,500 citizens and 150 groups from every zip code have weighed in with their support of the Council-approved Framework Plan
- Park and redevelopment potential at HemisFair is exceptional because of the size of the centrally located property under public control
- Public investment is critical to realize community-wide benefits
- Today the site is inaccessible for vehicles and difficult to reach for pedestrians



Downtown Matters

- Downtown generates more tax revenues than expenses. 2006 tax collections were \$88M and expenses totaled \$62M for a surplus of \$26M, which subsidizes other areas of the city
- Downtown residential development is critical
 - Economic impact
 - Requires minimum new infrastructure for redevelopment
 - Attracts new, creative industries and high-skilled, well-compensated employees
 - Environmental impact
 - Emits less pollution and results in less vehicle miles travelled for residents
 - Consumes less raw land for new development
 - Health
 - Reduces risk of accidents due to less automobile travel
 - Reduces automobile air pollution which costs \$3.3M annually in healthcare
 - Social Forces
 - Facilitates economic diversity
 - Leads to better inner city schools

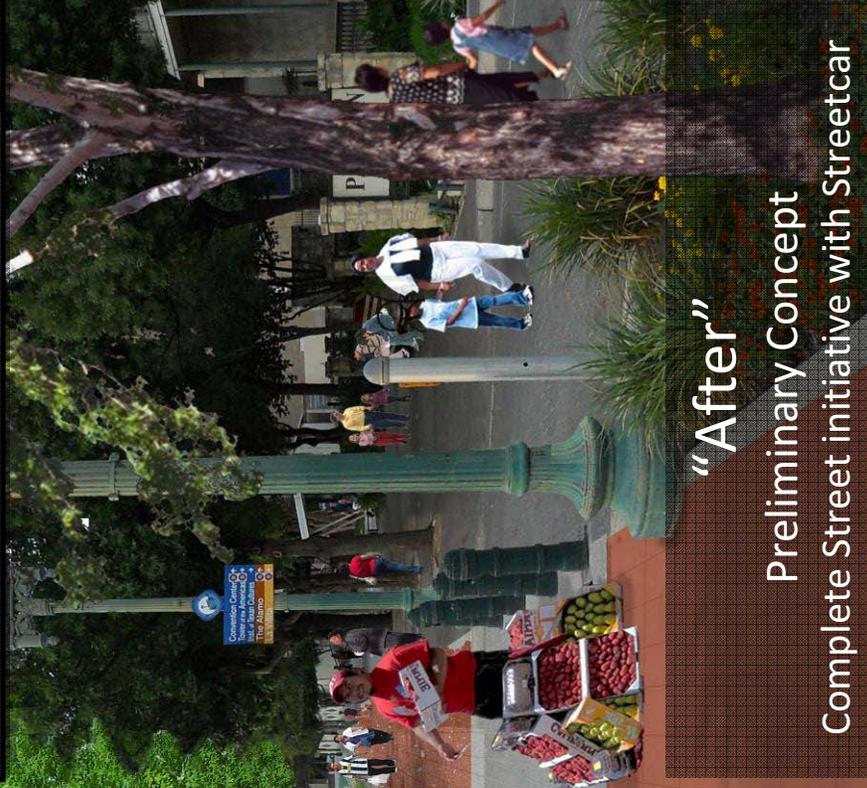
Turn the Vision into Reality

- In order to attract development to the park, it must be accessible through complete streets (autos, pedestrians, transit, bicycles, wheelchairs, etc.)
- Incorporate street grid to bring rational order to the site, restore context for surviving historic structures and connect to existing neighborhoods
- Complete street costs include study, design, landscaping, sidewalks, lighting and signage
- To complete the project for a grand opening celebration in 2018 (50-year anniversary of HemisFair '68 and 300-year anniversary of San Antonio) work needs to start now

