



attas
Existing Conditions

SOUTH COMMUNITY AREA PLAN
APRIL 2020



SA Tomorrow Project Overview

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

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

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



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City-Wide Vision and Plans

SA2020

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



VIA's Vision 2040

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



SA Tomorrow Comprehensive Plan

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

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

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



SA Tomorrow Sustainability Plan

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



SA Tomorrow Multi-Modal Transportation Plan

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

SA Tomorrow Sub-Area Planning

Comprehensive Planning Program

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

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

The South Community Area Plan that this atlas addresses is part of the Sub-Area planning program described in more detail in the following section.

San Antonio Sub-Area Planning

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

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

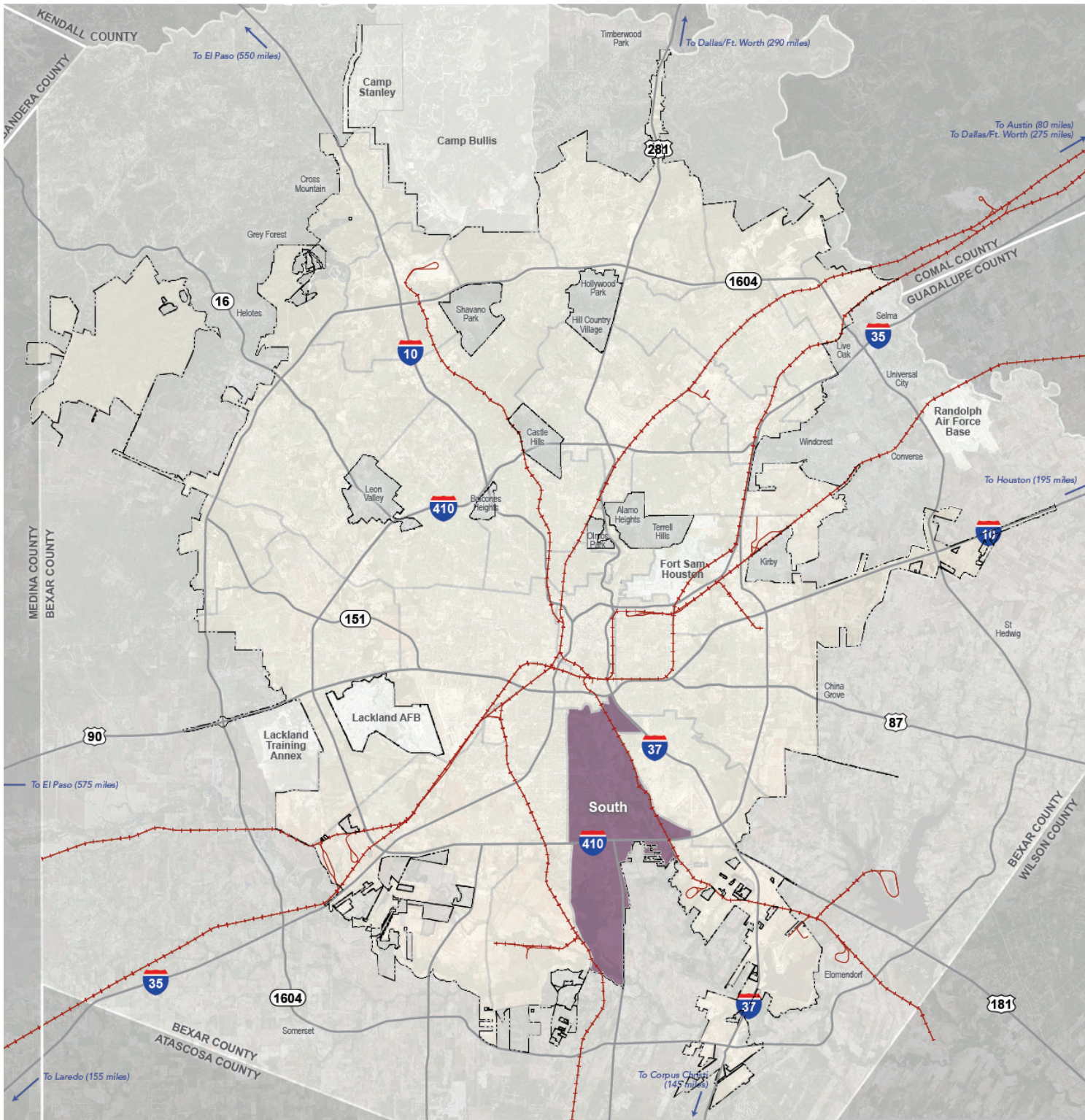
Community Areas form the rest of San Antonio outside of the Regional Centers. These areas comprise many of our existing neighborhoods, grouped by geography and common history, challenges, and opportunities. By proactively directing a higher proportion of growth to our Regional Centers, we aim to limit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

We must plan to adapt to and leverage change for all our existing and future residents by creating complete neighborhoods and communities that provide a full range of amenities and services, a variety of housing and transportation choices, and opportunities for employment, shopping, education, and recreation.

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

SA Tomorrow SA Corridors

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



PLAN LOCATION

LEGEND

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

History of the South Community Area

The South side of San Antonio has experienced some of the city's most impactful historical events, mainly the establishment of the San Antonio Missions and the sustaining community that would follow. The area would continue to thrive until the latter end of the 1900s, and as major employers and higher wage jobs moved north, the South Community area would remain resilient with generations of families and a strong sense of community. Most recently, investment and attention has been re-focused on the Southside, and many community leaders and residents are anticipating the area's continued evolution into a more thriving, vibrant, community with economic opportunities and quality recreational amenities that will attract visitors from all over.

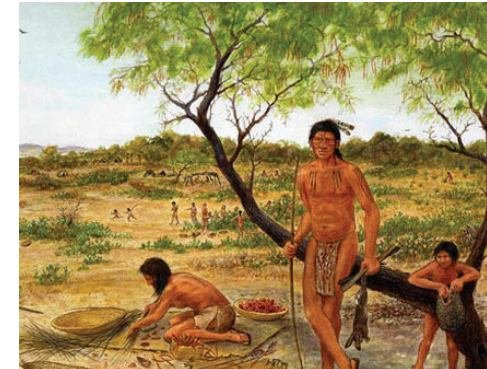
The history of the South Community area goes beyond the founding of San Antonio, before Spanish settlers first set foot on the banks of the San Antonio River in the 1690s. When the Spanish first arrived in San Antonio, there were likely hundreds of native bands already living in central Texas. Spanish explorers recorded insightful information on various indigenous tribes upon arrival. The Spanish referred to the local native tribes as "Coahuiltecans" (kwa-weel-tay-kans). The Payaya were a band of Coahuiltecans and are the earliest recorded inhabitants of the area around the San Antonio River.

In the 1700s, the Spanish relocated three Missions from East Texas to San Antonio. The Missions were situated at key points along the river and we know those missions today as: Missions Concepción, Espada, and San Juan Capistrano. Spanish Friars congregated groups of native peoples in the Missions in hopes of converting them to Christianity and to become Spanish citizens. Along with training in Christianity and Spanish government, the Spanish Friars taught trades and crafts to the natives such as farming, ranching, masonry, and hunting to help sustain the mission's enterprises. Decades later, the Missions had become a sustaining economy and a major agricultural asset to the region.

At the turn of the 18th century, Spanish military and economic interests had moved north of the region, and the missions secularized. Native converts left the compounds and assimilated with the increasingly diverse local population. The South Community area would remain largely rural and would develop in the early 1900s in conjunction with modern transportation options such as the automobile and the street car. South Presa Street, for example, continues to be a major economic corridor that has connected the area to downtown since the early 1900s. The completion of State Highway 13 (Military Drive) in 1939 gave the city its first loop and linked the rest of the city with the South Community Area. Increased investments in infrastructure such as sewer, gas, and roads facilitated residential development as the area became increasingly auto-centric.

As the City of San Antonio grew in the 1900s, so did the South Community area. The area was largely residential with accompanying businesses such as retail stores, restaurants, markets, auto shops and dealerships along commercial corridors like Military and South Presa Street. However, the South Community area was largely disconnected from the growth and opportunities available on the north side of the city in the latter part of the 20th century. This disconnect with the rest of the city, along with a predominately Hispanic population, one major school district (Harlandale ISD), and many local businesses, created a strong sense of community and common shared experiences among generations of families within the area.

The rich heritage and love for the community is on full display during Southside specific events during Fiesta, a two week city-wide celebration in mid-April, such as the Day in Old Mexico & Charreada, San José Mission Fest, Taste of the Southside, and the Mission Reach Flotilla Festival. Recent investments and economic development projects such as Brooks, the UNESCO World Heritage Designations, the Mission Reach, and most recently, the Legacy Business Program, have jump-started economic growth and focused more attention to the Southside community and its rich heritage.



Coahuiltecans (kwa-weel-tay-kans) were the earliest recorded inhabitants to the area.



Mission Drive-In Theatre on Roosevelt Ave (1950)



Rail Car on South Presa Street (1921)

South Community Area Infrastructure and Institutions

Major Landmarks and Infrastructure

Stinson Airport (SSF) occupies 310 acres located on Mission Road south of Military Drive. It is the second oldest general aviation airport in continuous operation in the United States, founded in 1916 when Marjorie, Katherine and Eddie Stinson petitioned City Council to lease 500 acres to operate the Stinson School of Flying. World War I eventually brought a ban on civilian flying, and the airfield was used by the US Airforce as a training base. However, at the end of World War II, the airfield was returned to the City of San Antonio for civil use. Today, Stinson Airport serves as the major general aviation reliever for the San Antonio International Airport (SAT), has three flying schools, and is home to the Texas Air Museum.

PicaPica Plaza is a mercado-inspired shopping mall that celebrates Hispanic heritage on the Southside. The Plaza has over 100 specialty stores from local businesses as well as food and rides. The plaza also has an event center that hosts parties, events, and receptions. The plaza brings the community together and offers a unique experience in a festive environment on San Antonio's Southside.

The Riverwalk Mission Reach is an eight-mile stretch of paved trail along the San Antonio River. The Reach extends through the South Community Plan boundary and is connected to Mission Concepción Park Mission County Park, Padre Park, Espada Park, as well as the previously mentioned San Antonio Missions.

In 2015, the U.N. Educational, Scientific and Cultural Organization (UNESCO) designated the Alamo and the four historic Catholic Missions, located in the South Community Area, as World Heritage Sites. The Mission complexes were built by Franciscan missionaries in the 18th century and give insight into the Spanish Crown's efforts to colonize and evangelize the northern frontier of New Spain. The Missions are an example of the impact Spanish and Coahuiltecan cultures had on early San Antonio.

Located on Mission Road and Roosevelt Road, Mission San José, also known as the "Queen of the Missions" is the largest of the missions. The church, convent, mill and granary were completed in 1782 and still feature original stonework, frescos, and sculptures. It underwent restoration supported by the Federal Government in the

1930s. The restoration project is one of many examples of the social and economic programs of the Works Project Administration during the Great Depression.