Complete Street Concept



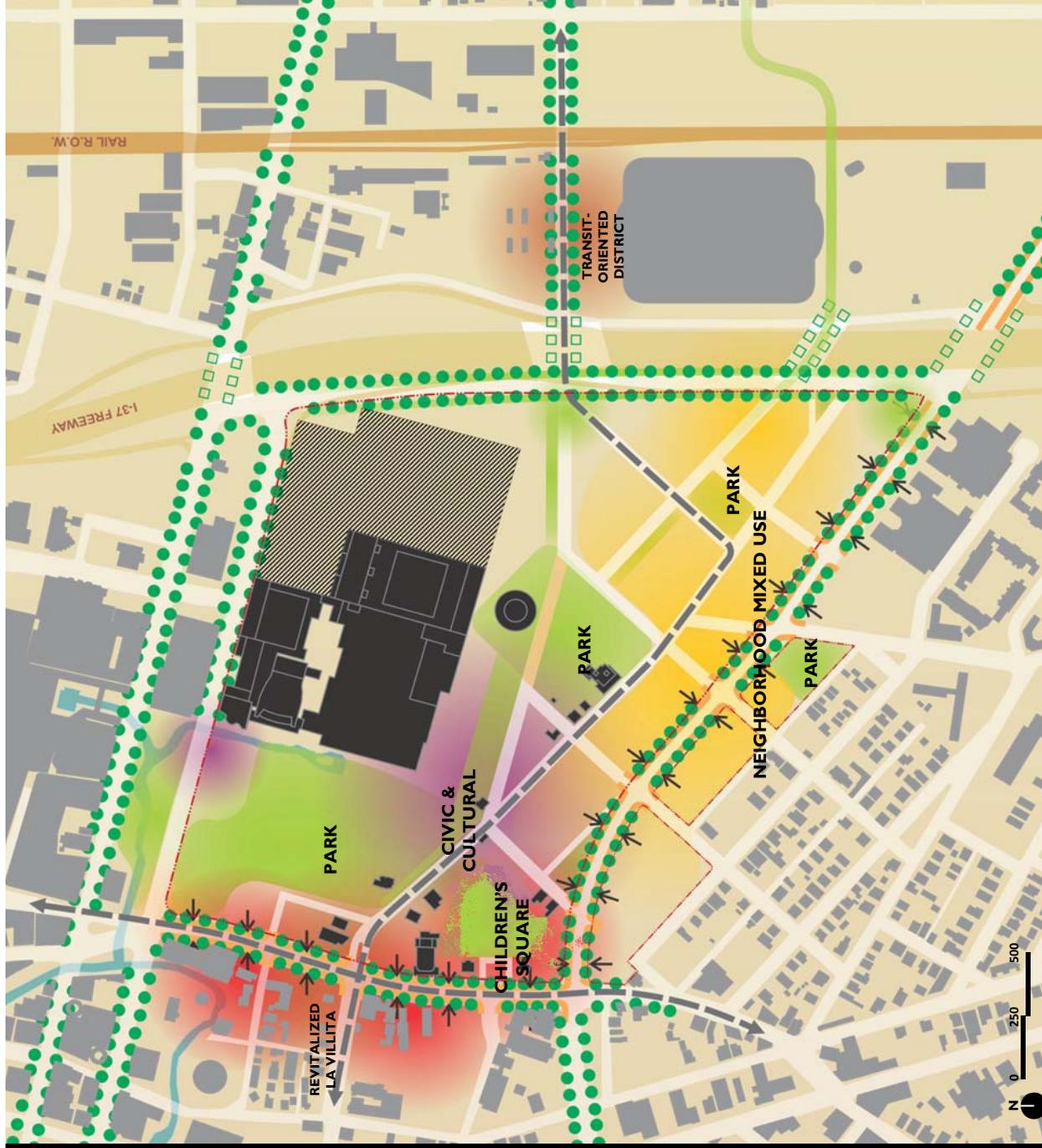
“Before”
S. Alamo Street (looking north)
Photo taken October 2011