Mission San Juan Capistrano was originally founded in 1716 in east Texas and then later transferred to San Antonio in 1731. The stone church, friary and a granary were completed in 1756. San Juan was its own self-sustaining community; within the compound residents, including Native Americans and Spanish settlers, produced iron tools, clothing, and hides. Orchards and gardens were also maintained and beyond the complex, farmers cultivated crops that helped support not only the San Antonio missions, but also local settlements and Prédial garrisons in the area. Mission San Francisco de la Espada (Mission Espada) was the first mission the Spanish erected in Texas. Today the Mission Espada still exists on Espada Road, south of I-410. The original Mission San Francisco de los Tejas was founded in 1690. In 1731, the Spanish moved the mission to the San Antonio River, where the Spanish taught natives a specialized system of agriculture, through an irrigation method using Espadas, aqueducts that are still in use today.

The Ethel Wilson Harris House, located adjacent to the Mission San José Complex was listed in the National Register of Historic Places in 2000. The house is significant for its architecture, and its association with Ethel Wilson Harris, a longtime preservationist and renowned artisan.

Neighborhoods and Institutions

The South Community Plan area has several well established neighborhoods that have not only witnessed the tremendous change on the Southside, but have been an integral part of the planning process from previous area plans. The neighborhoods' participation will be essential in developing the South Community Plan. The registered neighborhood associations within the Plan area include: Hotwells-Mission Reach, Riverside Neighborhood Association, Mission Del Lago, Mission San José Neighborhood Alliance, Pleasanton Farms, and Villa Coronado.

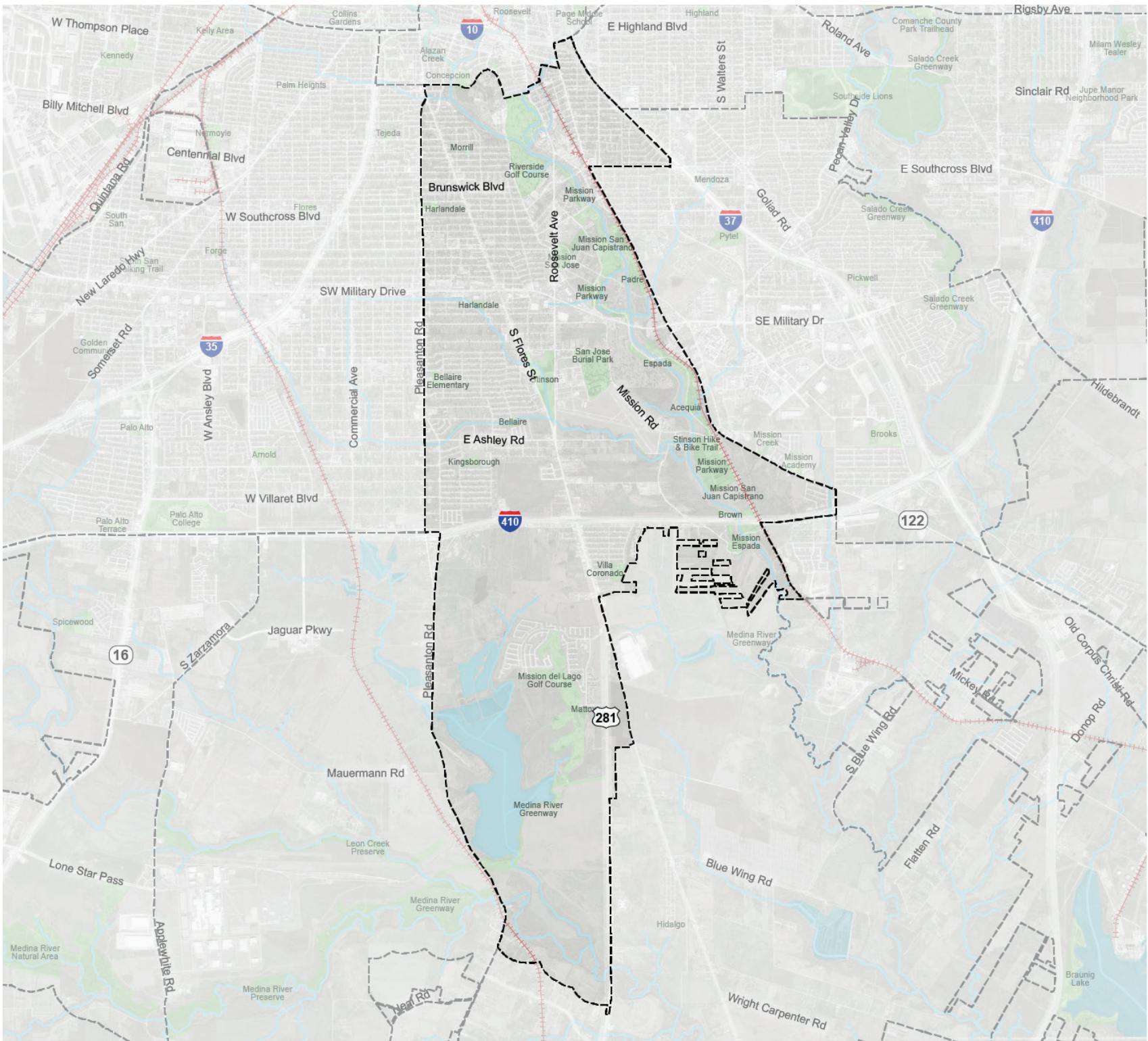
The SA Lighthouse for the Blind & Vision Impaired is a private, non-profit 501 (c)(3) organization located on Roosevelt Avenue. It began a small sewing plant in 1933 and has grown into an agency that provides employment

for over 475 employees. It also provides vocational and technology training and living rehabilitation services for blind or vision impaired individuals, fostering a sense of independence as well as contributions to the community.

The Presa Community Center has been an active member of the South Community area for almost 50 years. The agency began as a nonprofit partnership, of St. Paul Lutheran, St. Cecilia's Catholic, Central Baptist, McKinley Avenue United Methodist, and Southeast Christian churches, to provide food and services to families who visited, and delivered meals to elderly community members who were unable to leave their homes. Today, the Presa Community Center partners with agencies throughout San Antonio to provide assistance to individuals and families, as well as an array of community services. The Center offers a variety of programs designed to assist community members increase self-sufficiency and strengthen the community through their contributions.

The American Legion was chartered and incorporated by the U.S. Congress in 1919 as a patriotic veterans organization devoted to mutual helpfulness. It is the nation's largest wartime veteran's service organization, committed to mentoring youth and sponsoring community programs, and continued devotion to service members and veterans. The American Legion JFK Post 485 has served the south community area for more than 50 years. The Veterans of Foreign Wars (VFW) is a nationwide organization of U.S. war veterans, established in 1899. It is the largest and oldest war veteran's service organization and has branches throughout the country. VFW posts serve as a community resource for veterans of foreign wars and their families.

The South San Antonio Chamber of Commerce was founded in 1982 and has been the catalyst for bringing together the area's business leaders as advocates for change and economic development. The organization's headquarters, located in the Brooks area, serves the entire south area as well as south Bexar County. Southside First Economic Development Council is an initiative launched by the South San Antonio Chamber of Commerce Foundation to be the voice of economic prosperity, community bridging, and responsible development for the Southside, including South Bexar County. Its primary role is to be a convener and to assist in facilitating programs, services or partnerships that achieve the Council's goals of investment, engagement and accountability.



SA TOMORROW

South
**COMMUNITY
 AREA PLAN
 STUDY AREA**

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

100
 10 Acres

0 0.25 0.5 1 Mile

Demographics and Economic Profile

The South Community Plan Area is located south of downtown, largely between I-35 and I-37. Within the plan area is the San Antonio River and Mitchell Lake. The plan area is a culturally rich area known for San Antonio Missions National Historic Park including four of the five historic Spanish missions in San Antonio (Mission Concepción, Mission San Francisco De La Espada, Mission San Juan Capistrano, Mission San José). The area also includes older neighborhoods along the San Antonio River, which were home to many people who worked at the Brooks Air Force Base until it closed.

Population

In 2019, the population of the South Community Plan Area was approximately 44,500 residents with 14,500 households. The area experienced a slight population increase of 1,100 people between 2000 and 2010 and gained another 4,000 from 2010 to 2019, growing by 1.0 % annually during the 2010 to 2019 timeframe. The characteristics of households in this plan area are similar to the region, with 73 % of all households defined as “family”, while 65 % of households in the City and 70% in the Metropolitan Statistical Area (MSA) are family households. The average household size in the Plan Area is 3.05.

Most resident of the South Community Plan Area do not work in the area – only 9 % of residents are employed within the plan area, while 91 % commute out to other locations. The industries that residents of the plan area are employed in generally

match with the composition of jobs within the City, however the area does have a slightly higher proportion of residents employed in production-oriented industries such as manufacturing and construction.

Age

The South Community Plan Area population is slightly younger than the regional population; the median age is 33.5 years, compared to 34.2 in the City and 35.6 in the MSA. Millennials (born between about 1980 and 1995) make up 21% of the area’s population, compared to 24% in the City and 22 % in the MSA. Seniors (over age 65) make up 14 % of the population, which is similar to the City and MSA with 13 % and 14 % respectively.

Race and Ethnicity

The population of the South Community Plan Area is 90 percent Hispanic, much higher than the 66 % in the City and 56 % in the MSA. The area has a Diversity Index score of 56 – measured from 0 to 100., This number represents the likelihood that two random persons in the same area belong to different race or ethnic groups. The City and MSA

both have a Diversity index of 72. This indicates that the South Community Plan Area is less diverse than the region as a whole.

Income

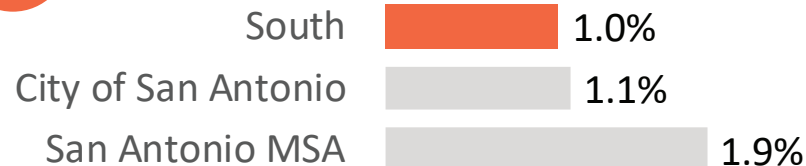
Household income in the South Community Plan Area is lower than the region overall. The average household income in the Center is approximately \$47,000, compared to \$70,000 in the City of San Antonio and \$80,200 for the MSA. The median household income of \$35,700 and per capita income of \$15,300 are also lower than surrounding areas.

Education

The South Community Plan Area has lower educational attainment levels than the region overall. Of the area population aged 25 and older, 30 % have less than a high school diploma, which is higher than in the City with 17% and the MSA with 14 %. There are approximately 36 % who attained a high school diploma or equivalent and only 14 % have an Associate’s, Bachelor’s, or Graduate/Professional degree.