“After”
Preliminary Concept
Complete Street initiative with Streetcar

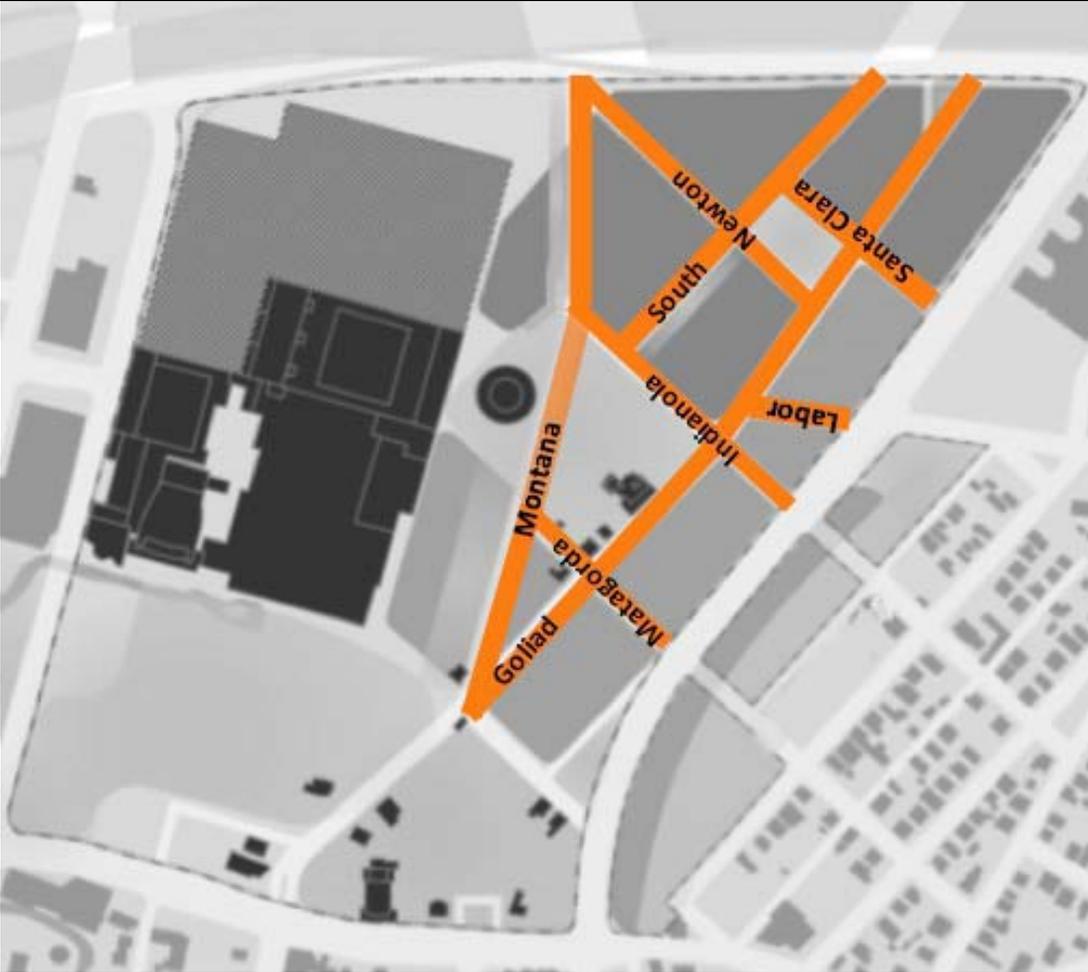
Framework Plan Details

- Street grid frames the parks and forms developable parcels
- Sites created for mixed-use projects:
 - Green parks and public space
 - Civic and cultural use
 - Residential development
 - Retail and commercial opportunities



2012 Bond Staff Recommendation

- Based on staff recommendation of \$15M the following graphics highlight how the funds will be spent



Street Name	Estimated Cost
Goliad	\$ 5.3 Million
Montana	\$ 3.0 Million
South	\$ 1.9 Million
Newton	\$ 1.6 Million
Indianola	\$ 1.3 Million
Matagorda	\$ 1.0 Million
Santa Clara	\$ 1.0 Million
Labor	\$ 0.6 Million
TOTAL	\$ 15.7 Million

Cash Flow Projection

- Funding will cover design, studies and construction
- Streets will be phased over the bond period
- Access and development would be limited without this street grid
- Chart below estimates funding on an annual basis:

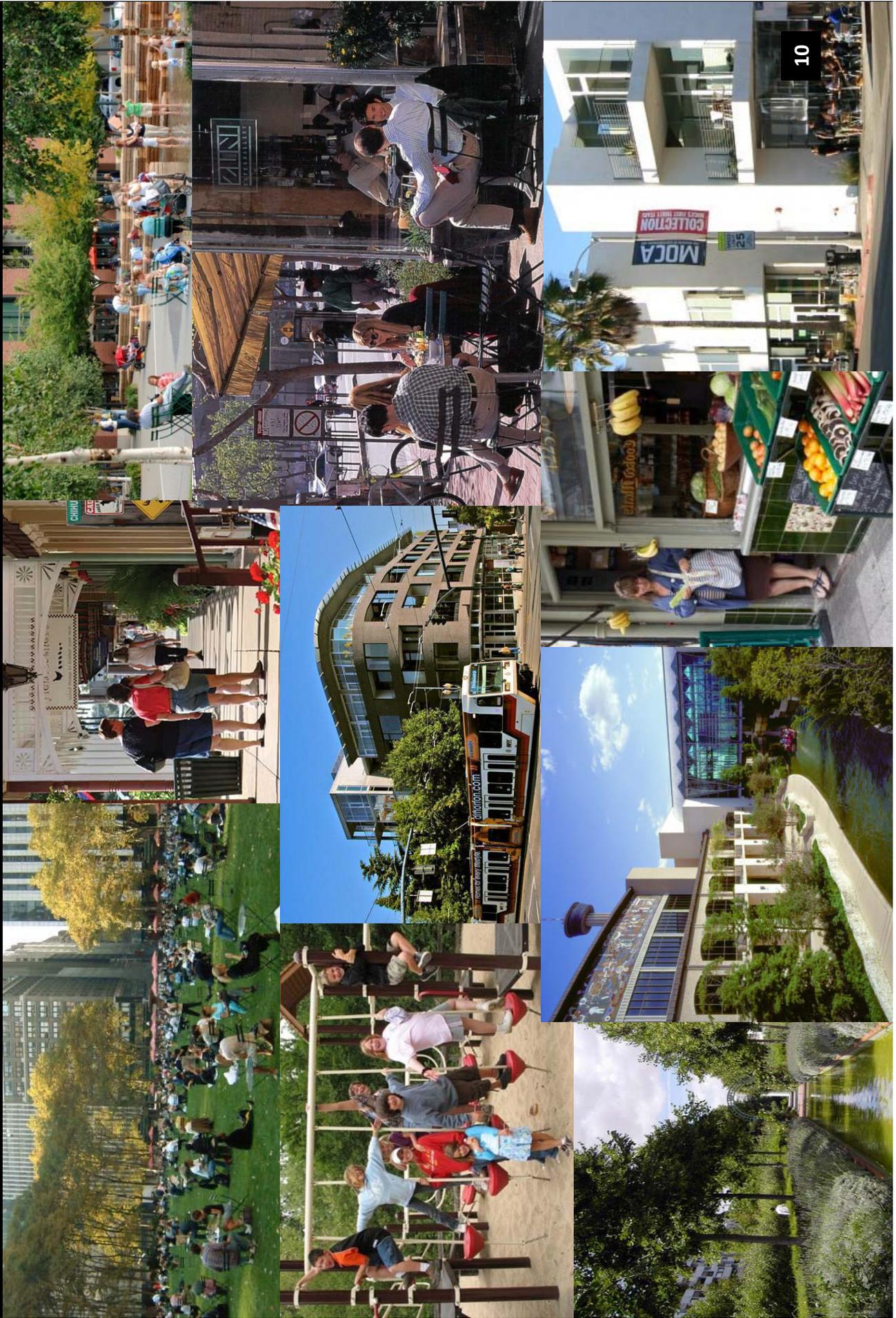
	2012	2013	2014	2015	2016	TOTAL
Estimated Cost	\$1.7M	\$4.0M	\$5.5M	\$3.1M	\$1.4M	\$15.7M

Leverage

- Investment in streets, sidewalks and other amenities will set the stage for HPARC to attract additional funding sources – namely Public-Private Partnerships (P3), 501c(3) donations and other public funds
- The leverage investment of this bond is almost 5x and does not take into account the development of strictly civic facilities