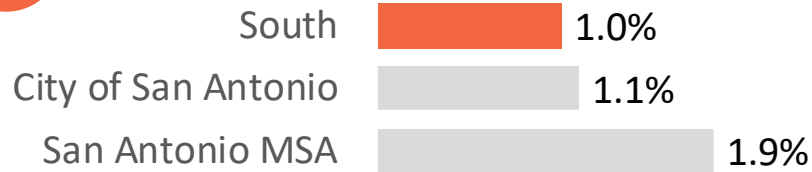


Annual Population Growth | 2010-2018



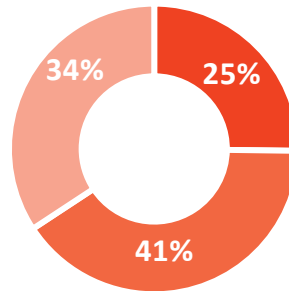


Annual Household Growth | 2010-2018



Wage Distribution (2017)

34% earn more than \$40,000 annually



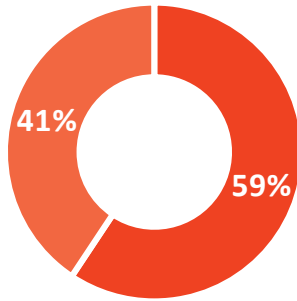
Housing

The average home sale price in the South Community Plan Area from 2016 to 2018 was \$136,500 or \$87 per square foot. The most expensive home sales have been surrounding the Mission Del Lago Golf Course near Mitchell Lake with homes averaging \$172,300 or \$85 per square foot.

The average rental rate for an apartment unit in the South Community Plan Area is \$859 per month or \$1.10 per square foot, which is less than Bexar County with an average of \$988 per month and \$1.16 per square foot. Since 2010, there have been two new apartment developments with a total of 475 units. Recently, The Village at Roosevelt, a five-story, 57 unit apartment complex on Roosevelt Avenue, was constructed; and the San Juan Mission Villas were constructed at 9211 South Presa Street and offer senior residents affordable apartment homes.



Housing Tenure



Owner-Occupied Housing Units

The South Community Plan Area has a higher proportion of single-family home dwellers than the region. Single-family detached units make up 77% of the housing inventory in the plan area, compared to 63% in the City and 68% in the MSA. Housing with two or more units consists of 21% of the housing inventory, compared to 33% in the City and 24% in the MSA.

The South Community Plan Area has a similar proportion of owner-occupied housing units as the region – 59% of units are owner-occupied (compared to 53% in the City and 63% in the MSA) and 41% are renter-occupied (compared to 47% in the City and 37% in the MSA).

Employment

The South Community Plan Area had approximately 12,500 jobs in 2019. Educational Services is the Plan Area’s largest employment sector, accounting for 28 % of the total jobs. The next largest employment sectors are Retail Trade with 15 % and Health Care and Social Assistance with 14 %. The largest employers in the Community Plan Area are Mission Road Development Center with 350 employees and Mission Park Funeral Chapels with 300 employees. Stinson Airport, which is owned by the City of San Antonio, is located in the Plan Area. The airport is the second oldest general aviation airport in continuous operation in the nation.

Employment in the South Community Plan Area is mainly distributed through medium wage jobs with 41% of workers earning between \$15,000 and \$40,000 annually. Additionally, there are 34 % with earnings over \$40,000 annually. Low-wage jobs, with earnings less than \$15,000 per year, account for 25% of all jobs.

Most people employed in the South Community Plan Area do not live in the area – 91% of workers commute in from other places. Most workers come from relatively close by, with 50% commuting less than 10 miles, and another 34% commuting between 10 and 24 miles.

Commercial and Industrial Development

Office

There is a total of 270,000 square feet of office development in the South Community Plan Area with only 15,000 square feet built since 2010. The area has a low vacancy rate at 3 % and a low rental rate of \$15 per square foot as compared to Bexar County with a 9.3% vacancy rate and \$21.16 rental rate per square foot. There has been no new office development since 2016.

Retail

The South Community Plan Area contains 2.8 million square feet of retail space and inventory has been largely unchanged since 2010. The retailers in the plan area predominately serve the neighborhoods in and near the plan area. The area has an average vacancy rate of 6.3% and an average rental rate of \$15.02 per square foot. The vacancy and rental rates are fairly similar to Bexar County with a 4.9 % vacancy rate and \$16.23 per square foot rental rate.

Industrial

There is a total of 1.6 million square feet of industrial space in the South Community Plan Area. This industrial space has been constant since 2005 with very little new development. The area has a low vacancy rate of 2.6%, compared to 6.8% in the County. In 2017, the average rental rate for industrial space was \$8.35 per square foot.

Hotel

There are 17 hotel/motel properties located within the South Community Plan Area. Most of these properties are older, smaller structures. There is a concentration of properties located in the northeast portion of the Community Plan Area along Roosevelt Avenue and South Presa Street. The most recently constructed hotel/motels were both built in 2007, a 66-room Holiday Inn Express located at the intersection of I-410 and Roosevelt Avenue and the Camino Real Motel located at the intersection of Bonner Avenue and Roosevelt Avenue.



Largest Employers

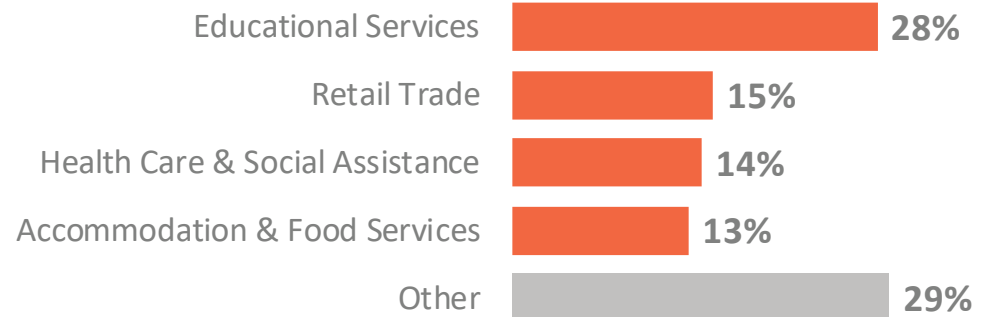
Mission Road Dev. Center

Mission Park Funeral Chapels

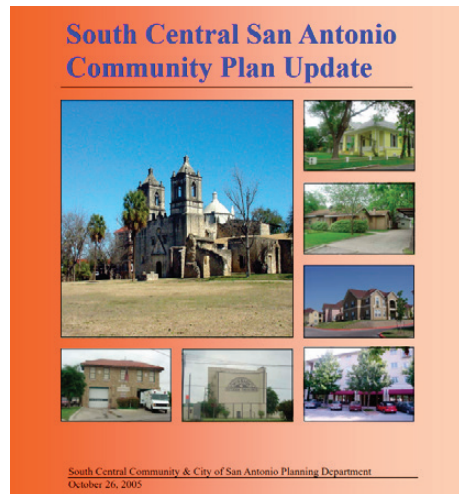


Largest Employment Sectors

Education & Retail Trade



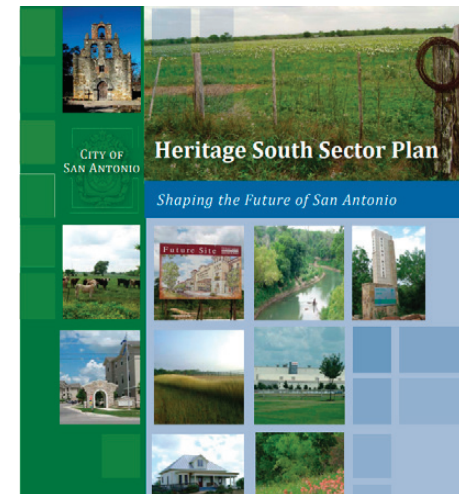
Previously Adopted Plans



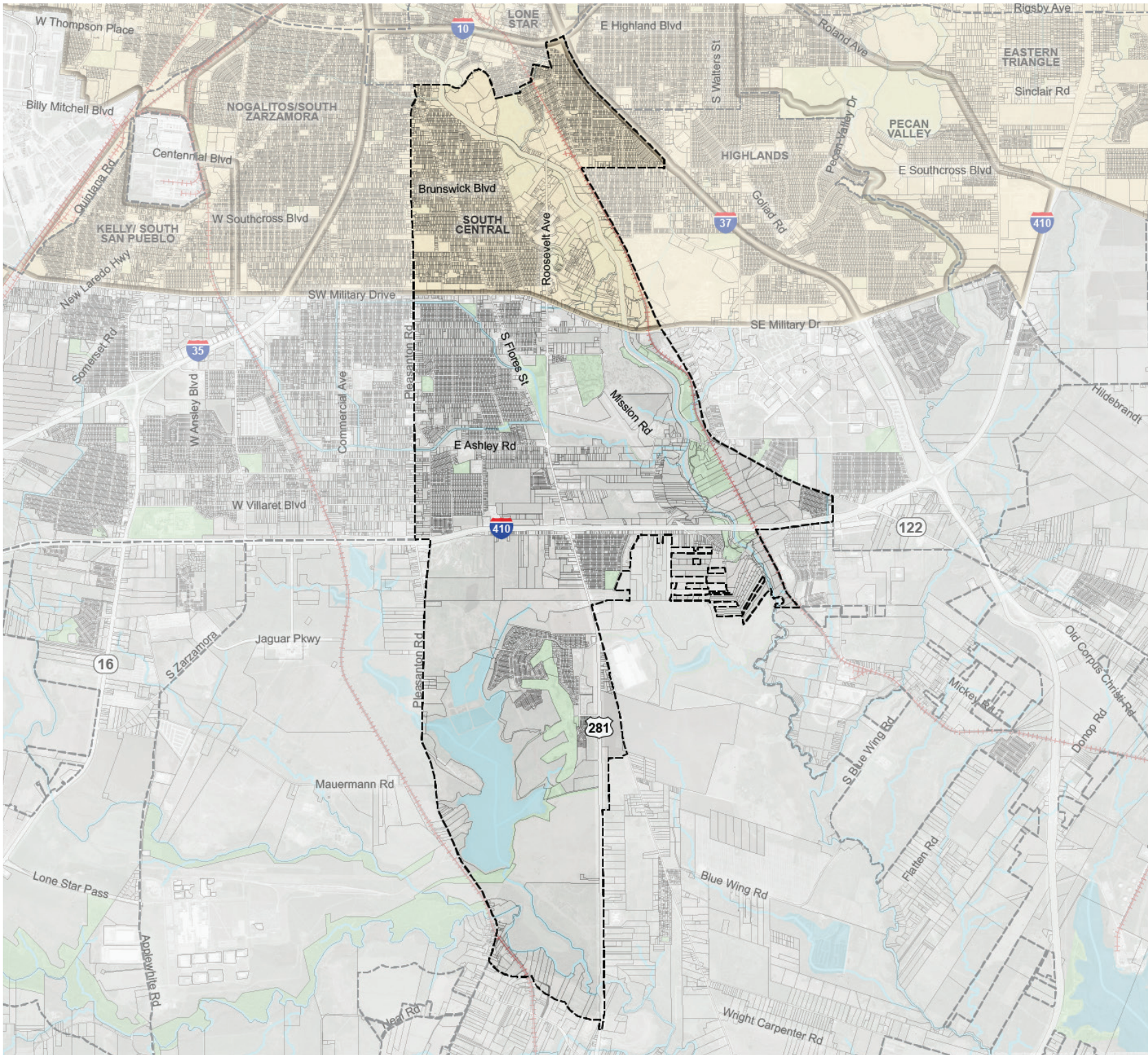
The South Central Community Plan was adopted by the City Council on July 28, 1999 and overlaps the northern section of the South Community Plan Area. The South Central Community Plan Area is bound by Alamo Street to the north, I-35 to the west, Southwest Military to the south and I-37 to the east. The Plan includes four basic elements: Neighborhood Development & Environment, Community Facilities & Quality of Life, Transportation Networks, and Plan Implementation. Key goals within the South Central Community Plan, relevant to the guiding principles of SA Tomorrow, include: Maintaining and building on the old-fashioned neighborhood character of South Central San Antonio; Supporting and enhancing the area's community facilities to improve the quality of life; and Developing the transportation networks necessary to make community facilities and business accessible by car, public transit, bike and foot.



The Stinson Airport Vicinity Land Use Plan (2009) identifies the preferred development for the area near Stinson Airport. The plan area is approximately 10.2 square miles and is bound by Southwest and Southeast Military Drive to the north, I-37 on the east, I-410 on the south, and Pleasanton Road, Gladnell Avenue, and Loleta Street on the west. The plan provides strategies concerning transportation and urban design to improve transportation capacity and provide an attractive experience for residents and airport patrons. The Plan has three main chapters: Land Use, Transportation and Gateway Image, and Implementation. The land use plan calls for additional measures to ensure compatible land uses adjacent to Stinson Airport.





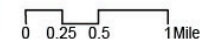
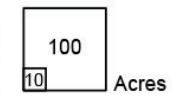
The Heritage South Sector Plan (2010) includes, and extends well beyond the boundary of the South Community Plan Area. The Heritage South Sector Plan covers 197 square miles of San Antonio's south side, and is generally bound by I-410 to the north, I-35 to the west, Highway 181 to the east; and the city's extraterritorial jurisdiction (ETJ) to the south. The plan identifies 12 different land uses throughout the area and has a focus on the potential for sustainable growth in the area's open spaces. The vision of the Heritage South Sector Plan identifies the community's desire to plant the seeds of economic development; integrate the best of urban and rural life through planned development with safe neighborhoods and a premier educational system; and preserving and respecting the history, values and natural resources of the area.



South
**COMMUNITY
AREA PLAN**

PRIOR PLANS

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





Mission San Juan, located on Graf Road.



Sign on Mission Road, near Stinson Airport



Mission Concepción, located on Mission Road.

Historic and Neighborhood Conservation

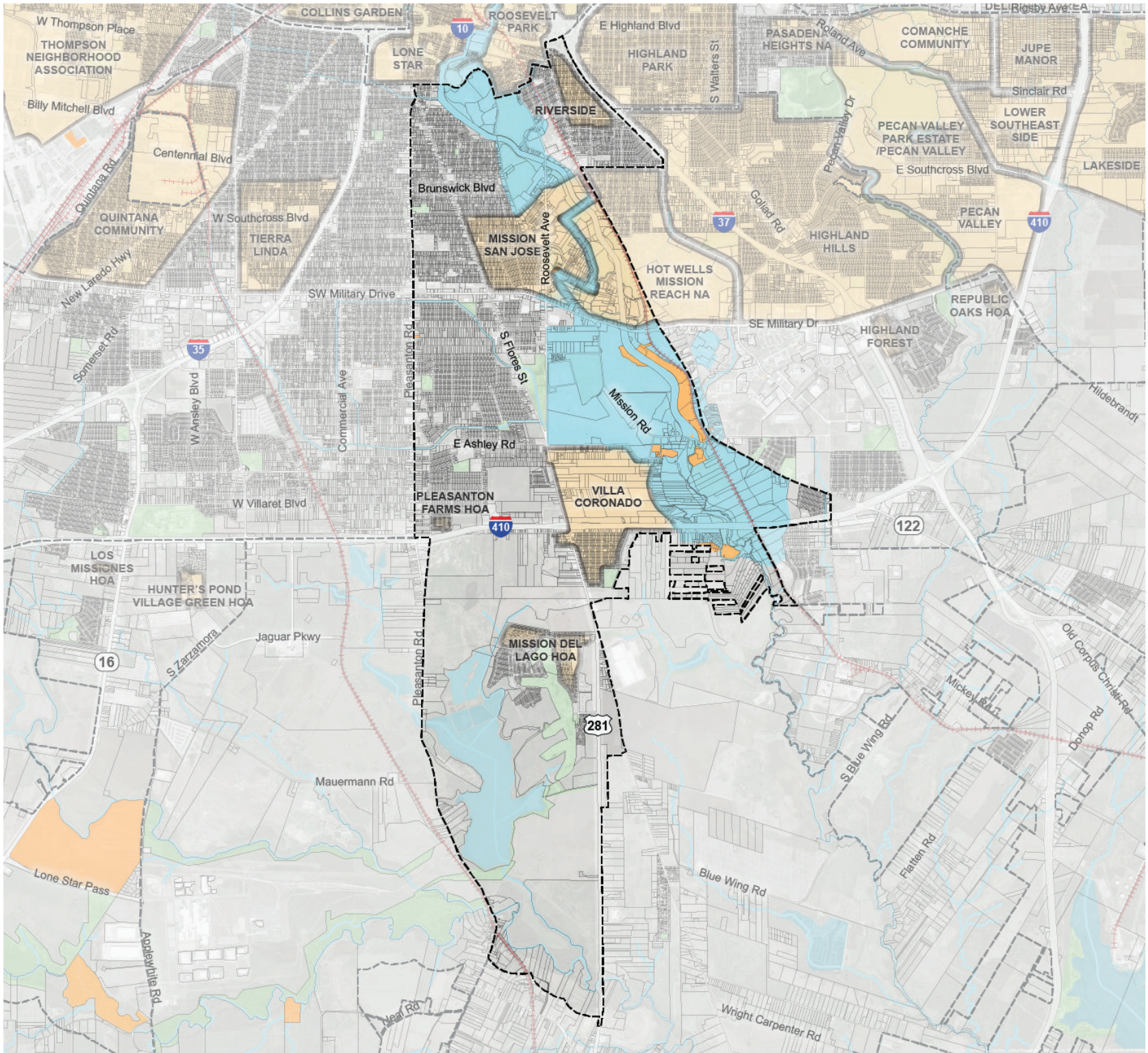
The SA Tomorrow Comprehensive Plan pays special attention to historic and cultural resources as an integral part of community planning and development. The Comprehensive Plan identifies goals and policies to preserve and appropriately plan around historic and cultural resources. The South Community Plan Area has two districts with special overlays that must be considered while developing a plan for the area.

Mission Protection Overlay District

The Mission Protection Overlay District was adopted in 2015 as a component of the City of San Antonio's Strategic Historic Preservation Plan. The purpose of the Mission Protection Overlay Zoning Districts is to establish proper zoning restrictions for the three missions located within the plan area. Each Mission contains its own 1500 foot buffer that restricts building heights, provides buffers for encroachment into Mission sites, and protects the overall environment and setting for the Mission sites. The remaining missions: Mission San José, Mission San Juan, and Mission Espada are all located within the plan boundary and have their own overlays.

Mission Historic District

The Mission Historic District was designed to include the lower four Missions - Concepción, San José, San Juan Capistrano, and Espada, along with their acequias and fields, and the significant preserved historic and prehistoric sites in the area. The growth and expansion of South San Antonio, primarily in the 1930s transformed most of the area into an urban or suburban environment. The southern portion of the area, between Mission San Juan and Mission Espada is open-space and rural with some agricultural uses. The remaining historic district has public and institutional land uses along with residential, industrial, commercial, and historic areas through which the San Antonio River passes.



South
COMMUNITY
AREA PLAN

NEIGHBORHOODS,
DISTRICTS & OTHER AREAS

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Parcels
- Neighborhood Association
- Historic District
- Landmarks

100
10 Acres



Bird sightings are common throughout the Mission Reach.



Wildflowers along the Mission Reach.



Theo Avenue Bridge

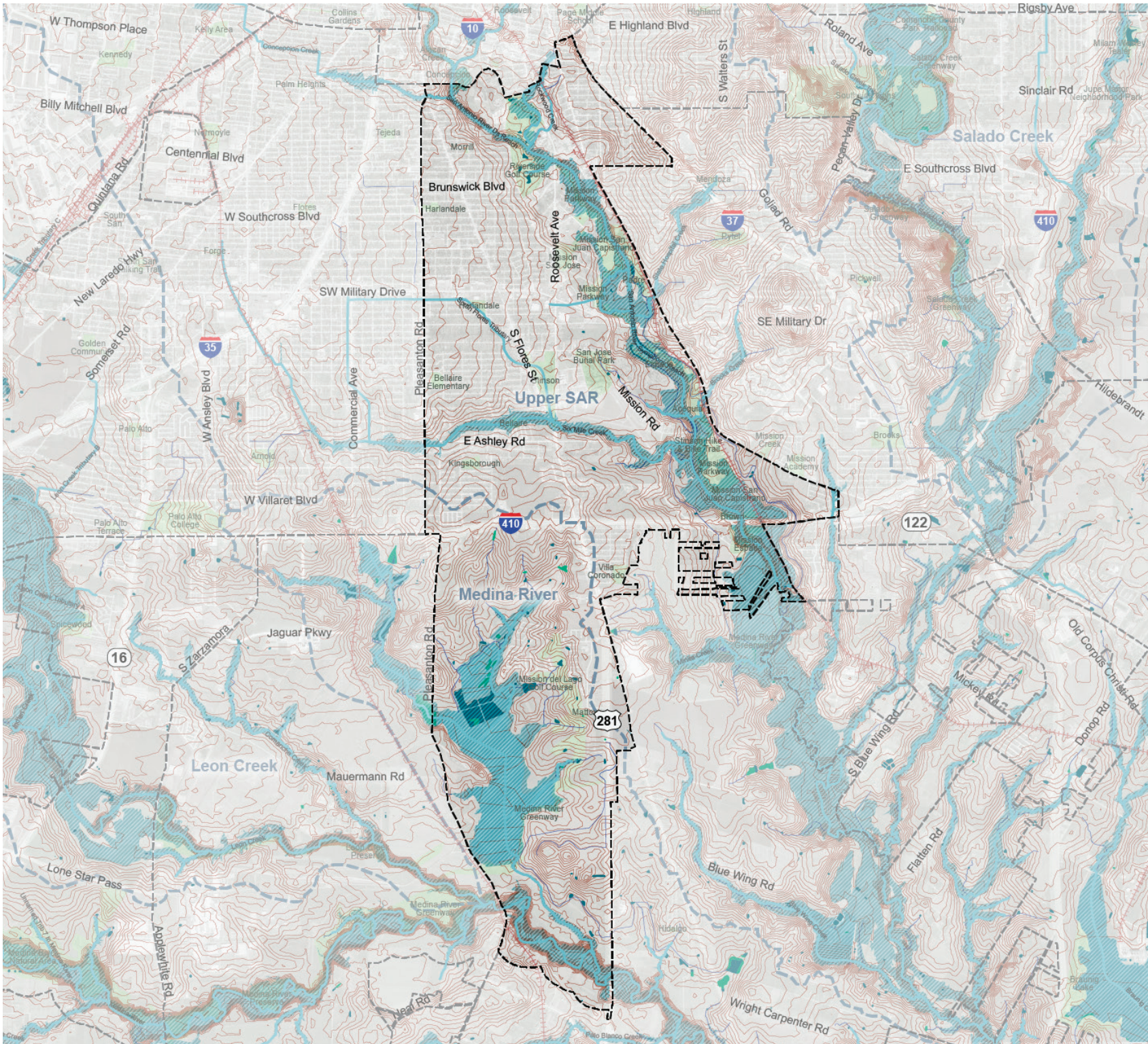
Natural Systems

The South Community Plan Area is located within the Upper San Antonio River Basin. The San Antonio River flows south through the South Community Plan Area, and then 240 miles from Bexar County into the Guadalupe River in Refugio County, which eventually drains into the San Antonio Bay and the Gulf of Mexico. The San Antonio River is a valuable natural resource to the City of San Antonio and provides opportunities for the community and visitors to gather and recreate. The River Improvement Overlay (RIO) districts were established in 2002 and are managed by the World Heritage Office. Three RIO Districts overlap with the South Community Plan Area. The overlay districts require Low Impact Development (LID) and establish a form based overlay to ensure quality, sustainable development near and around the river.

The San Antonio River Authority (SARA) is the governing authority that protects and manages the resources and environment in the San Antonio River Basin. SARA creates and maintains the watershed master plans for the San Antonio River Basin that identify areas of flood risk, water quality and greenspace opportunities. The San Antonio River has high E. Coli levels, due to storm water runoff and pollution; however significant investments have been made to the Mission Reach area, on the east side of the plan area. These investments include planting of native vegetation which help filter and clean the water run-off. This portion of the river is not considered safe for swimming, but water recreation such as kayaking and paddle boarding is allowed.

Mitchell Lake is located in the southern portion of the South Community Plan Area and encompasses approximately 600 acres within the City of San Antonio. The lake was once used as a waste management center for the City, but has since been under the control of the San Antonio Water System (SAWS). SAWS has made efforts to change the perception of the area, and the area currently serves as an amenity for bird watchers. In 2004, the National Audubon Society entered into a lease with SAWS to manage the site and today the Mitchell Lake Audubon Center provides a refuge for birds and offers nature education programs.

Historically, these natural systems have been perceived as less than desirable places to recreate or visit. Through planning and public investment, the City continues to improve the areas to create quality assets for the community, proactively plan for natural disasters, and improve the overall water quality of the area as the City of San Antonio continues to grow.



South
COMMUNITY
AREA PLAN

NATURAL SYSTEMS

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

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

100
10

Acres



Commercial Shopping strips are common along SW Military Drive.



A Single Family home being renovated in the plan area.



Homes overlook the Mission Reach.

Land Use and Development Patterns

General Development Pattern

Three distinctive land use patterns characterize the South Community Plan Area. The area west of Roosevelt Avenue, east of Pleasanton Road, and north of Loop 410 is the area with the most development. Historically, the area has served the Southside with many well established neighborhoods, local commercial shops and restaurants, as well as legacy businesses. The area has predominantly single-family residential uses with a grid system street network that connects local roads onto primary and secondary arterial roads: East Ashley Road, East Southcross Boulevard, and Military Drive. Most of the single-family neighborhoods were developed in the 1940s, with long narrow lots oriented to the street with uniform setbacks. Commercial uses are generally located along the arterial roads: Pleasanton Road, South Flores Street, and Southeast Military Drive. The area also features numerous institutional uses such as schools and churches.

The area east of Roosevelt Avenue is characterized by the parks and open spaces along the San Antonio River, including the Mission Reach, Mission Park, and Riverside Golf Course. Institutional uses are also prevalent and include the San Antonio Missions, the Mission Library, and Stinson Airport. There are pockets of single-family neighborhoods scattered throughout, with a street grid pattern that feeds into the plan area's major roads: Roosevelt Avenue, Southeast Military Drive, and South Presa Street.

The area south of Loop 410 is mostly rural. A vast majority of the area has agricultural uses and open space, including Mitchell Lake and the Mission Del Lago Golf Course. There are residential uses along Roosevelt Avenue immediately south of Loop 410, as well as the Mission Del Lago neighborhood, which contains mostly single-family homes and undeveloped residential lots. Institutional uses include the San Antonio Police Department Training Academy, and the Mitchell Lake Audubon Center.

Distribution of Uses

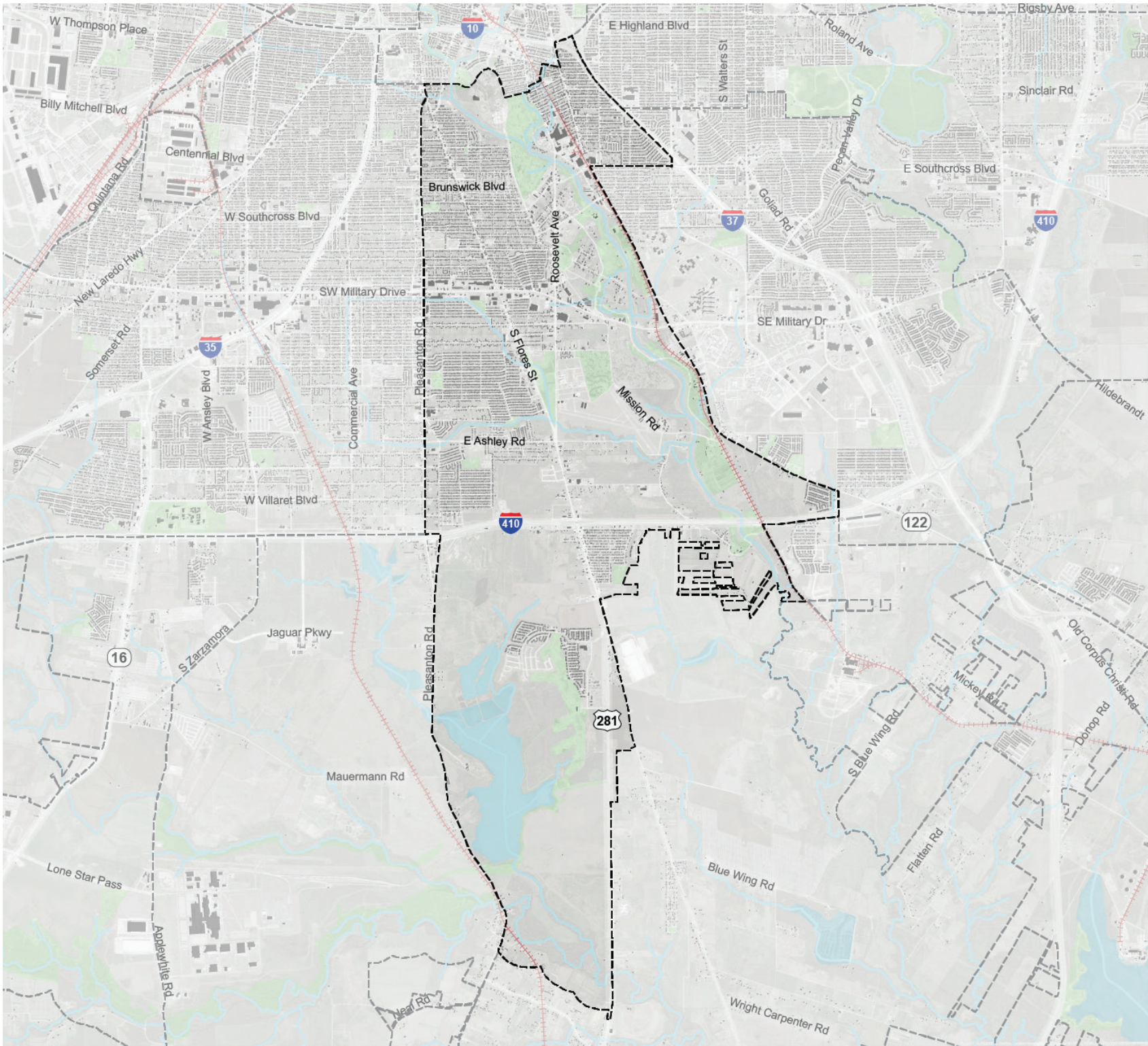
The South Community Plan Area is a growing area influenced by the historic settlement of the region, the San Antonio River and the Missions. Before a future land use plan can be created for this area, it is important to understand the existing uses on the ground today, as well as how this area has been used and developed in the past.

Residential Use

Properties are considered to be residential when the primary function of the property is to provide a place for a person to live. This could include detached houses designed for one single family, duplexes or semi-detached houses designed for 2-, 3- or 4- family units, or multi-family properties, such as apartments or condominiums, where a greater number of family units lives in a single building or on a single property.

One-fourth of land in the South Community Area is used for residential purposes. Although much of this land is organized into neighborhoods, only 8% of the land in the plan area is recognized as single unit dwellings. Properties designated with two to four dwelling units on a parcel make up the majority of the residential land in the plan area, or 12% of the total land in the study area. It is important to note that the abundance of properties with two to four dwelling units does not necessarily indicate number of duplexes, triplexes and quadplexes. It is simply an indication of the number of properties where multiple dwelling units are indicated per tax record for the properties. This is typically due to the conversion of houses to create additional apartments or the addition of an accessory dwelling unit to the site.

The majority of residences in the plan area are organized as established neighborhoods that have been occupied for over 50 years. This plan area



South
**COMMUNITY
 AREA PLAN**
 DEVELOPMENT
 PATTERNS

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

100
10 Acres

0
1 Mile



Automobile service shops along S. Roosevelt Street.



Single Family homes in the plan area.



Single Family homes in the plan area.

saw the greatest amount of residential growth in the 1940s and 1950s. During the 1950s alone, 29% of the residential properties were developed. The decade with the second highest level of residential units built was the 1940s, when 17% of the residential properties were built. Interestingly, the period of time seeing the third highest level of residential development is this past decade, with 1,123 residential properties built. Since there is so much land still vacant in this area, this trend indicates that residential development is likely to continue at this increased pace in the future.

Multi-unit properties with over four units accounts for only 3% of the land in the plan area. The majority of these multi-unit properties are found near the open spaces in the northern portion of the plan area, such as the Riverside Municipal Golf Course and Mission Park. There are a few multi-unit developments in other portions of the plan area, but this is not a dominant use of land in the South Community Plan Area.

Open Spaces and Parks

A significant amount of land in the South Community Plan Area consists of open spaces. Open Spaces include a fairly broad range of passive land uses, such as parks, greenbelts and permanent easements where nothing is built. Cemeteries, such as San José and Mission Burial Parks, are also considered to be open spaces. Almost 20% of the land in the plan area is designated as park or open space. This includes private open spaces as well as public parks and open spaces, although private open spaces only account for 1% of the land in the plan area. The Missions of the World Heritage Buffer, River South, Mitchell Lake, and The Mission Del Lago Golf Course are some of the parks and open spaces in this plan area.

Institutional/Public Use

Institutional uses, which include schools, hospitals, churches and government owned properties, account

for about 18% of the land in the plan area. The institutional uses include the San Antonio Police Training Academy, Stinson Airport and schools of the Harlandale, Southside, San Antonio and East Central Independent School Districts (ISDs). The majority of residences in this plan area (65%) are within the Harlandale ISD, while about 19% are in the San Antonio ISD and 16% are in the Southside ISD.

Commercial Use

Only 4% of the land in the South Community Area is used for commercial purposes. Larger parcels used for commercial purposes are generally found along Southwest Military Drive. Smaller-scale commercial, which developed along with earlier neighborhoods over 50 years ago, is found along South Flores Street, South Presa Street and Pleasanton Road. This includes many locally-owned businesses that have been providing service to this community for a very long time.

Industrial Use

Only 4% of the land in this plan area is used for industrial purposes. Industrial uses include manufacturing, storage, process and distribution facilities. Most of the industrial properties are fairly evenly distributed throughout the plan area. An increase in industrial land use is anticipated as well, with the anticipated ground breaking of Navistar International a commercial truck and engine manufacturing plant, which is likely to nearly double the amount of industrial land in the plan area.

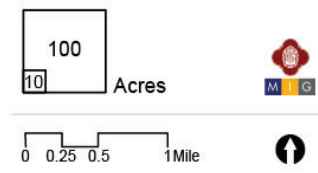
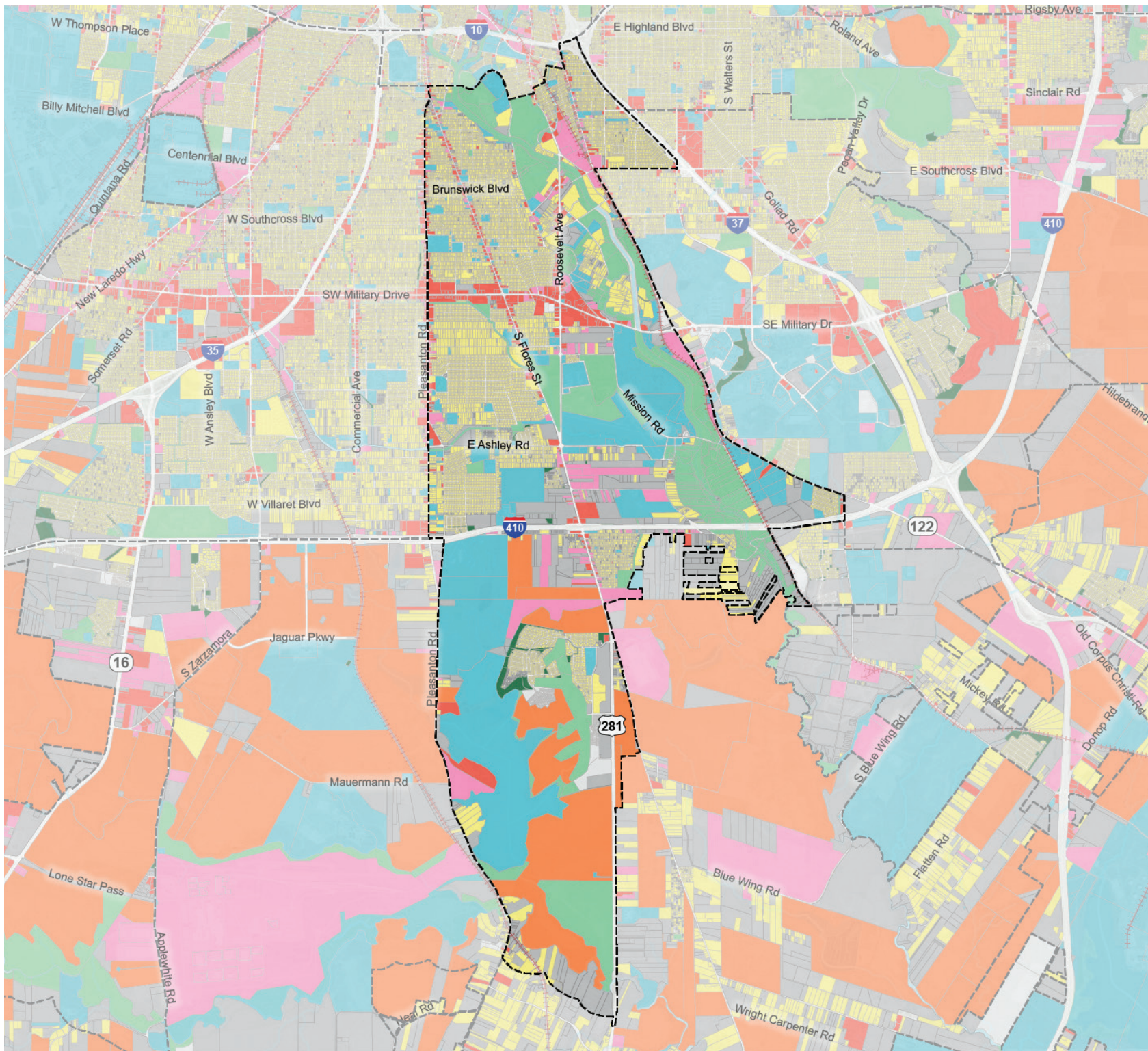
Vacant Property

About 16% of the land in the plan area is vacant. This indicates that there is still capacity for growth and development. The future land use plan will be important in providing guidance and a vision for how this remaining land should develop.

South COMMUNITY AREA PLAN

EXISTING LAND USE

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



Transportation and Mobility

The South Community Area is served by multiple high-capacity roadways, multiple existing and planned VIA transit routes, and a relatively large network of trails. Neighborhoods are generally located within a grid system of roadways, which provides the potential for numerous route options. Pedestrian and bicyclist amenities, such as sidewalks and protected bike lanes, are limited in the Community Area.

Roadways

Loop 410, which forms a ring around the city of San Antonio, bisects the area into northern and southern halves. The main point of access is at Roosevelt Avenue, which acts as a link north to downtown San Antonio. Roosevelt Avenue is also considered an important arterial in the San Antonio Major Thoroughfare Plan that increases in capacity and classification as it moves south of Military Drive. The plan classifies the following roads as significant arterials:

- Super Arterial Type B – US 281 (south of Loop 410)
- Primary Arterial Type A – Military Drive and Roosevelt Avenue (segment south of Military and north of Loop 410)
- Secondary Arterial Type A – Pleasanton Road (segment south of Military Drive and north of Loop 410), South Presa Street (south of Military Drive), and Southcross Boulevard
- Secondary Arterial Type B – Pleasanton Road (north of Military Drive), Presa Street (north of Military Drive), Ashley Road, Flores Street, Division Avenue, Probandt Street, Hackberry Street, and Fair Avenue

Interstate 37 also forms the Northeastern border of the South Community Area and acts as another link to downtown San Antonio.

Transit

The South Community Area is served by several VIA Metropolitan Transit routes. The routes include “Primo” service, Frequent service, “VIVA” service, and Metro service. “Primo” service provides the most frequent service within the system along major travel corridors, makes limited stops to get riders to their final destinations faster, and has higher-quality stops and passenger amenities. Frequent service provides travelers with transit service operating every 15 minutes during peak hours. “VIVA” service connects the city’s most-visited destinations, such as missions, museums, and cultural centers. Metro service consists of fixed routes operating every 30 to 60 minutes with buses running more frequently during peak hours.

The “Primo” service that passes through the area goes from Brooks City Base, along Military Drive, and up to Lackland AFB, which is west of the Community Area. The “VIVA” service connects downtown with several of the San Antonio Missions National Historic parks along Roosevelt Avenue and towards the southeastern part of the Community Area. Frequent service provides transit options along Pleasanton Road, Flores Street, and Roosevelt Avenue. The most heavily utilized transit corridors include Roosevelt Avenue and Military Drive, with complimentary service on Flores Street and Presa Street. The stops that

see the highest amount of ridership are located at the intersection of Military Drive and Pleasanton Road and the intersection of Military Drive and Roosevelt Avenue.

A VIA Advanced Rapid Transit route is proposed to connect downtown with Brooks City Base. This route may be able to serve the northeastern part of the South Community Area.

Bicycle and Pedestrian Facilities

In general, there is little infrastructure for pedestrians and bicyclists in this Area. There are a few shoulder bike lanes scattered throughout the area, but they are isolated and located on high-speed roadways. This makes for high-stress environments for potential cyclists.

There is a section of the Howard W. Peak Greenway Trails system within the Community Area, mainly for recreation and not for transportation. This section is along the eastern side of Mitchell Lake. This recreational walking and biking trail leads west along the Medina River and east to the Mission Del Lago golf course. Eventually, the trail will extend from the golf course and connect to the Mission Reach trail, a part of the River Walk trail system that leads into downtown. The River Walk trail system connects many of the historical missions and sites along the San Antonio River and provides over 15 miles of hiking and biking.

For pedestrians, sidewalk infrastructure is inconsistent and missing in many areas along the major roadways. This forces people to walk either on the shoulder or the grass along these roads, which influences the accessibility and safety for people walking. Because of this, four roadway segments were identified by San Antonio’s Transportation and Capital Improvements Department as Severe Pedestrian Injury Areas (SPIAs) in their 2017 Severe Pedestrian Injury Areas Report. These areas include Pleasanton Road between Gerald Avenue and Hutchins Place, Flores Street between Sayers Avenue and Huff Avenue, Roosevelt Avenue between Military Drive and Harding Boulevard, and US 281 between Rada Street and Sava Street.

Connectivity

The dominance of highways and automobile infrastructure in the Area as well as a lack of sidewalk networks and bike lanes currently present a challenge to multi-modal connectivity. The planning process for this area will need to examine options and opportunities for overcoming specific challenges. Areas of particular focus may include:

- The Pleasanton Road, Military Drive, and Roosevelt Avenue corridors: Linking these higher density residential and commercial centers with improved multi-modal infrastructure may encourage more development and provide for easier access to groceries and other necessities for residents.
- The northeastern section of the Community Area: Linking pedestrian and bicycle infrastructure improvements with the planned VIA Advanced Rapid Transit route will leverage the transit investment to meet the “last-mile” transportation needs of residents.



Intersection of South Presa and East Southcross.

















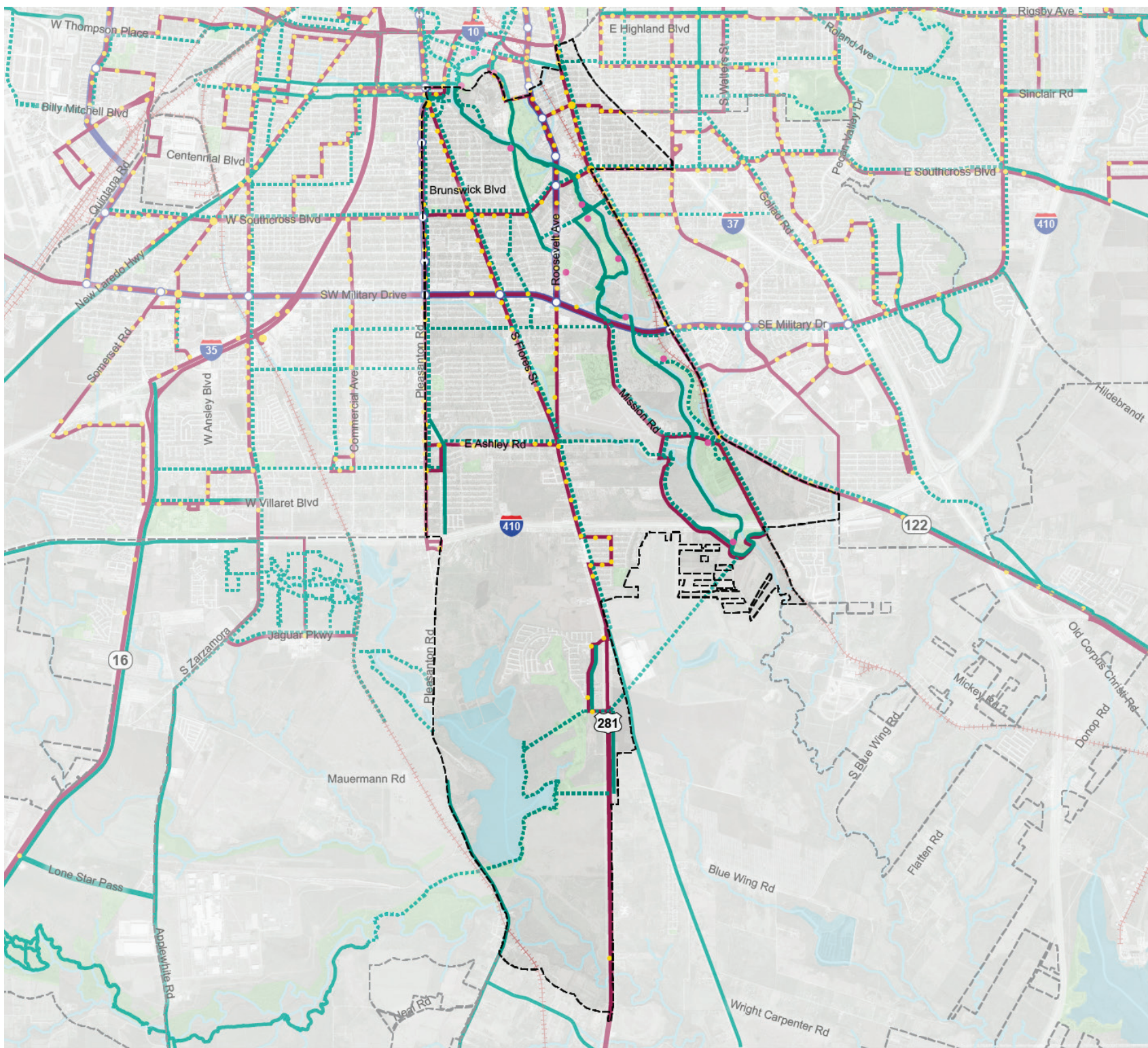
VIA Bus Stop on Roosevelt Avenue.



South Roosevelt Avenue facing North

South
**COMMUNITY
 AREA PLAN**
 MOBILITY MAP

-  Community Plan Area Boundary
 -  Adjacent Regional Center or Community Area
 -  Block
 -  Rail Line
 -  Park or Open Space
 -  Stream
 -  VIA Bus Route
 -  VIA Bus Stop (less than 3 stops)
 -  VIA Bus Stop (more than 3 stops)
 -  Proposed LRCTP Route
 -  Proposed LRCTP Stop
 -  Existing Bicycle Trail, Lane or Route
 -  Proposed Bicycle Trail, Lane or Route*
 -  B-Cycle Location
- * Acquired from the 2011 Bicycle Master Plan





B-Cycle stations are available along the Mision Reach.



Mission Reach, facing South.



Stinson Hike and Bike Trail, near Stinson Airport

Amenities and Access

The South Community Plan Area provides excellent recreational and nature-focused amenities, however retail and service center as well as educational amenities are lacking in the area. Retail shopping plazas are abundant throughout the plan area's main arterials. Roosevelt Avenue, South Flores Street, and Southwest Military Drive have the most plazas and shopping centers. Although there are many restaurants and retailers within the area, few grocery stores with fresh produce exist and no grocery stores are located south of Military Drive. Most of the shopping centers consist of big box retailers and national chains. Service centers such as auto-shops and carwashes are also common along the main roads.

Places of worship are abundant in the South Community Plan Area, and most churches and places of worship also serve their neighborhoods as a community gathering place. There are no public colleges or universities within the area. Several of the shopping plazas have for-profit institutions that offer training or certifications for trade skills such as welding and cosmetology. The area has a high concentration of private, public, and charter schools, however, Mission Branch Library is the only public library within the plan area. Mission Branch Library was opened in 2011 as part of the redevelopment effort of the Mission Drive-In. The library includes 50,000 items, 24 public access computers, and a large community room. The library offers a full range of services and also has a playground and exercise equipment. The library also features a series of artworks created by San Antonio native, Chris Sauter, which includes a mural depicting the library and Mission San José above layers of San Antonio history.

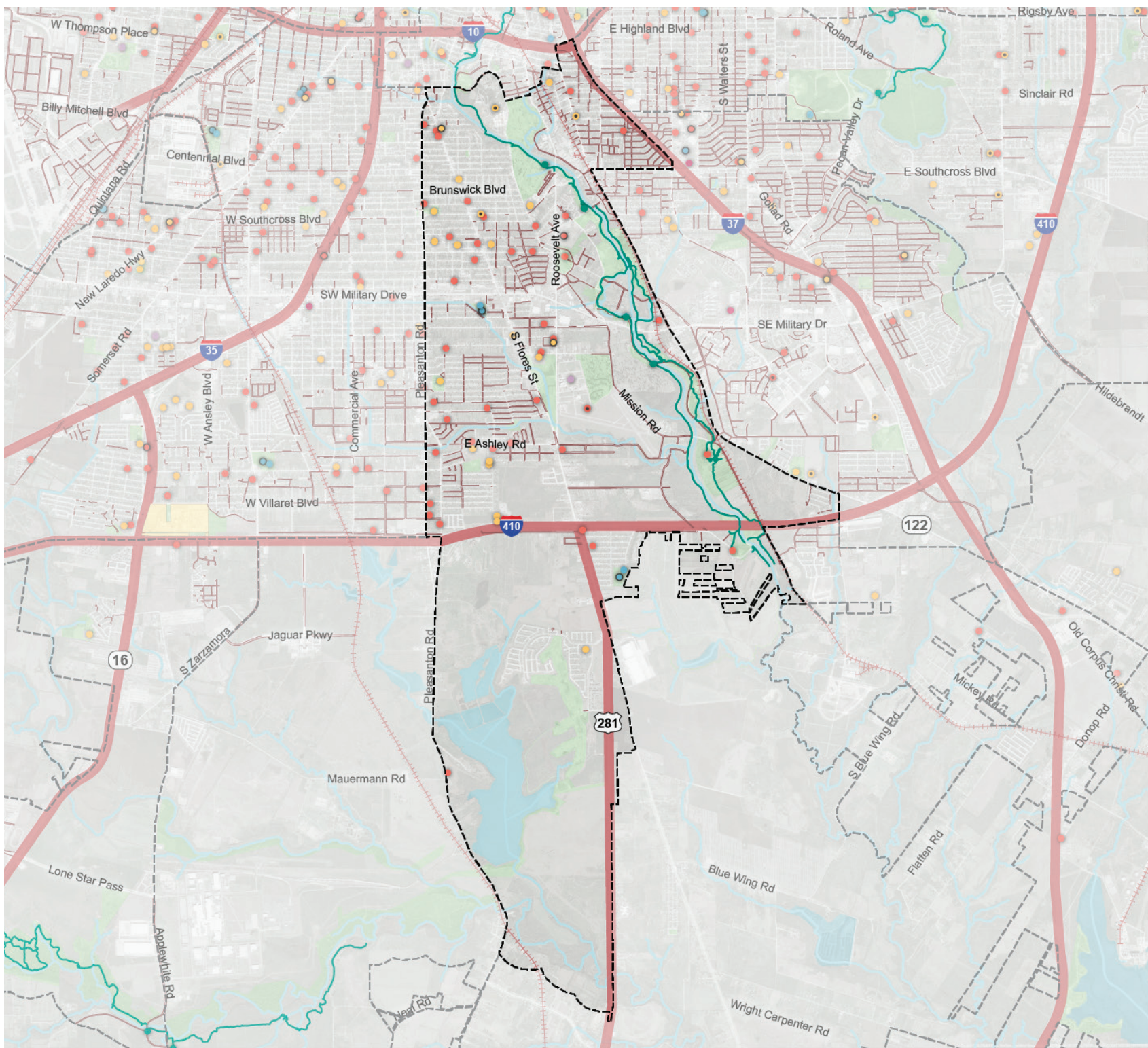
Mission Marquee Plaza, formerly known as Mission Drive-In, opened in 1948 and in 2000 was the last






















drive-in theater in San Antonio to cease operation. It was reopened in 2001 and continued through 2003. In 2007 the property was acquired by the City San Antonio and is currently managed by the City of San Antonio World Heritage Office (WHO). The City of San Antonio's Department of Arts & Culture completed a restoration project of the theatre and in 2014, Mission Marquee Plaza officially opened. In 2016 the SA Conservation Society recognized the Mission Marquee Plaza with a Building Award for the City's efforts on restoring the drive-in theatre. Today, the Mission Marquee Plaza hosts outdoor family events, including family film events, farmers and artisans markets, and cultural community events throughout the year. The events are free and open to the public.

The South Community Plan Area has two municipal golf courses that are open to the public. Riverside Municipal Golf Course opened in 1929 and is located on Roosevelt Avenue, in the northern half of the plan area. The Mission Del Lago Municipal Golf Course is located in the south half of the plan area, on Highway 281 South, near the Mission Del Lago Neighborhood.

Perhaps the most prevalent amenity in the area is the Mission Reach Trail, an 8 mile stretch of paved hike and bike trail along the San Antonio River, which begins at Mission Concepción and continues south to Missions San José, San Juan, and Espada. The Mission Reach Trail connects to Concepción Park, Mission County Park, Padre Park, Espada Park, and the San Antonio Missions National Historic Park. The trail has many areas for picnics and outdoor recreation along the San Antonio River, including playgrounds, exercise equipment, kayak launching points. The Mission Reach Trail is also popular among local anglers.

South
**COMMUNITY
 AREA PLAN**
 AMENITIES AND
 ACCESS



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



The intersection of East Southcross and Roosevelt Avenue.



The 2017 Municipal Bond Package includes projects in areas close to the San Antonio Missions (Mission San José pictured)

Public Investments

2017 Municipal Bond Projects

In 2017, San Antonio voters approved a historic citywide bond package that included \$850 million to complete 170 projects throughout the city. The bond directs investment into citywide projects, focused on improving major thoroughfares, neighborhood streets and sidewalks, enhancing parks and green spaces, and the city's World Heritage site, including the three missions in the South Community Plan Area. The following 2017 Municipal Bond projects, although not all complete, are in the plan area:

- **Southcross Boulevard from Pleasanton Road east to Roosevelt Avenue** - \$5 million for corridor improvements including pedestrian amenities and enhancements. Construction will begin in December 2020;
- **South Presa Street from Southcross to Southeast Military** - \$5 million for construction corridor improvements including pedestrian amenities and enhancements as appropriate and within available funding;
- **Mission Road from the San Antonio River to Southeast Military Drive** - \$2 Million for streetscape improvements, decorative street lighting, new sidewalks and hike and bike trails;
- **Roosevelt Avenue from Highway 90 to I-410** - \$8 million for pedestrian amenities and enhancements for improvement on Roosevelt Avenue from Highway 90 to Mission San José. The city will also leverage state funding for the project;
- **World Heritage Trail signage and wayfinding** - \$5 Million for comprehensive

wayfinding to include additions, architectural features, and other related improvements;

- **World Heritage Park & Land acquisition** - general park improvements, land acquisition and rehabilitation which may include projects at Concepción and Stinson Parks;
- **Harlandale Park** - located on Briar Place, part of the 2017 General Obligation (GO) Parks Improvement Bond; \$350,000 for general park improvements which included development of an outdoor basketball court canopy;
- **Kingsborough Park** - located on Felps Boulevard, 2017 GO Parks Improvement Bond, \$400,000 for general park improvements which may include wayfinding signage and related parking expansion; and
- **Villa Coronado Park** - located south of I-410 on Renova Street, south of the Villa Coronado Neighborhood, 2017 GO Parks Improvement Bond, \$300,000.






Neighborhood Improvement Bond

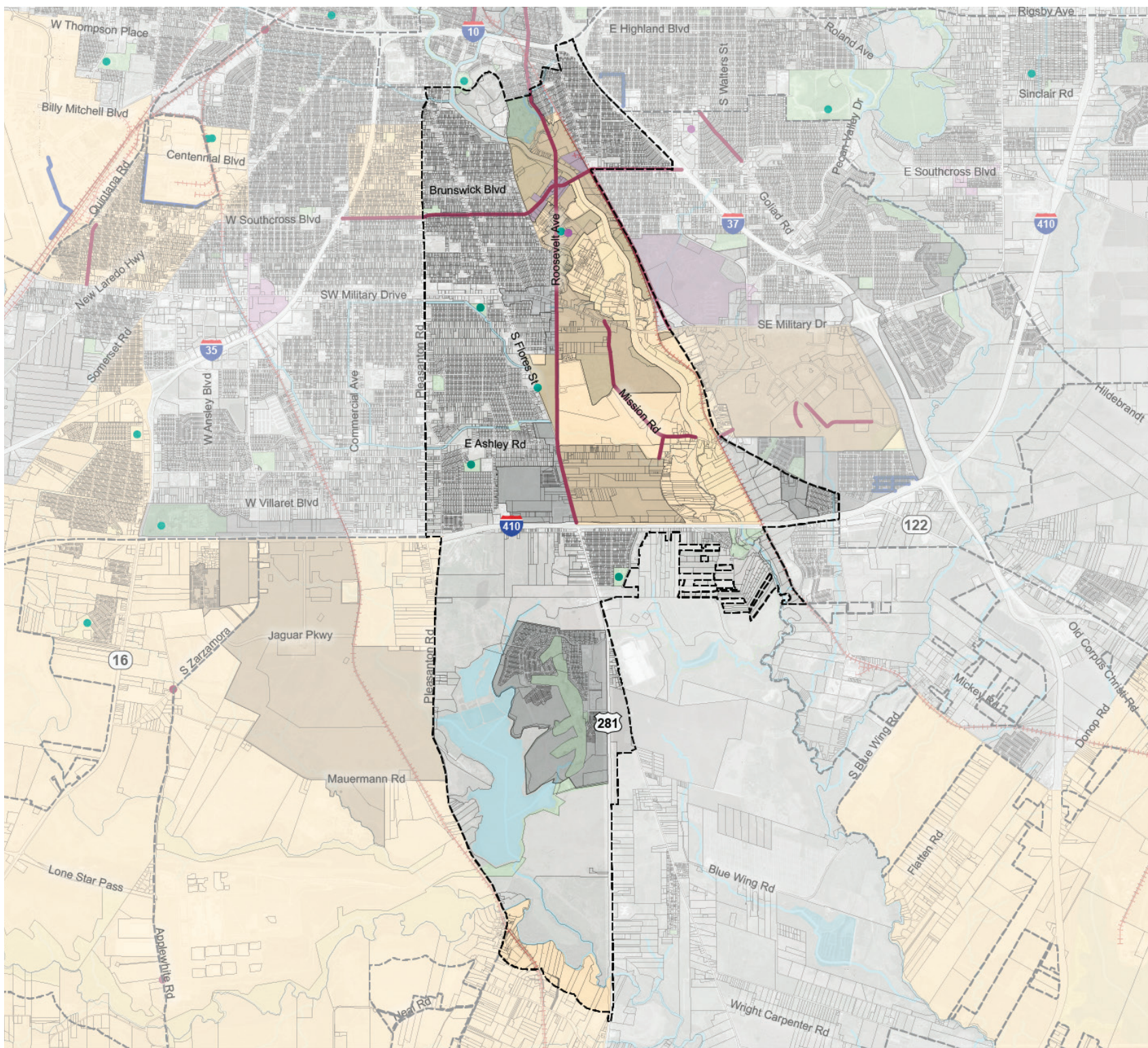
The primary goal of the 2017 Neighborhood Improvements Bond is to purchase and prepare sites for private sector development of single-family or multi-family workforce housing construction. Permitted expenditures include land acquisition, demolition of dilapidated/unusable structures, right-of-way improvements, the extension of utilities and remediation of environmental conditions impeding development.

The Roosevelt-Mission Reach Neighborhood Improvement Bond includes areas along East


South
**COMMUNITY
 AREA PLAN**
**PUBLIC
 INVESTMENTS**

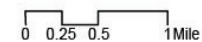
-  Community Plan Area Boundary
-  Adjacent Regional Center or Community Area
-  Parcels
-  Tax Increment Reinvestment Zone (TIRZ)
-  Neighborhood Improvement Bonds (2017)
-  Opportunity Zones


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




100
10 Acres









Southcross Boulevard, east of Mission Road to South Presa Street.

Tax Increment Reinvestment Zones

The City of San Antonio South Community Plan Area has two Tax Increment Reinvestment Zone (TIRZ) designations - the Mission Drive-In TIRZ and the Mission del Lago TIRZ. Tax Increment Reinvestment A TIRZ is designated by the City Council as a response to a community need identified by the City and can be either property owner petition initiated or city-initiated. The City of San Antonio utilizes the tax increment financing in the TIRZs to facilitate development in areas where it is desired but is not being provided by traditional market demands or other city incentives. The TIRZs help achieve goals and objectives in City adopted plans and policies and to support projects that increase the diversity of uses and decrease income segregation. Public investment in the TIRZ, using tax increment as the financing mechanism, stimulates private sector investment in areas of the City that would not otherwise attract market interest.

The Mission Drive-In TIRZ was designated by City Council in 2008 (city-initiated). The zone includes 1,365 acres located south of I-10 East along the area east of Yett Avenue, north of SE I-410, and west of Espada Road as southern boundaries; traversing on either side of Roosevelt Avenue north to H F McCarty Drive as a northern boundary; and traversing south along the western edge of South Presa Street to East Pyron Avenue. In 2009, the TIRZ Board amended the boundaries of the TIRZ to include 748 acres of mostly public properties that included the Riverside Golf Course

and the San José Burial Park. These improvements were intended to add valuable landmarks that could attract investment into the TIRZ. In 2017, the San Antonio City Council approved a funding agreement for the Mission Drive-In TIRZ for \$150,000 in public infrastructure and public improvements in connection with the River-to-Mission Connection Project. The Mission Drive-In TIRZ Board is currently evaluating potential development projects for the area.

The Mission del Lago TIRZ was petition initiated and is intended to provide financing needed to develop the necessary infrastructure to facilitate the construction of 2,734 single-family homes, 280 multi-family homes, and 287,600 square feet of retail, office and commercial space. This development will increase the population of the area south of I-410, and encourage economic development. The use of TIRZ funding will assist the developer in continuing to create affordable market-rate housing, to remain attractive to residents on the south side.

Opportunity Zones

Opportunity Zones are an investment tool based on a federal tax incentive established by the Tax Cuts & Jobs Act of 2017 to foster economic inclusive growth by encouraging long-term investment in designated census tracts in return for deferment and reduction of capital gains taxes. The Tax Cuts & Jobs Act created substantial economic and community development opportunity for 24 census tracts in the City of San Antonio. The City's Economic Development Department (EDD) is spearheading efforts to identify the census tracts and encourage investors and developers to utilize

the benefits of Opportunity Zones.

Although named after Brooks, The Brooks City Base Opportunity Zone, exists mostly within the South Community Plan Area. The Opportunity Zone begins south of Riverside Municipal Golf Course, and is bound to the west by Roosevelt Avenue, I-410 to the South, and S. Presa street as the East boundary. The opportunity zone also includes Brooks campus to the east, outside the South Community Plan boundary. Future investment and projects in the Brooks area could encourage additional development in the South Community Area through the use of Opportunity Zone incentives.



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