STREETS, BRIDGES AND SIDEWALKS	
2012 Bond	
City Staff Recommendation	\$ 15,000,000
Leveraged Funds	
Public-Private Partnerships	\$ 65,313,936
501c3 Donations	\$ 1,000,000
Other Public Funds	\$ 2,000,000
TOTAL LEVERAGED FUNDS	\$ 68,313,936
<i>Leverage Ratio of 2012 Bond to other funds</i>	<i>4.6</i>

Visions of HemisFair Park



Impact and Alignment with SA2020

	HemisFair and SA 2020 Plans	Goals
1	Increase Public Open Space	Contribute 15+ acres of new and existing public open space
2	Increase number of residents	2,500+ new downtown residents
3	Develop additional Civic, Cultural & Public Art opportunities	4+ major institutions located within Park and major public art component throughout
4	Historic Preservation	18+ historic buildings renovated + Acequia improvements
5	Improve Playground Spaces	Create world-class playground and educational experience
6	Build connectivity to neighborhoods	Re-establish urban street grid linking downtown to local neighborhoods
7	Increase downtown parking	1,000+ spaces underground & 500+ spaces street parking
8	Economic Impact	\$1B+ impact with \$600M+ direct private investment & growing
9	Increase downtown businesses	Commercial and retail opportunities throughout the park, including spaces reserved for local shops and live/work units
10	Controlled growth management and transportation	Density, environmental sustainability and alternate forms of transportation will drive a higher quality of life in SA

Meets All Bond Guiding Principles

1	Coordination with Other Agencies		Centro, CVB, Center City, Downtown Ops, HDRC, CPS, SAWS, SARA, TxDoT, VIA, Bexar County, Federal Government
2	Increase Connectivity		Restore Historic Streets Grid; Site of future VIA streetcar Neighborhood connections (Eastside, downtown, Southside)
3	Leverage Funds		Private investments (up to 4x); Access County, State and Federal funds
4	Project Continuation		Funds from 2007 Bond proceeds including Master Plan creation
5	Investment in Major Corridor		Major downtown presence including Chavez and S. Alamo streets
6	Area of Greatest Need		Minimal investment in HemisFair Park area in last 40 years
7	Rough Proportionality		City-wide project – San Antonio’s Park and Front Porch
8	Public Safety/Economic Dev		Residential investment brings locals and businesses to downtown
9	Support approved Strategic Plan		Master plan process with extensive public outreach
10	“Complete Streets”		Complete streets to be developed throughout site for all modalities
11	Environmental Sustainability		Increased density; Use of existing assets; Alternate forms of transport
12	Operating & Budget Impact		Enhance park programming and maintenance through revenues

Next Steps and Goals

- **2011:** Finalize Master Plan and receive Council approval
- **2012 – 2014:** Construction of first “complete streets” in San Antonio’s downtown (Cesar Chavez & South Alamo)
- **2012 – 2018:** Planning, property acquisition, development, construction, restoration and transformation of HemisFair Park
- **2015 – 2018:** Accelerate development of civic park
- **2017:** Bond request for future development infrastructure
- **2018:** Groundbreaking ceremonies to commemorate HemisFair’s 50th and San Antonio’s 300th year anniversaries

• Beyond 2018: Complete vision and goals

Conclusion

- HemisFair Park's redevelopment will rival the impact of HemisFair '68 and the Riverwalk
- HemisFair Park has the potential to transform the city's downtown and create a place for the community's enjoyment
- The location of the park is in the heart of the city and will have positive spillover effects on the surrounding area
- The city's commitment of resources is essential to make this project a reality – starting with this bond request

If you have any questions or would like further information please contact:

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For an electronic copy of the HemisFair Framework Plan:
<http://dl.dropbox.com/u/33119168/2011-05-11%20Council%20Presentation%20FINAL%20FRAMEWORK%205%20minute%20version.ppt>

References

- San Antonio population growth forecast and trends: http://www.sanantonio.gov/planning/powerpoint/powerpoint/growth_trends_092506.pps
- Need for more downtown residential units highlighted below based on HR&A Market Implication Study, March 2011:

