

Community Impacts Analysis Report

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VIA Advanced Rapid Transit North/South Corridor Project

Community Impacts Analysis Report

Prepared for:



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ACRONYMS

Acronym/Abbreviation	Definition
AAMPO	Alamo Area Metropolitan Planning Organization
ACS	American Community Survey
ADA	Americans with Disabilities Act of 1990
APD	Advanced Project Definition
ART	Advanced Rapid Transit
CASA	Child Advocates San Antonio
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CIA	Community Impacts Analysis
Comprehensive Plan	San Antonio Tomorrow Comprehensive Plan
COSA	City of San Antonio
CRIS	Crash Records Information System
DHHS	Department of Health and Human Services
DPW	Department of Public Works
E/W	East/West
EJ	Environmental Justice
EO	Executive Order
FTA	Federal Transit Administration
HDR	HDR Inc., Engineering Company
LEP	Limited English Proficiency
Multimodal Plan	San Antonio Tomorrow Multimodal Transportation Plan
N/S	North/South
NEPA	National Environmental Policy Act
ROW	Right-of-Way
SAHA	San Antonio Housing Authority
SA Tomorrow	San Antonio Tomorrow
Sustainability Plan	San Antonio Tomorrow Sustainability Plan
TAZ	Transportation Analysis Zone
TxDOT	Texas Department of Transportation
VIA	VIA Metropolitan Transit

1. INTRODUCTION

The Federal Transit Administration (FTA) has initiated National Environmental Policy Act (NEPA) compliance for VIA Metropolitan Transit's (VIA) North/South (N/S) Advanced Rapid Transit (ART) project. FTA has determined that the project, an approximately 12-mile bus rapid transit line, locally known as ART, in San Antonio, Texas is a federal undertaking subject to NEPA. The project comprises 75 percent dedicated transit lanes and 25 percent mixed traffic operations and would include 27 branded stations with off-board fare collection, next bus messaging, public announcement systems, bike parking, and safety features such as security cameras and lighting. This Community Impacts Analysis (CIA) report describes regulatory requirements, existing conditions, and potential impacts to community resources by assessing property acquisition, land use, social impacts, impacts on vulnerable populations, safety and security, and economic impacts. **Appendix A** includes a project location map.

2. PROPERTY ACQUISITION, DISPLACEMENTS, AND RELOCATIONS

2.1 Regulatory Overview

NEPA requires analysis and consideration of property acquisition, displacements, and relocations. The team assessed the project's compliance with the real property-related regulations that could be applicable to this project, including:

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 including amendments (Uniform Relocation Act), which provides policies for federally funded projects that require real property acquisition, including protections for residential and commercial owners.
- VIA Real Estate and Right of Way policies, which outline VIA's approach to real property acquisition.

2.2 Description of Proposed Right-of-Way Acquisition

The proposed project is anticipated to acquire 3.2 acres (approximately 141,245 square feet) of proposed right-of-way (ROW) from 84 parcels along the project corridor. Most of this acquisition would be limited to strip and corner cut ROW required for the completion of the project. Approximately 2.8 acres (122,008 square feet or 86.4 percent of the 3.2 acres of proposed ROW would be acquired from commercial land uses. The remaining 0.4 acre (19,237 square feet) of the proposed ROW would be acquired from residential, industrial, office building, downtown district, unzoned ROW, and infill development zone land uses. No acquisition from agricultural land uses, wetlands, or forests are anticipated. **Table 2-1** shows a summary of the ROW acquisitions by land use type in square feet and percentage. **Appendix A** includes an Existing Land Use and Community Facilities map that shows the locations of proposed ROW acquisitions.

Table 2-1 Summary of Right-of-Way Acquisitions by Land Use Type

Land Use Type	Square feet of Proposed Right-of- Way	Percent of Proposed Right-of-Way
Agricultural	0	0.0
Commercial District	122,008	86.4
Downtown District	1,309	0.9
Forest	0	0.0
Industrial District	2,042	1.4
Infill Development Zone	1,512	1.1
Office District	595	0.4
Residential District	3,766	2.7
Unzoned ROW	10,012	7.1
Wetlands	0	0.0
Total	141,245	100.0

Source: City of San Antonio Zoning Shapefile (2022); Google Maps, Aerial Imagery (2022); United States Fish and Wildlife Service National Wetland Inventory (2022)

The proposed project would result in permanent loss of usable land due to the construction of new stations on the land at locations that require ROW acquisition. However, this permanent loss is not likely to significantly impair accessibility or functionality of the business. Two properties, which are all part of the commercial district, would experience displacement due to the project. The two properties are the following:

- Construction Yard at 1001 Roosevelt Avenue (Geographic ID: 00020-000-0280)
- Automotive Service Garage at 1014 Roosevelt Avenue (Geographic ID: 02976-001-0591)

In accordance with the Uniform Relocation Act, VIA would consider the needs of the businesses that may be displaced and ensure that they are properly compensated for moving or for other losses due to displacement.

3. LAND USE AND ZONING

3.1 Regulatory Overview

The Council on Environmental Quality (CEQ) 40 Code of Federal Regulations (CFR) 1502 contains regulatory requirements for the description of the affected environment and environmental consequences for general resources, which includes land use, zoning, and community plans. In accordance with this CEQ guidance and the FTA guidance on land use and development, the federally funded VIA N/S ART project is required to be consistent with all official plans for the comprehensive development of the region. For the study area, the City of San Antonio is the jurisdiction with statutory authority for land use and zoning, while coordinating development policy and strategy efforts with Bexar County and the Alamo Area Metropolitan Planning Organization.

3.2 Methods

As part of the NEPA process, the project team reviewed the existing zoning/land uses data of City of San Antonio (CoSA) (2022), the future land use data of COSA (2022), San Antonio Tomorrow Comprehensive Plan (MIG, Inc., 2016), San Antonio Tomorrow Multimodal Transportation Plan (WSP, 2016), and the proposed project design. Through the review, the project team determined whether proposed project is consistent with all official plans for the development in the region.

3.3 Existing Land Use

The project is located near downtown San Antonio where zoning/land uses are largely dominated by residential, commercial, retail, office, institutional, and some industrial districts. The following sections describe the types of land uses and where they are located throughout the corridor. **Appendix A** shows a map of existing zoning/land use plus community facilities within the 500-ft buffer study area for the project.

3.3.1 Residential Land Use

Residential land use throughout the corridor is generally zoned as single-family and multi-family residential. There are several concentrated areas of residential land use throughout the corridor, including between Basse Road and Ashby Place and Cesar Chavez Boulevard to Steves Avenue.

Along the corridor, residential properties are largely single-family homes with many lying within identified neighborhoods. See Section 4.3.1 for a listing of identified neighborhoods, typically represented by neighborhood or property owner associations.

Beyond single-family homes, there are multi-family residences, including some that are part of San Antonio Housing Authority's (SAHA) Public Housing facilities, within the 500-foot buffer study area. Some of the notable multi-family residences include:

- Contessa Townhomes
- Brightway Manor Apartments
- North Star Apartments
- Northview Tower Condominiums
- Fulton Apartments
- San Pedro Arms Apartments (SAHA's Public Housing facility serving elderly/disabled households)
- Towers at the Majestic Apartments
- Agave Apartments
- Mission Trail Apartments
- Villa Tranchese (SAHA's Public Housing facility serving elderly/disabled households)

3.3.2 Commercial, Retail, and Office Land Uses

The most prevalent land uses adjacent to the corridor are a mixture of commercial, retail, and office land uses. Commercial properties generally include shopping centers/malls, office buildings, restaurants,

automotive facilities, and small businesses. A concentration of commercial, retail, and office land uses are found along the corridor from the US 281 frontage roads to Basse Road and the downtown Central Business District. Notable facilities in these areas include La Plaza Del Norte, North Star Shopping Center, The Pyramid, BBVA building, hotels and shops associated with the River Walk, and several small businesses between Cesar Chavez Boulevard to Mission Road.

3.3.3 Institutional Land Use

Institutional land use represents facilities related to governmental, social, educational, cultural, and healthcare uses. Although these uses are scattered along the project corridor, there are areas that are heavily populated with schools, healthcare facilities, churches, and cultural/social facilities. These locations include between Basse Road to West Evergreen Street and the downtown Central Business District. There are several notable institutional land uses throughout the corridor, including:

- San Pedro Springs Park
- San Pedro Health Center
- Women's Club of San Antonio
- San Antonio College, McAllister Theater
- Mark Twain Middle School
- Esperanza Peace and Justice Center
- Fox Tech High School
- River Walk Park
- La Villita
- Mexican Consulate
- Central Library
- Travis Park
- Main Plaza
- Huizar Park
- Bonham Elementary School
- Roosevelt Library
- Roosevelt Park

Institutional land uses correspond closely to the community facilities discussed in Section 4.3.2.

3.3.4 Miscellaneous Land Uses

There are small pockets of industrial land use along the project corridor, but they are mainly concentrated along Jackson Keller Road to Basse Road and between Lone Star Boulevard and Steves Avenue. The San Antonio International Airport also is located adjacent to the project corridor.

3.4 Planning Context

The CoSA is anticipated to grow by 1 million people between 2015 and 2040 (CoSA, 2016). To address the challenges of such growth, the CoSA created the *San Antonio Tomorrow (SA Tomorrow) Plan* for development (2016). As part of the SA Tomorrow Plan, the CoSA created *SA Tomorrow Comprehensive Plan* (Comprehensive Plan) (2016), the supplementary *SA Tomorrow Multimodal Transportation Plan* (Multimodal Plan) (2016), and the supplementary *SA Tomorrow Sustainability Plan* (Sustainability Plan) (2016). The CoSA has also developed a future land uses mapped dataset in alignment with these plans (see the Future Land Use Map in **Appendix A**).

Based on the projected population growth, the Comprehensive Plan identified that some of the main challenges for the CoSA included congestion, connectivity, mobility, and access. Congestion is expected to increase mainly on the north side of Loop 410 and through downtown San Antonio over the next 20 years. Regarding connectivity, San Antonio has a low walk score of 34, which means improvements need to be made to provide safer and more convenient access for walking, biking, and transit. Furthermore, based on a survey conducted by CoSA in April 2015 as part of the development of the Multimodal Plan, transportation was identified as the area in the CoSA that needs the most work.

Given the challenges and the feedback from public outreach on transportation, the Multimodal Plan established a set of goals that could provide the framework for policies, actions, and transit project prioritization. The goals include:

- Congestion: Prioritization of projects that maximize the efficiency of vehicular travel within the roadway network.
- Management of Existing Systems: Prioritization of projects that improve the effectiveness and condition of existing infrastructure through targeted investments.
- Mobility: Prioritization of projects that enhance the access and connectivity (minimize gaps) across all modes of transportation.
- Safety and Security: Provide a transportation system safe for all users and secure against natural disasters.
- Feasibility and Implementation: Prioritization of projects that are shovel-ready and have demonstrated support among all project sponsors.
- Quality of Life: Prioritization of projects that enhance the health and wellbeing of San Antonio's population and the environment.
- Strategic Development: Prioritization of projects in areas where new investment will utilize existing investments and be response to land use patterns.
- Economic Vitality: Prioritization of projects that strengthen and increase economic opportunity by connecting people to employment.

3.5 Planning Consistency

The proposed project is not anticipated to change current land uses/zoning. It is also not anticipated to be incongruent with future land uses along the corridor given that it would mainly enhance the VIA transit system that is already in place. The two anticipated displacements and various partial takes would not be likely to cause significant changes in land use that would go against the current zoning or future land use plans.

The proposed project design would meet many of the goals of the Multimodal Plan especially the following:

- Congestion: Proposed project would maximize efficiency of vehicular travel through dedicated transit lanes, transit signal priority, and bicycle lanes.
- Management of Existing Systems: Proposed project would improve the effectiveness and conditions of an already existing transit system along the corridor.
- Mobility: Proposed project would enhance access and connectivity by constructing bicycle lanes in new locations and bus stations with pedestrian walkways and crosswalks in new locations.
- Safety and Security: Proposed project would enhance safety and security through various project features as discussed in Section 6.4.1.

Overall, the long-term impacts of the proposed project are not anticipated to be the impetus for new development that would be inconsistent with current zoning or the SA Tomorrow Plan. Therefore, no mitigation measures are proposed for the long-term. The short-term, construction impacts of the proposed project may lead to temporary congestion, mobility, and safety and security concerns. The specific construction impacts and mitigation measures related to these impacts are described in more detail in the following sections.

4. SOCIAL IMPACTS AND COMMUNITY DISRUPTION

4.1 Regulatory Overview

The CEQ provides guidance for the description of the affected environment and environmental consequences for general resources, including social impacts. Based on CEQ guidance and FTA guidance for community impacts, the project team reviewed the N/S ART project potential impacts to the community as part of the NEPA process. This section discusses the potential community impacts of the proposed project such as changes in physical and psychological barriers; changes in circulation patters and changes in access to services; community cohesiveness.

4.2 Methods

As part of the NEPA process, potential community impacts due to the N/S ART project were identified through review of aerial photos, proposed project design, CoSA Registered Neighborhood Associations Map (2022), and data collected during field reconnaissance.

4.3 Description of Existing Conditions

4.3.1 Neighborhoods

The following are neighborhoods with representative neighborhood associations along the project corridor (CoSA, 2022):

- Shearer Hills/Ridgeview
- Greater Harmony Hills
- King William
- Tobin Hill
- North Shearer Hills
- Olmos Park Terrace

- Crownhill Park
- Monte Vista Terrace
- Alta Vista
- Downtown Residents
- Northmoor
- Lavaca
- Monte Vista
- Roosevelt Park
- Five Points

Historic neighborhoods and districts along the corridor are discussed and analyzed further in the N/S ART Project Historic Resources Report.

4.3.2 Community Facilities and Services

Appendix B includes a list of community facilities adjacent to the N/S ART project that were identified during the desktop analysis and observed during the site visit. In summary, some of the notable community facilities located along the corridor include:

- San Pedro Springs Park, Roosevelt Park, and other city parks (specific impacts on parks and recreational
 areas are covered in more detail in the N/S Project Historic Resources and Section 4(f) Evaluation
 reports);
- San Antonio College/McAllister Theatre, G.W. Brackenridge High School, and other public and private schools and postsecondary educational campuses;
- Temple Beth-El, Travis Park United Methodist Church, Central Christian Church, St. Mary's Catholic Church, San Antonio Mennonite Church, and other places of worship;
- Social service and health care facilities, including Baptist Medical Center, Planned Parenthood, and San Pedro Women's Health Center;
- San Antonio Central Library and other branch libraries, the Women's Club of San Antonio, and other various and miscellaneous community facilities.

Several bus stops were observed along the project including two VIA transit centers. There were no existing bus stops along East Ramsey Road, the US 281 frontage roads, or Terminal Drive within the corridor. There were no bicycle lanes, and no cyclists were observed along the corridor during the time of the field survey. Sidewalks were discontinuous or not present along East Ramsey Road, the US 281 frontage roads, and Terminal Drive. There were also dirt paths observed between the ends of existing sidewalks near the south end of the corridor.

4.4 Potential Impacts

4.4.1 Long-term Operational Impacts

4.4.1.1 Physical and Psychological Barriers

The long-term operational activities of the project are not anticipated to create physical or psychological barriers for transit users or community members. There are no proposed plans for constructing, expanding, or enhancing any physical barriers or levels of separation. Instead, there is a potential for the project to break down certain psychological barriers of using the transportation system by providing more options to utilize the transportation system through the proposed establishment of sidewalks and bicycle

lanes along certain parts of the corridor, the proposed bus stations at new locations, and the restriping of crosswalks/intersections.

4.4.1.2 Access and Circulation Patterns

The long-term operational activities of the project are not anticipated to adversely impact access to local services, businesses, and community facilities along the project corridor. Existing crosswalks leading to businesses would be maintained for pedestrian access. New pedestrian walkways, new sidewalks, new bike lanes, new bike parking, new bus stations, and improvements to crosswalks with restriped and proposed crosswalk beacons would meet American with Disability Act of 1990 (ADA) standards and would increase overall accessibility to businesses and community facilities for pedestrians and transit users. For motorists, the permanent removal of a small strip of on-street parking close to downtown may result in some inconvenience but most on-street parking would be maintained. The proposed concrete medians for the center-running dedicated transit lanes would not prevent access to local businesses and services. Access would be ensured through maintenance of U-turns even if ability for left-turns would end at certain locations. The new travel patterns established through use of U-turns by motorists could result in minor delay in travel time. However, overall, the proposed improvements would result in faster and more reliable travel times for transit users and motorists due to the dedicated transit lanes and signals.

4.4.1.3 Community Cohesiveness

The long-term operational activities of the project are not anticipated to adversely impact community cohesion. Neighborhoods are not anticipated to be segmented by the proposed project. Instead, the proposed project would make the transit system more convenient for community members through the new features that are anticipated to reduce travel time and increase bus frequency. More community members could use the transit system to travel between community facilities and neighborhoods due to the increased convenience. The proposed sidewalks and bicycle lanes could also make it easier to travel between neighborhoods within the community. As a result of these factors, the proposed project could enhance community cohesion.

4.4.2 Short-term Construction Impacts

4.4.2.1 Physical and Psychological Barriers

Construction activities could temporarily create physical and psychological barriers for pedestrians, motorists, and transit users. Physical barriers may be used for temporary closure of lanes, streets, intersections, and on-street parking. Noise pollution and travel delays may create psychological barriers for community members temporarily, resulting in temporarily avoidance of the corridor.

4.4.2.2 Access and Circulation Patterns

Construction activities may temporarily create challenges in accessing community facilities and businesses through temporary closure of lanes, streets, intersections, and on-street parking. Travel patterns would temporarily change due to necessary use of detours by drivers, pedestrians, and cyclists.

4.4.2.3 Neighborhood/Community Cohesiveness

Closure of lanes, streets, intersections, and on-street parking may create temporary segmentation of neighborhoods during construction. Community members may avoid visiting certain community facilities or neighborhoods during construction.

4.5 Mitigation Measures

4.5.1 Long-term Operational Mitigation Measures

There are no significant community impacts anticipated during the long-term operational impacts of the project; therefore, no mitigation measures would be required.

4.5.2 Short-term Construction Mitigation Measures

4.5.2.1 Physical and Psychological Barriers

Lanes, streets, intersections, and on-street parking closures would be limited in duration. Construction would mainly take place during the daytime. Best management practices such as, but not limited to, the following would be implemented to minimize noise:

- Providing detailed notifications about construction to the community in advance of and during construction phase
- Using quieter equipment and quieter methods of construction, such as storing stockpile materials
 in acoustically treated sheds during the evening and night and only moving them during the day
- Minimizing window of time when louder vehicles/trucks are in use
- Maximizing distance between work and noise-sensitive areas in the community wherever practicable

Travel delays would be minimized by avoiding construction during peak travel hours whenever possible..

4.5.2.2 Access and Circulation Patterns

Lanes, streets, intersections, and on-street parking closures would be limited in duration so access to businesses and community facilities can be maintained as best as possible. Moreover, driveway access to homes, businesses, and community facilities would be maintained during construction whenever practicable. To maintain traffic flow conditions, detours with alternative routing and appropriate signage would be provided to maintain access for all roadway users. Detailed maintenance of traffic plans would be developed during final design in coordination with Department of Public Works (DPW) to ensure safety during construction and to ensure that emergency vehicle access is not impeded. Information regarding construction activities would be provided to the public in advance of activities to reduce surprises in travel conditions.

4.5.2.3 Neighborhood/Community Cohesiveness

Lanes, streets, intersections, and most on-street parking closures would be limited in duration so as not to segment neighborhoods for the duration of the construction months. Further discussion regarding parking is provided in the parking section of the N/S Project Traffic Memo. Construction would be avoided during peak travel hours whenever possible so that community members may still travel to community facilities during this time. Information regarding construction activities would be provided to the public in advance of activities to reduce surprises in travel conditions.

5. ENVIRONMENTAL JUSTICE, TITLE IV, AND LIMITED ENGLISH PROFICIENCY

5.1 Regulatory Overview

The project team assessed the effects or impacts of proposed project activities on vulnerable populations protected by federal regulations. The following federal regulations were used as the basis for the analysis:

- Executive Order (EO) 12898 on Environmental Justice (EJ), 1994: Directs Federal agencies to identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations and to develop a strategy for addressing environmental justice concerns. The FTA's Circular 4703.1 (2012) was used as guidance for the EJ analysis.
- Title VI of the 1964 Civil Rights Act, 42 U.S.C. 2000, Section 601: Protects against discrimination based on race, color, and national origin with respect to Federal programs and benefits.
- Justice 40 Initiative: Calls on Federal Agencies, such as FTA, to deliver 40 percent of the
 overall benefits from relevant federal investments to disadvantaged communities. The
 various socioeconomic indicators used to identify disadvantaged communities include
 income, race, age, and language.
- The Age Discrimination Act of 1975: Prohibits discrimination on the basis of age in programs and activities receiving federal financial assistance.
- Section 504 of the Rehabilitation Act of 1973: Prohibits discrimination against people with disabilities in programs that receive federal financial assistance. The Americans with Disabilities Act (ADA) of 1990: prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public.
- EO 13166, Improving Access to Services for Persons with Limited English Proficiency (LEP), 2000: Outlines guidance for ensuring that non-English speakers do not experience discrimination on the basis of national origin in their ability to access federally funded programs.

5.2 Methods

The team researched vulnerable populations by using data collected through field reconnaissance and by analyzing Census Bureau's 2020 American Community Survey (ACS) Five-Year Estimates data. For collecting ACS data, the study area was defined as all census block groups within a 500-foot buffer area around the project. The study area has 39 census block groups. The ACS data included:

- Hispanic or Latino Origin by Race (2020)
- Median Household Income in the Past 12 Months (2020)
- Poverty Status in the Past 12 Months of Families (2020)
- Age by Veteran Status by Poverty Status in The Past 12 Months by Disability Status for the Civilian Population 18 Years and Over (2020)

 Age by Language Spoken at Home By Ability to Speak English for the Population 5 Years and Over (2020)

The 2020 ACS Five-Year Estimates data was also used as supplementary information on households without a personal vehicle, i.e., those that may be dependent on public transportation.

5.3 Description of Existing Conditions

5.3.1 Environmental Justice (EJ) Populations

EJ populations are defined as minority and low-income populations. Both EO 12898 on EJ and Title VI of 1964 Civil Rights Act protect people belonging to racial minorities. The U.S. Department of Transportation (USDOT) Order 5610.2(C) defines minority populations as:

- American Indian and Alaska Native
- Asian
- Black or African American
- Hispanic or Latino
- Native Hawaiian or Other Pacific Islander

For this analysis, all persons identifying as Hispanic/Latino heritage and non-white persons without Hispanic/Latino heritage in the Hispanic or Latino Origin by Race (2020) ACS data were considered part of minority populations.

EO 12898 on EJ protects low-income populations as well. Low-income populations are defined as any individual or household with income at or below the Department of Health and Human Services (HHS) poverty guidelines (e.g. based on 2022 HHS guidelines, \$13,590 for a family of one; \$27,750 for a family of four). For this analysis, all families living below the poverty line according to the Poverty Status in the Past 12 Months of Families (2020) ACS data were considered part of low-income populations.

5.3.1.1 Minority Populations (Title VI and EJ Population)

To better understand the presence of minority populations within the study area (the 500-foot buffer area around the project with 39 census block groups), the race/ethnicity data for the study area was compared to the data for the CoSA and Bexar County, as shown in **Table 5-1**. The study area overall has a similar percent of minority populations as the city and county.

Table 5-1 Summar	/ of Race and Eth	inicity Data
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Geography	Total Population	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Latino	Overall Percent of Minorities
Study Area	45,837	1,592	129	636	40	85	683	31,042	74.6
City of San Antonio	1,529,133	96,076	2,350	43,768	950	3,200	25,804	989,877	76.0

Geography	Total Population	Black or African American alone	American Indian and Alaska Native alone		Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	INOTE	II atino	Overall Percent of Minorities
Bexar County	1,978,826	139,381	2,968	57,633	1,723	4,364	39,525	1,197,120	72.9

Source: American Community Survey, 2020. Hispanic or Latino Origin by Race, Block Groups, Table B03002.

According to the ACS 2020 data, all 39 census block groups of the study area have at least some individuals belonging to a minority population. Out of 39 census block groups, 31 of them show greater than or equal to 50 percent minority population. Locations along the corridor that do not have majority minority block groups include:

- San Antonio International Airport vicinity
- The majority of the Olmos Park Terrace neighborhood (east of San Pedro Avenue between East Monte Boulevard and West Mariposa Drive)
- The Monte Vista neighborhood east of San Pedro Avenue between East Lullwood Avenue and West Summit Avenue
- The majority of the area represented by the Downtown Residents Association from North Main Avenue to Durango Boulevard
- The King William neighborhood on the west side of Navarro Street from Durango Boulevard to Pereida Street
- Small portion of the Lavaca neighborhood on the east side of Navarro Street from Durango Boulevard to Alamo Street

A minority populations map depicting percent of minorities in each census block group can be found in **Appendix A.** A complete table of minority populations data for each census block group within study area can be found in **Appendix B**.

5.3.1.2 Low-Income Populations

Based on field reconnaissance, signs of low-income populations within the study area were evidenced by homes and businesses in disrepair, pawn shops, loan providers, Planned Parenthood, Boss Babies Learning Center - Affordable Child Care, and the Affordable Health Insurance Agency.

To better understand the presence of low-income populations within the study area, the low-income data for study area were compared to the city-wide data and the county data, as shown in **Table 5-2**. Overall, the study area has approximately 16.2 percent low-income families (percent of families within the study area are living below the poverty line), which is slightly higher than the percent of low-income families in the city or county (ACS, 2020).

Table 5-2 Summary of Low-Income Data

Geography	Total Number of Families		Percent of Families with Income in the Past 12 Months Below Poverty Level (Percent Low-Income Families)
Study Area	7,855	1,275	16.2
City of San Antonio	319,627	43,231	13.5
Bexar County	421,271	49,959	11.9

Source: American Community Survey, 2020. Poverty Status in The Past 12 Months Of Families By Family Type By Presence Of Related Children Under 18 Years By Age Of Related Children, Block Groups, Table B17010.

The median household income in the study area ranges from \$17,289 to \$108,056 among all the census block groups (ACS, 2020). Out of 39 census block groups within the study area, there are 28 census block groups that have at least some families living below the poverty line. Furthermore, 16 of the census block groups have greater than 13.5 percent (the city-wide percentage) families within the block group living below the poverty level (ACS, 2020). A low-income populations map depicting percent of low-income families within each census block group can be found in **Appendix A**. A more complete table of low-income population by census block group is provided in **Appendix B**.

5.3.1.3 Housing Units without Vehicles

To understand the dependence on public transportation in the area, data for housing units without vehicles was obtained from the ACS (2020) as supplementary to other EJ data. All, except two census block groups within the study area, have some housing units without any access to personal vehicles. Out of 39 census block groups in the study area, 27 census block groups were identified as having a greater percent of housing units without a personal vehicle than the city-wide percent of 8.1 percent (ACS, 2020.) Overall, approximately 16.1 percent of the families in the study area do not own or rent a vehicle, which is approximately double the city-wide percentage (see **Table 5-3** below). This reconfirms that public transportation may be vital to the community in this area of the city.

Table 5-3 Summary of Housing Units without Vehicles Data

Geography	Total Number of Families	Number of Families with No Personal Vehicle Available	Percent of Families with No Vehicle Available
Study Area	18,599	2,995	16.1
City of San Antonio	509,550	41,073	8.1
Bexar County	644,561	44,629	6.9

Source: American Community Survey, 2020. Tenure By Vehicles, Block Groups, Table B25044.

5.3.2 Other Vulnerable Populations

Populations protected under the Age Discrimination Act of 1975, Section 504 of the Rehabilitation Act of 1973, and the ADA were also identified within the study area. For this analysis, children are defined as any individuals under the age of 18. The Age Discrimination Act of 1975 prohibits discrimination based on age. Since children are defined by their age, the Act implicitly protects children. Elderly persons are defined as any individuals who are 65 or older. Lastly, for this analysis, only adults (18 and over) with disabilities were considered part of the disabled population in the community.

5.3.2.1 Children

Based on field reconnaissance, signs of children residing within the study area identified by the project team include:

- The Children's Shelter
- Family Strengthening Department
- Texas Attorney General, Child Support Division
- Child Advocates San Antonio (CASA)
- Family Service Association
- Guardian House
- San Antonio Children's Museum
- Pediatric offices
- Day care facilities
- Public and private schools observed throughout the corridor.

To better understand the presence of children within the study area, the data on percent of children within it were compared to city-wide and county data, as shown in **Table 5-4**. Based on 2020 ACS data, approximately 17.6 percent of the population within the study area are children. This is 7 to 8 percent lower than the city-wide percentage and the county percentage of children, respectively.

Table 5-4 Summary of Data on Children

Geography		Number of People Under the Age of 18	Percent of People Under the Age of 18
Study Area	45,837	8,060	17.6
City of San Antonio	1,529,133	379,982	24.8
Bexar County	1,978,826	505,237	25.5

Source: American Community Survey, 2020. Sex by Age, Census Block Groups, Table B01001.

However, 12 of the 39 census block groups within the buffer area have a greater percent of people under the age of 18 than the city-wide percentage of 24.8 percent (ACS, 2020). These block groups, classified as

communities with a significant concentration of children, are depicted in the Vulnerable Populations map in **Appendix A**. There is also a more complete table showing the age data for all census block groups within the study area in **Appendix B**.

5.3.2.2 Elderly Population

Based on field reconnaissance, indications of the presence of elderly populations identified by the project team include:

- San Pedro Manor Nursing Home (northeast corner of San Pedro Boulevard and West Ashby Place)
- San Pedro Arms Apartments (SAHA's Public Housing facility serving elderly/disabled households)
- Villa Tranchese (SAHA's Public Housing facility serving elderly/disabled households)

To better understand the presence of elderly people within the study area, the data on percent of elderly persons (65 or older) within it were compared to city-wide data and county data, as shown in **Table 5-5**. Based on 2020 ACS data, approximately 14.2 percent of the population within the study area are elderly. This is similar to the city-wide and county percentages.

Table 5-5 Summary of Data on Elderly People

Geography	Total Population		Percent of People Under the Age of 18
Study Area	45,837	6,502	14.2
City of San Antonio	1,529,133	188,158	12.3
Bexar County	1,978,826	239,416	12.1

Source: American Community Survey, 2020. Sex by Age, Census Block Groups, Table B01001.

Twenty-five of the 39 census block groups within the study area have a greater percent of individuals over the age of 65 than the city-wide percentage of 12.3 percent (ACS, 2020). These block groups, classified as communities with a significant concentration of elderly people, are depicted in the Vulnerable Populations map in **Appendix A**. There is also a more complete table showing the age data for all census block groups within the study area in **Appendix B**.

5.3.2.3 Disabled Population

Based on field reconnaissance, signs of persons with disabilities were observed by the project team throughout the corridor, including:

- ramps on homes
- Prescott's Orthotics & Prosthetics
- San Pedro Arms Apartments (SAHA's Public Housing facility serving elderly/disabled households)
- Villa Tranchese (SAHA's Public Housing facility serving elderly/disabled households)

To better understand the presence of disabled adults within the study area, data on disabled adults within it was compared to city-wide and county data, as shown in **Table 5-6**. Based on the ACS data (2020), approximately 13.1 percent of total population within the study area are disabled adults. This is very similar to the city-wide and the county percentages.

Table 5-6 Summary of Data on Disabled Adults

Geography	Total Population	and over)	Percent of Disabled Adults (18 years and over) out of Total Population
Study Area	45,837	5,982	13.1
City of San Antonio	1,529,133	203,753	13.3
Bexar County	1,978,826	251,248	12.7

Source: American Community Survey, 2020. Age by Veteran Status by Poverty Status In The Past 12 Months by Disability Status for the Civilian Population 18 Years and Over, Block Groups, Table C21007.

Out of 39 census block groups, there are 19 census block groups within the study area that have a greater percent of adults with disabilities than the city-wide percentage of 13.3 percent (ACS, 2020). These block groups, classified as communities with a significant concentration of disabled people, are depicted in the Vulnerable Populations map in **Appendix A**. A more complete table showing the number of disabled adults in each block group within the study area can be found in **Appendix B**.

5.3.3 Limited English Proficiency (LEP) Populations

Populations protected by the EO 13166, Improving Access to Services for Persons with LEP were also analyzed. A LEP speaker is an individual over the age of 5 who can speak English "not well" or "not at all".

Based on field reconnaissance, there were several signs in languages other than English along the project corridor. Most signs were in Spanish and included signs within several shopping centers along San Pedro Avenue, places of worship such as Iglesia Bautista Victoria En Cristo, the Mexican Consulate, and several child day care facilities and academies.

To better understand the presence of LEP speakers within the study area, data on LEP speakers within it was compared to city-wide data and county data, as shown in **Table 5-7**. Based on the ACS data, there is significantly lower concentration of LEP speakers within the study area than in the city or the county.

Table 5-7 Summary of Data on LEP Speakers

Geography		Percent of Spanish LEP Speakers in Total Population		Percent of Asian and Pacific Islander LEP Speakers in Total Population	Percent of Other LEP Speakers in Total Population
Study Area	45,837	0.4	0.0	0.0	0.0
City of San Antonio	1,529,133	5.6	0.2	0.3	0.1
Bexar County	1,978,826	4.9	0.2	0.3	0.1

Source: American Community Survey, 2020. Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over, Block Groups, Table B16004

According to 2020 ACS data, there are a total of 195 individuals within the study area who have limited English proficiency (LEP). All 195 LEP individuals speak Spanish as their native language. Block groups with any individuals with LEP are highlighted in the LEP map in **Appendix A**. A more complete showing data on LEP speakers in each census block group of study area is provided in **Appendix B**.

5.4 Community Outreach

Several opportunities for engaging the community, including those located within the project study area, have been conducted. These outreach efforts to date have included two sets of public meetings; targeted meetings to neighborhoods along the corridor; pop-up events at transit stops, shopping centers, and other public and private facilities; large-scale mailings to properties within a 0.5-mile buffer of the project; and a project-specific website. Community outreach has included messaging in Spanish, the availability of translators, and American Sign Language interpreters.

To date, there has been no substantial controversy about the proposed project. Public engagement has and will be conducted in accordance with NEPA standards. As part of the NEPA process, VIA has prepared and distributed materials to update the public, including minority and low-income populations, vulnerable populations, and LEP populations. These materials have be made available for viewing on the VIA website. VIA will continue to engage the public through the project development process, and future public engagement activities would continue to offer opportunities for meaningful engagement by all, including LEP, EJ, persons with special assistance needs (e.g., translation, accessibility, etc.), and other vulnerable groups.

5.5 Potential Effects/Impacts

5.5.1 Long-Term Operational Effects/Impacts

5.5.1.1 EJ Populations

The long-term operation activities of the project area anticipated to generally be beneficial to individuals protected by Title VI and belonging to EJ populations (minority and/or low-income populations). The proposed ART service and other proposed improvements, like new pedestrian walkways, new sidewalks, new bike lanes, new bike parking, new bus stations, and restriped crosswalks with new crosswalk beacons, are anticipated to benefit people of all backgrounds along the project corridor. They would

increase overall accessibility to businesses and community facilities and enhance community cohesion through easier travel between neighborhoods for pedestrians and transit users of all races and incomes.

Fare prices are not anticipated to increase as a result of the proposed project. The improved transit system with more reliable and faster services yet same fare prices would be especially beneficial to low-income families by saving them valuable time and money. The addition of new bus stations would also save time by cutting down on the distance between businesses and stations. Overall, the improved transit system would further financially benefit families belonging to EJ populations by increasing the chances of finding employment and staying employed and by decreasing the need for purchasing, renting, or maintaining a personal vehicle.

As previously discussed, there may be access changes resulting from the project, but these changes would be throughout the project corridor and not concentrated in areas with high minority and/or low-income populations. Further, some access changes would ultimately result in safer function of the corridor for motorists and pedestrians through improvements such as medians that reduce conflict points. Therefore, adverse effects are not anticipated due to the proposed project to access for the project area, including EJ communities.

Further analysis of parking impacts is provided in the N/S Project Traffic Memo. Generally, the proposed project is not anticipated to have an adverse impact to parking, including for EJ communities, due to the availability of adequate on-street parking as well as adequate remaining parking spaces for commercial businesses.

Acquisition of property is anticipated because of the project and include partial takes of property as well as two displacements. The anticipated displacements and partial takes may impact property owners that are part of EJ populations given the high concentration of minority and low-income populations throughout the corridor. Due to the high general concentration of EJ communities throughout the corridor, though, the property acquisitions would not be disproportionately located within EJ communities.

The proposed improvements would result in variety of benefits for the entire community in the study area including better accessibility to community facilities, improved community cohesion, and indirect financial benefits. Any potential negative impact of proposed medians disallowing left turns for motorists would be minimized by improved traffic conditions due to dedicated transit-lanes. Any potential negative impact of removal of on-street parking would be minimal and limited because all surrounding on-street parking would be maintained. The negative impact of displacements and partial takes would be minimized by appropriate compensation in accordance with the Uniform Relocation Act and other VIA and CoSA acquisition requirements. Therefore, given the overall benefits of the project, consideration of mitigation measures, accommodation, and compensation, the long-term operational activities of the project are not anticipated to have disproportionately high or adverse impacts on EJ and Title IV populations. Moreover, this federally-funded project would benefit disadvantaged communities located all along the project corridor, in accordance with the Justice 40 Initiative.

5.5.1.2 Vulnerable Populations

The long-term operational activities of the project are not anticipated to be discriminatory to persons in the study area based on age or disability. The proposed bus stations with pedestrian walkways, security lighting, new and improved curb ramps and sidewalks, new traffic signs and signals, and restriped crosswalks with new crosswalk beacons and intersection improvements would be compliant with ADA. Auditory signals at crosswalks and intersections would be maintained, as necessary. During public

engagement, the project team would continue to offer opportunities for persons with special assistance needs (e.g., translation, accessibility, etc.) to be accommodated. Moreover, all the benefits from more reliable and faster services, which were discussed in the previous section, would also apply to populations of children, the elderly, and people with disabilities. Overall, the proposed improvements would be accessible and safe to use for children, elderly, and people with disabilities. However, the two anticipated displacements and various partial takes of the proposed project may unintentionally impact property owners who are elderly, or disabled.

5.5.1.3 Limited English Proficiency Populations

The long-term operational activities of the project are not anticipated to be discriminatory of persons along the project with LEP. All signs that were in Spanish and English on buses, at bus stations, and other important areas would be maintained by the proposed project. Public meeting notices were and would be provided in Spanish, and Spanish translations of project information was and would be provided. However, the two anticipated displacements and various partial takes of the proposed project may unintentionally impact individuals that have LEP.

5.5.2 Short-term Construction Effects/Impacts

5.5.2.1 Environmental Justice Populations

The short-term construction activities of the project are not anticipated to disproportionately or adversely impact EJ populations. Construction activities would occur throughout the corridor with no EJ populations anticipated to be impacted by noise or air pollution or travel delays significantly more than other populations.

5.5.2.2 Vulnerable Populations

The short-term construction activities of the project are not anticipated to be discriminatory of persons along the project based on race, color, national origin, age, sex, or disability. However, children, elderly, or disabled people with higher sensitivity to noise may be affected more by construction activities. During public engagement, the project team would continue to offer opportunities for persons with special assistance needs (e.g., translation, accessibility, etc.) to be accommodated.

5.5.2.3 Limited English Proficiency Populations

The short-term construction activities of the project are not anticipated to be discriminatory of roadway users with LEP. During public engagement, the project team would continue to offer opportunities for persons with special assistance needs (e.g., translation, accessibility, etc.) to be accommodated.

5.6 Mitigation Measures

5.6.1 Long-Term Operational Mitigation Measures

If the anticipated displacements and partial takes impact individual belonging to EJ populations, other vulnerable populations, or LEP populations, coordination and compensation would occur in a way that is suitable for the individual's needs and in accordance with the Uniform Relocation Act and other VIA and CoSA regulations. Coordination and compensation would be accessible and equitable. The project team would continue to offer opportunities for persons with special assistance needs (e.g., translation, accessibility, etc.) to be accommodated.

5.6.2 Short-term Construction Mitigation Measures

5.6.2.1 Environmental Justice Populations

Lanes, streets, intersections, and on-street parking closures would be limited in duration so no Title VI/EJ neighborhoods would be segmented and so access to businesses and community facilities frequently used by EJ populations be maintained as best as possible without resulting in any undue disadvantage for those populations. Moreover, driveway access to homes, businesses, and community facilities would be maintained during construction whenever practicable.

To maintain traffic flow conditions, detours with alternative routing and appropriate signage would be provided to maintain access for all roadway users. Travel delays would be minimized by avoiding construction during peak travel hours whenever possible. Detailed maintenance of traffic plans would be developed during final design in coordination with Department of Public Works (DPW) to ensure safety during construction and to ensure that emergency vehicle access is not impeded. Information regarding construction activities would be provided to the public in advance of activities to reduce surprises in travel conditions.

Construction would follow CoSA requirements on noise and other mitigation strategies identified in the Noise and Vibration Report. Best management practices such as but not limited to the following would be implemented to minimize noise:

- Providing detailed notifications about construction to the community in advance of and during construction phase
- Using quieter equipment and quieter methods of construction, such as storing stockpile materials
 in acoustically treated shed during the evening and night and only moving them during the day
- Minimizing window of time when louder vehicles/trucks are in use
- Maximizing distance between work and noise sensitive areas in the community wherever practicable

Given the implementation of these mitigation measures, the short-term operational activities of the project are not anticipated to have disproportionately high or adverse impacts on low-income populations (EJ populations) or on minority populations (EJ populations) belonging to a particular race, color, or national origin.

5.6.2.2 Vulnerable Populations

All the mitigation measures discussed in previous section (5.5.2.1) would also be applied to vulnerable populations such as children, the elderly, and disabled people. Special consideration would be taken to minimize noise pollution near sensitive areas such as schools, public housing for the elderly and disabled, and nursing homes which are occupied by the vulnerable populations.

Given the implementation of these mitigation measures, the short-term operational activities of the project are not anticipated to have disproportionate or adverse impacts on the populations protected by The Age Discrimination Act of 1975, Section 504 of the Rehabilitation Act of 1973, and Americans with Disabilities Act of 1990.

5.6.2.3 Limited English Proficiency Populations

All the mitigation measures discussed in section **5.5.2.1** would also be applied to LEP populations. Moreover, signage for detours and other traffic conditions during construction would be in Spanish and

English. The Information regarding construction activities, which would be provided to the public in advance of activities to reduce surprises in travel conditions, would also be provided in Spanish and English as practicable.

Given the implementation of these mitigation measures, the short-term operational activities of the project are not anticipated to have disproportionate or adverse impacts on LEP populations.

6. SAFETY AND SECURITY

6.1 Regulatory Overview

The FTA has guidance on safety and security, and the project team reviewed potential safety and security concerns of the project. The review focused on identifying potential pedestrian and traffic hazards, any transit user and employee security issues, and emergency response issues.

The CoSA's Multimodal Plan (2016), discussed in Section 3 of this report, also provides guidance on projects needing to be safe for all users and secure against natural disasters.

6.2 Methods

Potential safety and security concerns for the N/S ART project were identified by using field reconnaissance, traffic counts based on data collected by HDR in 2019, proposed project design review, aerial photo review, and Texas Department of Transportation's Crash Records Information System (CRIS).

6.3 Existing Conditions

Locations with heightened site activity may pose as a hazard for pedestrian and vehicle traffic. These locations include public schools, community facilities, and public safety and health facilities. The project team identified the following locations along the corridor:

- Mark Twain Academy (public school) (2411 San Pedro Avenue)
- San Antonio College (1819 North Main Avenue)
- San Pedro Springs Park and San Pedro Library (1315 San Pedro Avenue)
- San Antonio Central Library (600 Soledad Street)
- Baptist Medical Center (1245 Seymour Street)
- San Antonio Fire Department Station #7 (1414 South St. Mary's Street)
- G.W. Brackenridge High School (400 Eagleland Drive)
- Roosevelt Library and Park (311-331 Roosevelt Avenue)
- San Antonio River Walk Park (849 East Commerce Street)
- North Star Mall (7400 San Pedro Avenue)

Intersections with heavily congested traffic flow conditions along the corridor may pose as a hazard for all roadway users. Using the traffic count data, the intersections identified to have the most heavily congested traffic conditions during AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods were the following (HDR, 2019):

- San Pedro Avenue and Ashby Place intersection (near San Pedro Spring Park and San Pedro Library)
- Westbound Loop 410 Frontage Road and San Pedro Avenue intersection (near North Star Mall)

San Pedro and West Hilderbrand Avenues (near railway crossing on West Hilderbrand Avenue)

Potential for traffic-related accidents would pose the most serious security threat for users and employees of VIA vehicles. Crash data obtained from CRIS, shows that there were approximately 3,201 crashes along the corridor, between 2015 and 2019. Approximately 30 percent of the crashes were noted to have resulted in possible injury, minor injury, serious injury, or death. A crash density heat map was created by further analyzing the crash data (**Appendix A**). The map shows that the highest densities of crashes occurred in the following locations along the corridor:

- Downtown San Antonio
- Between the I-410 Loop intersection and Jackson Keller Road intersection on San Pedro Avenue

6.4 Potential Impacts

6.4.1 Long-term Operational Impacts

The long-term operational activities of the proposed project are not anticipated to negatively impact the safety and security of pedestrians, cyclists, motorists, transit users, or transit employees. The proposed project instead has the potential to improve safety and security for all transit and roadway users, in accordance with CoSA's Multimodal Plan. The addition of transit-only lanes, sidewalks, and bicycle lanes may result in traffic-calming effects and reduce risk of hazard to roadway users. Proposed medians and proposed restriping at intersections may reduce risk of crashes and increase safety for pedestrians. Moreover, proposed bus stations with pedestrian walkways, lighting, shelters, and other safety features could result in a safer environment for transit users overall. The transit-only lanes throughout the project area would provide a designated space where buses can safely stop and park without affecting other traffic during blizzards, severe thunderstorms, and similar natural disasters. When needed, emergency vehicles would be able to utilize the transit-only lanes, and the lanes could be accessed by vehicles in the event of traffic events such as crashes. In locations where left turns may be eliminated due to transit-only lanes, emergency response time would not be delayed due to emergency vehicles being able to access the transit-only lanes, which could allow for more efficient response times.

6.4.2 Short-term Construction Impacts

Construction activities may temporarily exacerbate traffic flow conditions throughout the corridor, which may pose as a safety and security threat for pedestrians, cyclists, motorists, transit users, or transit employees. There could be a higher risk for crashes in heavily congested areas. Emergency response times may be delayed slightly due to the temporarily exacerbated traffic flow conditions.

6.5 Mitigation Measures

6.5.1 Long-term Mitigation Measures

The long-term operational activities of the project are not anticipated to have negative impacts on the safety and security of pedestrians, cyclists, motorists, transit users, or transit employees. Therefore, no mitigation measures are needed.

6.5.2 Short-term Mitigation Measures

To maintain traffic flow conditions, detours with alternative routing and appropriate signage would be provided to maintain access for pedestrians, bicyclists, motorists, transit users, and transit employees. Street and intersection closures would be limited in duration to prevent exacerbation of traffic

conditions. Detailed maintenance of traffic plans would be developed during final design in coordination with DPW to ensure safety during construction and to ensure that emergency vehicle access is not impeded.

7. ECONOMIC IMPACTS

7.1 Regulatory Overview

The CEQ provides guidance for the description of the affected environment and environmental consequences for general resources, including economic impacts. In accordance with CEQ guidance and FTA guidance on economic impacts of projects, the team reviewed potential economic impacts of the N/S ART project. Factors such as displacements, the potential for job creation, significant disruptions to business activities, and the potential for direct or indirect changes in taxation are discussed as applicable.

7.2 Methods

Major economic activity and employment centers, potential displacements, and the potential impacts of project on the local economy were identified through review of aerial photos, field reconnaissance, and proposed project design.

7.3 Existing Conditions

Major centers for economic activity along the project corridor include:

- North Star Mall
- Park North Shopping Center
- Downtown San Antonio (Businesses along San Antonio Riverwalk Park Area in particular)
- San Antonio International Airport

The major economic activity centers also serve as major employment centers. Other major employment centers along the project corridor include:

- San Antonio College
- Baptist Medical Center
- North Star Transit Center
- VIA Metro Center
- G.W. Brackenridge High School
- HEB Grocery Stores

7.4 Potential Impacts

7.4.1 Long-term Operational Impacts

Although there are two displacements of businesses anticipated due to proposed project design, there would be no significant adverse long-term impacts anticipated to the overall employment in the region due to the proposed project. The proposed project would result in job creation by creating additional jobs within VIA and by supporting growing employment centers. The proposed improvements would also result in better accessibility to existing jobs. Long-term operational activities are not anticipated to cause

significant disruptions to business activities at the major economic centers. The proposed improvements could result in better accessibility to businesses for customers. The two anticipated displacements may lead to minor inconveniences for the affected property owners due to relocation. The proposed project anticipates minimal right-of-way acquisition at most properties where right-of-way may be needed along the corridor and may include two displacements. As a result, there would not be a significant loss of property tax base due to proposed project. The project is not anticipated to result in significant changes to the overall taxation in the region.

7.4.2 Short-term Construction Impacts

The proposed project would result in construction-related job creation within the region in the short-term. Construction activities may temporarily cause inconveniences such as noise pollution and travel delays at the major centers for employment and economic activity.

7.5 Mitigation Measures

7.5.1 Long-term Operational Mitigation Measures

To mitigate any impacts to property owners resulting from the anticipated displacements or partial takes, coordination and compensation would occur in a way that is suitable for each individual's needs and in accordance with the Uniform Relocation Act. Coordination and compensation would be accessible and equitable.

7.5.2 Short-term Construction Mitigation Measures

Construction would mainly take place during the daytime. Best management practices such as, but not limited to, the following would be implemented to minimize noise:

- Providing detailed notifications about construction to the community in advance of and during construction phase
- Using quieter equipment and quieter methods of construction, such as storing stockpile materials
 in acoustically treated shed during the evening and night and only moving them during the day
- Minimizing window of time when louder vehicles/trucks are in use
- Maximizing distance between work and noise sensitive areas in the community wherever practicable

Travel delays would be minimized by avoiding construction during peak travel hours whenever possible.

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APPENDIX A

GENERAL AND COMMUNITY IMPACTS ANALYSIS MAPS

Project Area Map

Census Geography Map

Community Facilities/Land Uses

Future Land Uses Map

Minority Populations Map

Low Income Populations Map

Vulnerable Populations Map

LEP Map

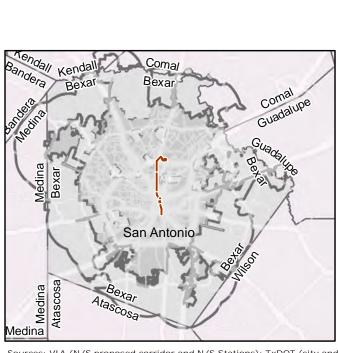
Crash Density Map



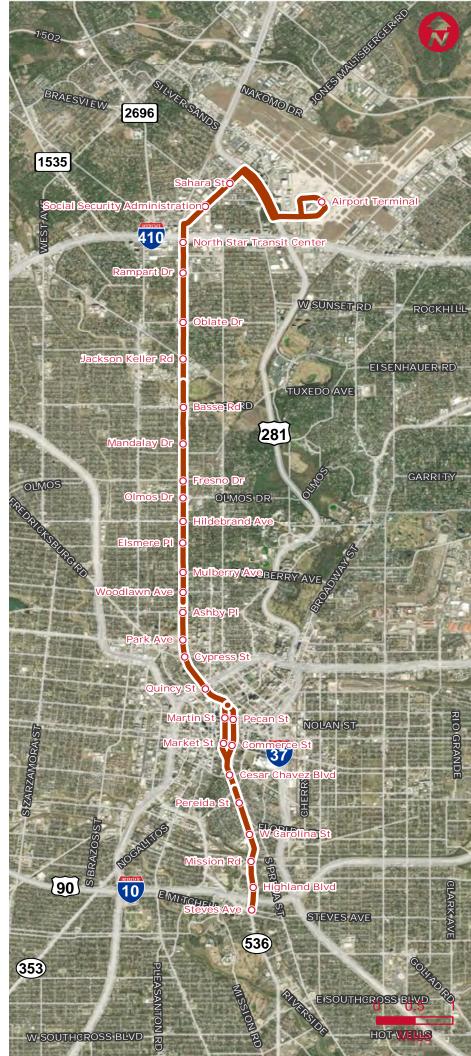
LEGEND

ART North/South Project Alignment

N/S Stations



Sources: VIA (N/S proposed corridor and N/S Stations); TxDOT (city and county boundaries, roads, railroads); City of San Antonio (channels, central business district boundary)





Cenus Geography Map

LEGEND

ART North/South Project Alignment

Census Block Group

Census Tract

1101

1103

1107

1111

1401

1402

1403

1901

1902

1904

1905.03

1906.03

1907

1909.01

1910.04

1910.05

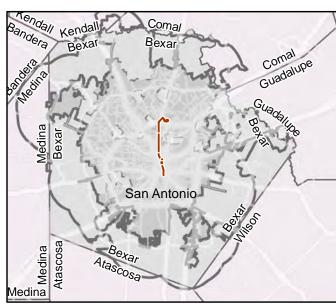
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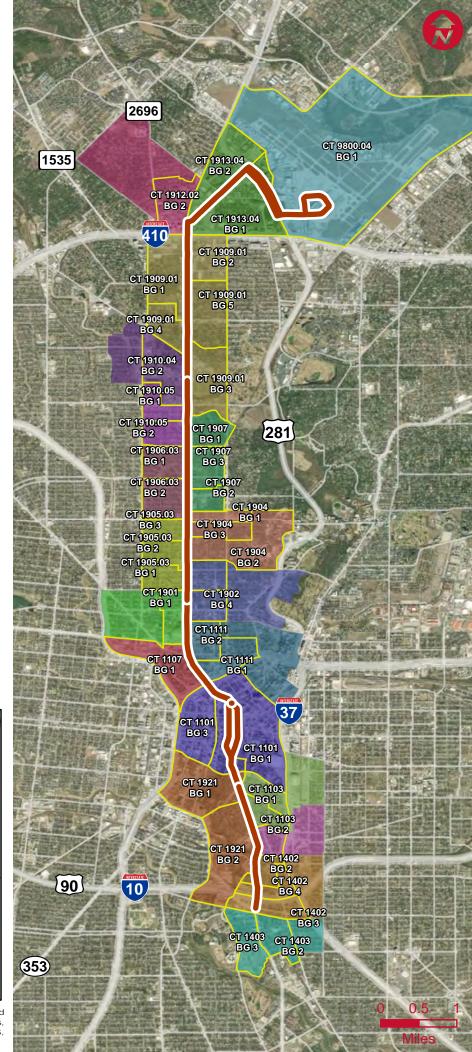
1010.

1921

9800.04



Sources: VIA (N/S proposed corridor and N/S stations); TxDOT (city and county boundaries, roads, railroads); City of San Antonio (channels, central business district boundary); U.S. Census Bureau (census tracts, census block groups)





Existing Land Use & Community Facilities Map

Page 1 of 10

LEGEND





N/S Stations

500-foot Buffer

P Daycare

Fire Station

IIII Government

H Medical

Park/Recreation

Place of Worship

School

Social Services

Transportation

Commercial

Downtown

Industrial

Office District

Limited Density Multi-Family

Multi-Family

Outside City Limits

Residential Estate

Mixed-Residential

Single-Family Residential

Resource Protection

Rural Development





Page 2 of 10

LEGEND





N/S Stations



Daycare

Fire Station

Government

Medical

Park/Recreation

Place of Worship

School

Social Services

Transportation

Commercial

Downtown

Industrial

Office District

Limited Density Multi-Family

Multi-Family

Outside City Limits

Residential Estate

Mixed-Residential

Single-Family Residential

Resource Protection





Page 3 of 10

LEGEND

ART North/South Project Alignment

ART North/South Acquisitions

N/S Stations

500-foot Buffer

Daycare

Fire Station

fiii Government

H Medical

Park/Recreation

Place of Worship

School

Social Services

Transportation

Commercial

Downtown

Industrial

Office District

Limited Density Multi-Family

Multi-Family

Outside City Limits

Residential Estate

Mixed-Residential

Single-Family Residential

Resource Protection





Page 4 of 10

LEGEND





N/S Stations

500-foot Buffer

Daycare

Fire Station

iii Government

H Medical

Park/Recreation

Place of Worship

School

Social Services

Transportation

Commercial

Downtown

Industrial

Office District

Limited Density Multi-Family

Multi-Family

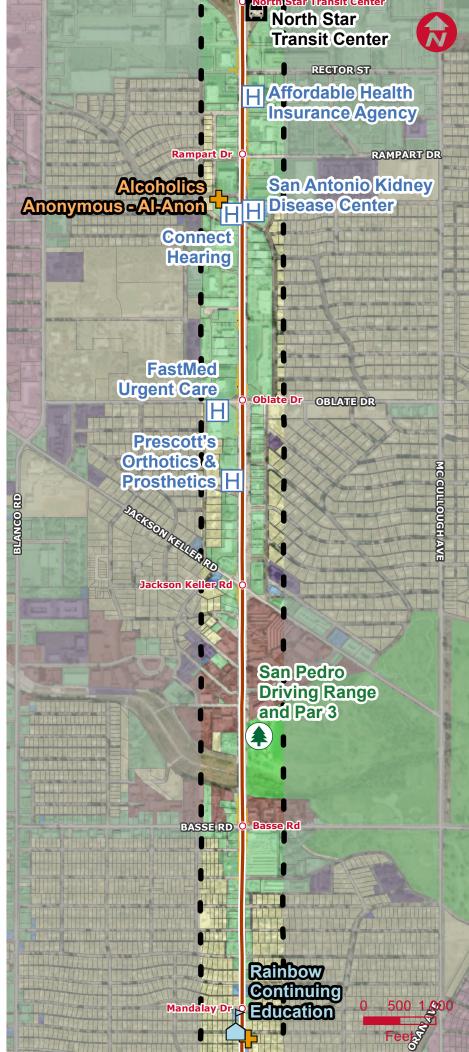
Outside City Limits

Residential Estate

Mixed-Residential

Single-Family Residential

Resource Protection





Page 5 of 10

LEGEND

ART North/South Project Alignment

ART North/South Acquisitions

N/S Stations

500-foot Buffer

Daycare

Fire Station

iii Government

H Medical

Park/Recreation

Place of Worship

School

Social Services

Transportation

Commercial

Downtown

Industrial

Office District

Limited Density Multi-Family

Multi-Family

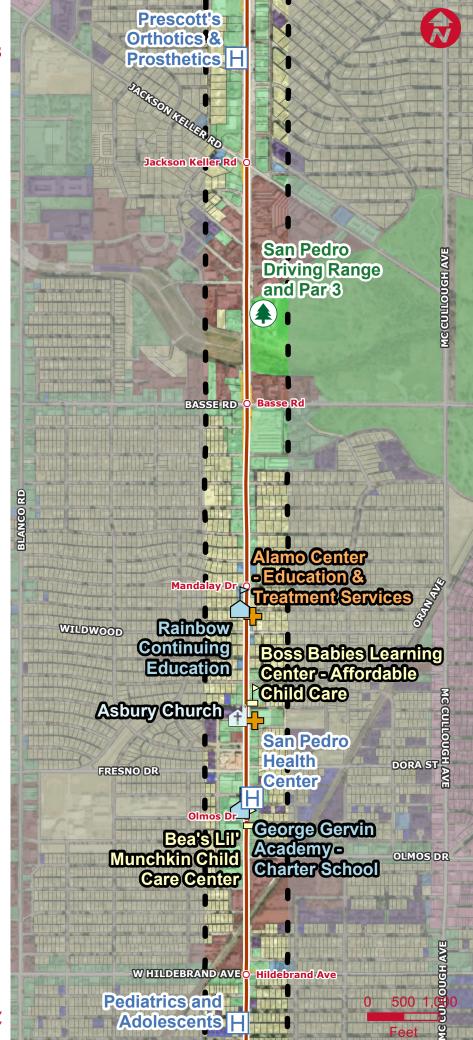
Outside City Limits

Residential Estate

Mixed-Residential

Single-Family Residential

Resource Protection





Page 6 of 10

LEGEND

ART North/South Project Alignment

ART North/South Acquisitions

N/S Stations

500-foot Buffer

Daycare

Fire Station

iii Government

H Medical

Park/Recreation

Place of Worship

School

Social Services

Transportation

Commercial

Downtown

Industrial

Office District

Limited Density Multi-Family

Multi-Family

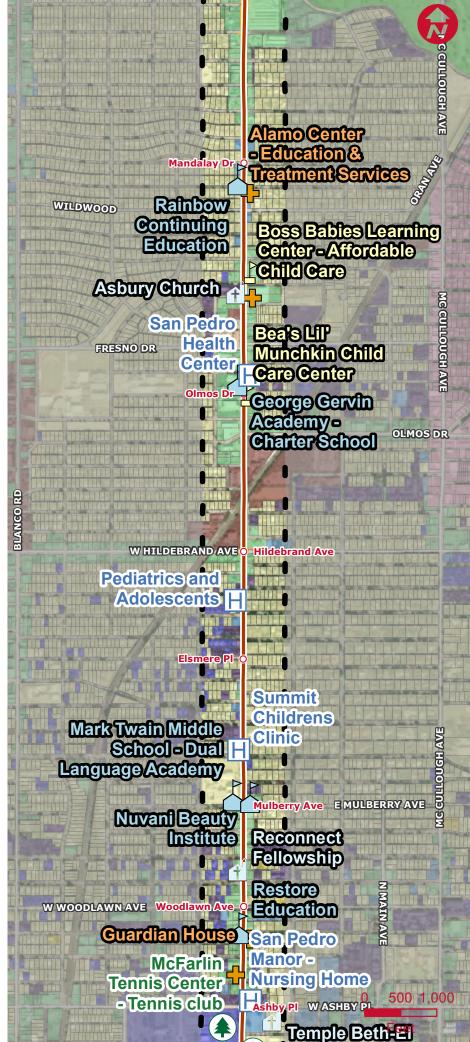
Outside City Limits

Residential Estate

Mixed-Residential

Single-Family Residential

Resource Protection





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LEGEND

ART North/South Project Alignment

ART North/South Acquisitions

N/S Stations

500-foot Buffer

Daycare

Fire Station

iii Government

H Medical

Park/Recreation

Place of Worship

School

Transportation

Social Services

Commercial

Downtown

Industrial

Office District

Limited Density Multi-Family

Multi-Family

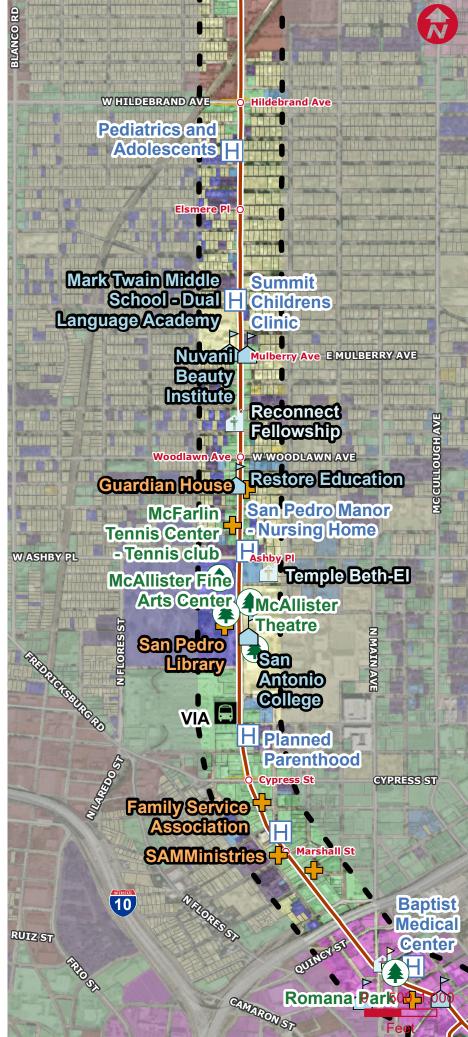
Outside City Limits

Residential Estate

Mixed-Residential

Single-Family Residential

Resource Protection





Page 8 of 10

LEGEND





o N/S Stations

500-foot Buffer

Daycare

Fire Station

f Government

H Medical

Park/Recreation

Place of Worship

School

Social Services

Transportation

Commercial

Downtown

Industrial

Office District

Limited Density Multi-Family

Multi-Family

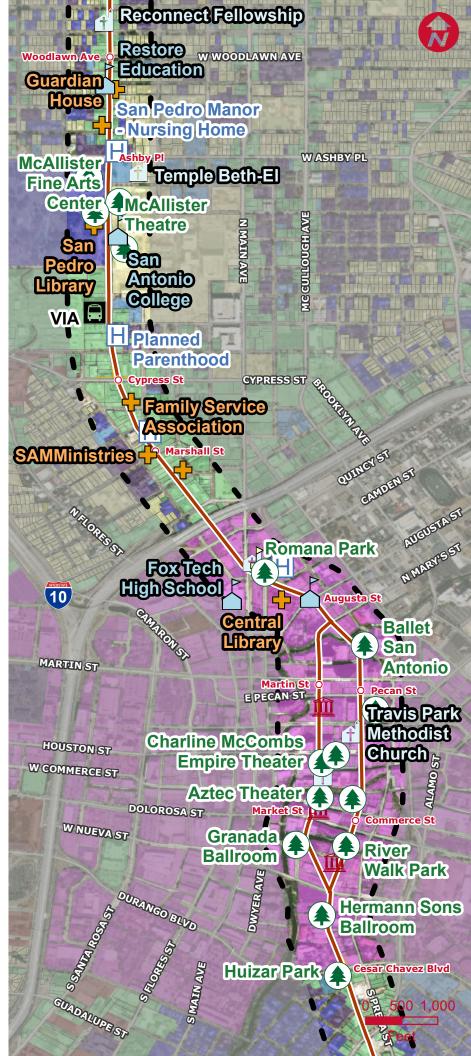
Outside City Limits

Residential Estate

Mixed-Residential

Single-Family Residential

Resource Protection





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LEGEND

ART North/South Project Alignment

ART North/South Acquisitions

N/S Stations

500-foot Buffer

L Daycare

Fire Station

fiii Government

H Medical

Park/Recreation

Place of Worship

School

Social Services

Transportation

Commercial

Downtown

Industrial

Office District

Limited Density Multi-Family

Multi-Family

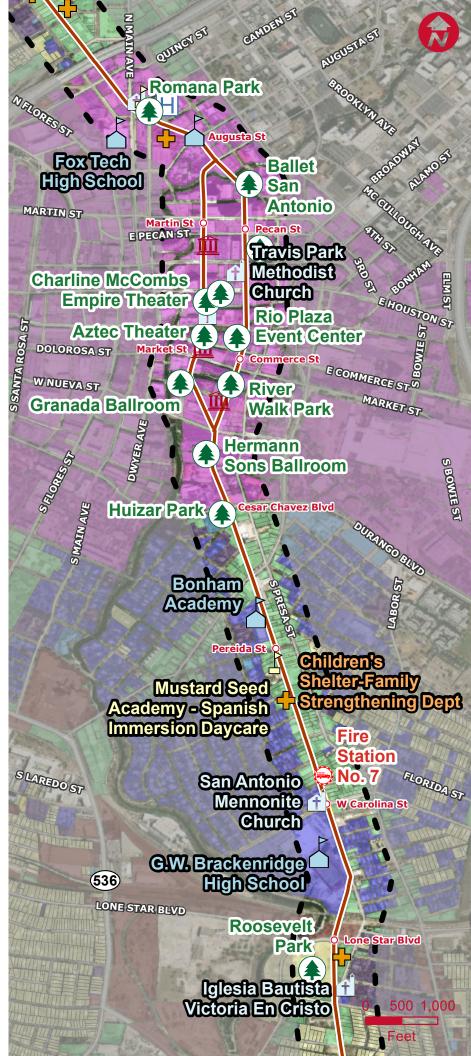
Outside City Limits

Residential Estate

Mixed-Residential

Single-Family Residential

Resource Protection





Page 10 of 10

LEGEND



ART North/South Project Alignment



ART North/South Acquisitions



N/S Stations



500-foot Buffer



Daycare



Fire Station



Government



Medical



Park/Recreation



Place of Worship



School



Social Services



Transportation



•



Commercial



Downtown



Industrial



Office District



Limited Density Multi-Family



Multi-Family



Outside City Limits



Residential Estate



Mixed-Residential



Single-Family Residential



Resource Protection

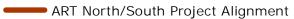






Page 1 of 10

LEGEND



N/S Stations



Community Facilities



Daycare



Fire Station



Government



Medical



N/A



Park/Recreation



Place of Worship



School



Social Services



Transportation

Future Land Use

Airport



Business Park

Community Commercial

High Density Residential

Light Industrial

Low Density Residential

Medium Density Residential

Mixed Use

Neighborhood Commercial

Parks Open Space

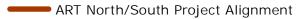
Public Institutional





Page 2 of 10

LEGEND



N/S Stations



Community Facilities



Daycare



Fire Station



Government





Medical N/A



Park/Recreation



Place of Worship



School



Social Services



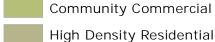
Transportation

Future Land Use

Airport



Business Park



Light Industrial

Low Density Residential

Medium Density Residential

Mixed Use

Neighborhood Commercial

Parks Open Space

Public Institutional





Page 3 of 10

LEGEND



N/S Stations



Community Facilities



Daycare



Fire Station



Government



Medical



N/A



Park/Recreation



Place of Worship



School



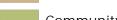
Social Services

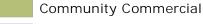


Transportation

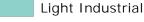
Future Land Use

Business Park









Low Density Residential

Medium Density Residential

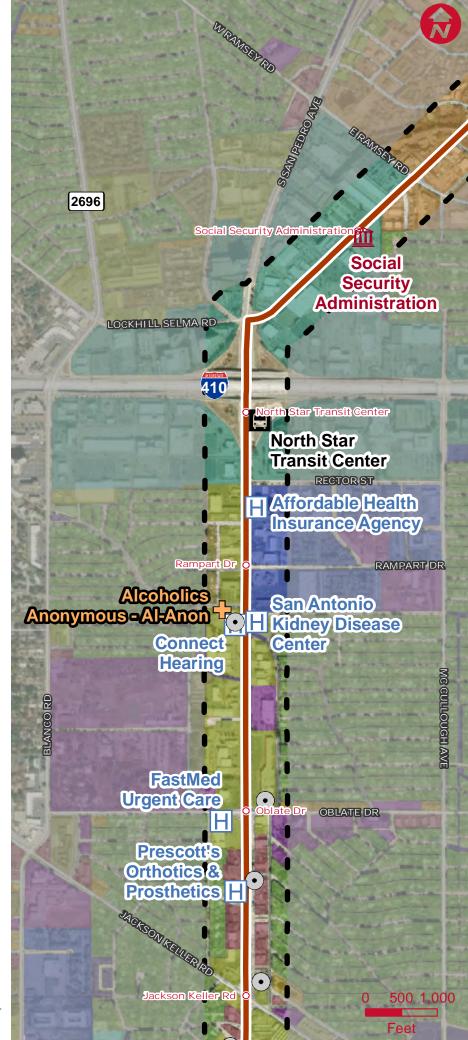
Mixed Use

Neighborhood Commercial

Parks

Parks Open Space

Public Institutional

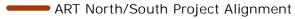




Future Land Use Мар

Page 4 of 10

LEGEND



N/S Stations



Community Facilities



Daycare



Fire Station



Government



Medical



N/A



Park/Recreation



Place of Worship







Social Services



Transportation

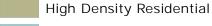
Future Land Use

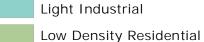
School

Airport



Community Commercial





Medium Density Residential



Neighborhood Commercial

Parks

Parks Open Space

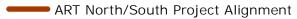
Public Institutional





Page 5 of 10

LEGEND



N/S Stations



Community Facilities



Daycare



Fire Station



Government



Medical



N/A



Park/Recreation



Place of Worship



School



Social Services



Transportation

Future Land Use

Community Commercial



Light Industrial

Low Density Residential

Medium Density Residential

Mixed Use

Neighborhood Commercial

Office

Parks

Parks Greenspace

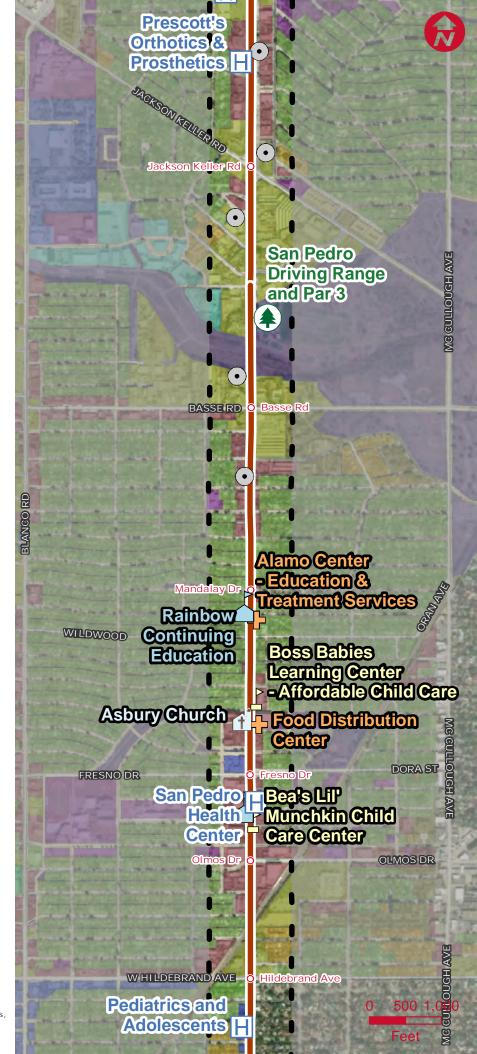
Parks Open Space

Public Institutional

Regional Mixed Use

Transit Oriented Development

Urban Mixed Use





Page 6 of 10

LEGEND

ART North/South Project Alignment

N/S Stations

500-foot Buffer

Community Facilities



Daycare



Fire Station



Government



Medical



N/A



Park/Recreation



Place of Worship



School



Social Services



Transportation

Future Land Use

Community Commercial



Institutional

Low Density Residential

Medium Density Residential

Mixed Use

Neighborhood Commercial

Neighborhood Mixed Use

Office

Parks

Parks Greenspace

Parks Open Space

Public Institutional

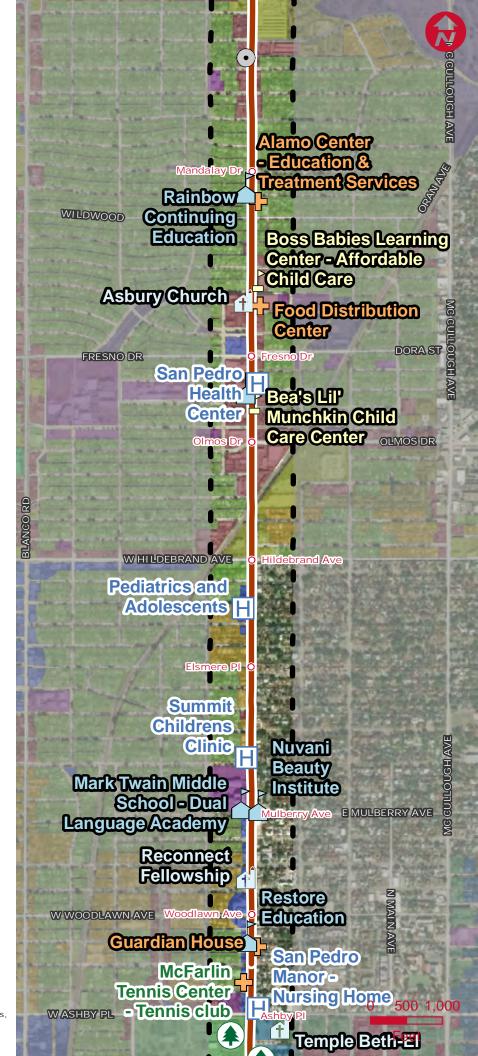
Regional Mixed Use

Transit Oriented Development

Urban Low Density Residential

Urban Mixed Use

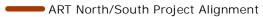
Sources: VIA (N/S proposed corridor, N/S stations); TxDOT (roads, railroads); City of San Antonio (future land use)

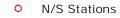




Page 7 of 10

LEGEND



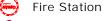




Community Facilities

















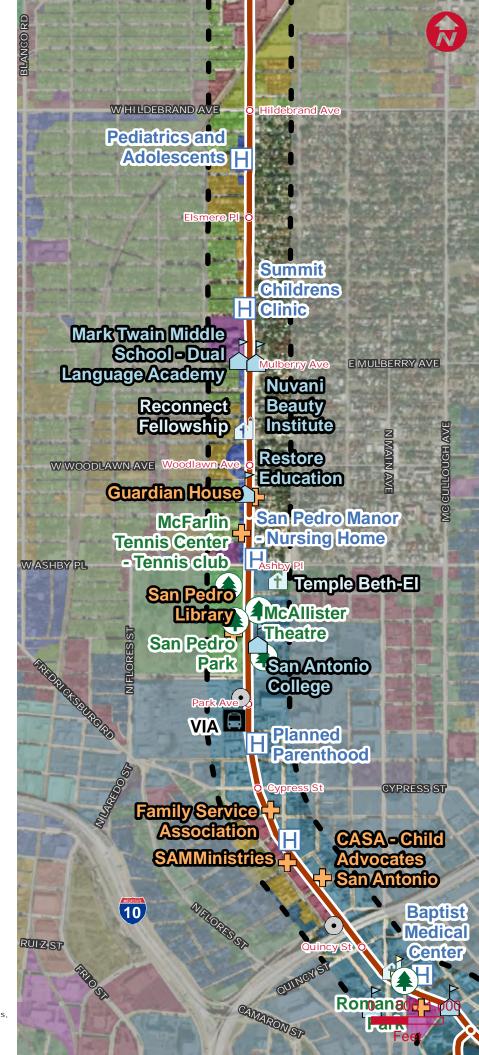






Future Land Use

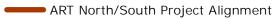
- Business/Innovation Mixed Use
- City/State/Federal Government
- Community Commercial
- Employment/Flex Mixed Use
- High Density Residential
- Institutional
- Light Industrial
- Low Density Residential
- Medium Density Residential
- Mixed Use
- Neighborhood Commercial
- Neighborhood Mixed Use
- Office
 - Parks Greenspace
- Parks Open Space
- Public Institutional
- Regional Mixed Use
- Transit Oriented Development
- Urban Low Density Residential
- Urban Mixed Use





Page 8 of 10

LEGEND



N/S Stations



Community Facilities

Daycare

Fire Station

Government

Medical

N/A

Park/Recreation

Place of Worship

School



Social Services



Transportation

Future Land Use

Business/Innovation Mixed Use

City/State/Federal Government

Employment/Flex Mixed Use

High Density Residential

Institutional

Light Industrial

Low Density Residential

Medium Density Residential

Mixed Use

Neighborhood Commercial

Neighborhood Mixed Use

Parks Greenspace

Parks Open Space

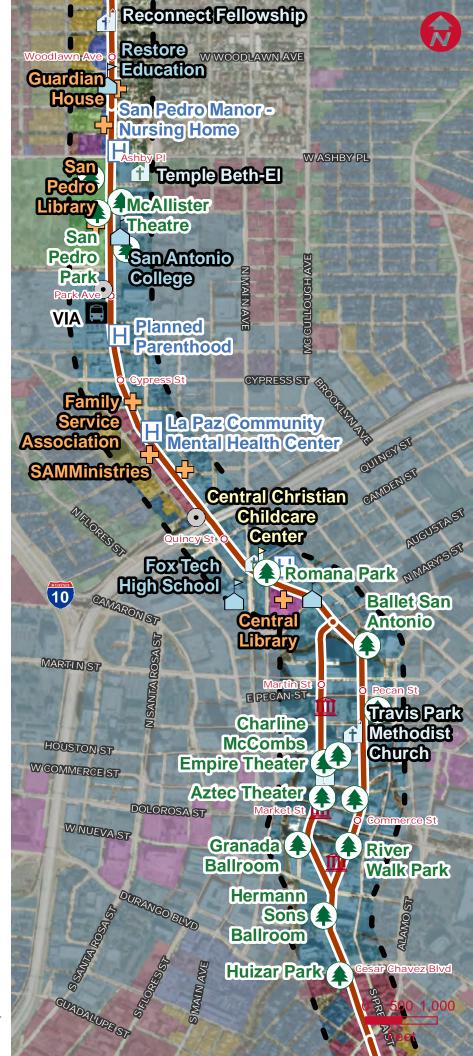
Public Institutional

Regional Mixed Use

Transit Oriented Development

Urban Low Density Residential

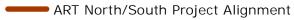
Urban Mixed Use





Page 9 of 10

LEGEND



N/S Stations



Community Facilities



Daycare



Fire Station



Government



Medical



N/A



Park/Recreation



Place of Worship



School



Social Services



Transportation

Future Land Use

Business/Innovation Mixed Use



Employment/Flex Mixed Use

High Density Residential

Light Industrial

Medium Density Residential

Mixed Use

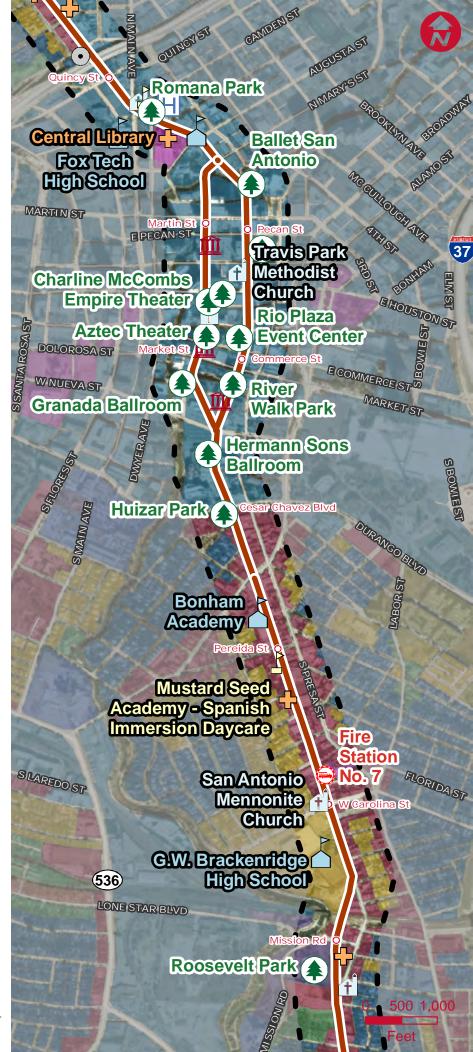
Neighborhood Mixed Use

Parks Open Space

Regional Mixed Use

Urban Low Density Residential

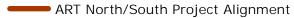
Urban Mixed Use





Page 10 of 10

LEGEND



N/S Stations



Community Facilities



Daycare



Fire Station



Government



Medical



N/A



Park/Recreation



Place of Worship



School



Social Services



Transportation

Future Land Use

Business Park

Dusiness rai

Business/Innovation Mixed Use

City/State/Federal Government

Community Commercial

Employment/Flex Mixed Use

High Density Residential

Low Density Residential

Medium Density Residential

Mixed Use

Neighborhood Commercial

Neighborhood Mixed Use

Parks Open Space

Public Institutional

Regional Mixed Use

Urban Low Density Residential

Urban Mixed Use

Huizar Park Chavez Blvd Bonham **Mustard Seed Academy** Academy -Spanish Immersion **Daycare** Children's Shelter-Family Fire **Station** No. 7 FLORIDA ST Mennonite wearolina St CAROLINA ST San Antonio G.W. Brackenridge High School Roosevelt Library LONE STAR BLVD Social Club & BOYER ST **Event Venue** W DREXEL AVE Roosevelt 4 **Park** Iglesia Bautista Victoria **En Cristo** 10 (536) EMITCHELLST STEVES AVE ETHEO AVE 500 1,000 Feet

Minority Populations Map

LEGEND

ART North/South Project Alignment

Block Group

Minority Populations

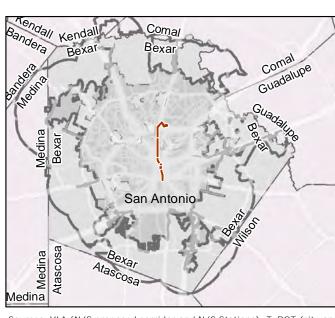
0% - 20%

21% - 40%

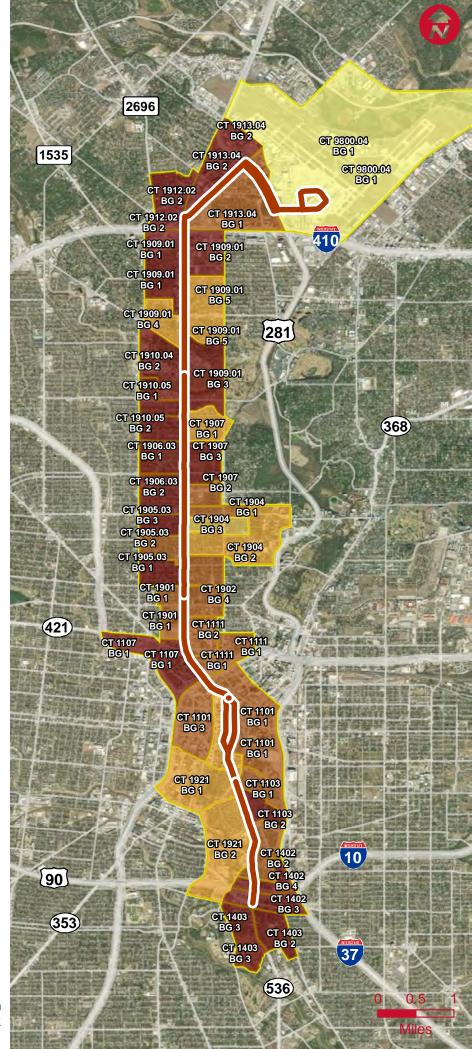
41% - 50%

51% - 79%

80% - 99%



Sources: VIA (N/S proposed corridor and N/S Stations); TxDOT (city and county boundaries, roads, railroads); City of San Antonio (channels, central business district boundary); U.S. Census Bureau (Hispanic or Latino Origin by Race, 2020)





LEGEND

ART North/South Project Alignment

Block Group

Low Income Populations

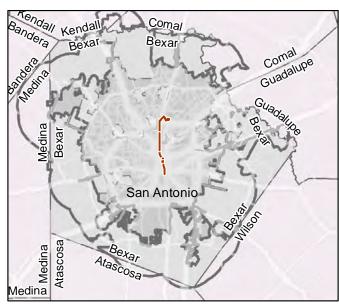
0% - 10%

11% - 20%

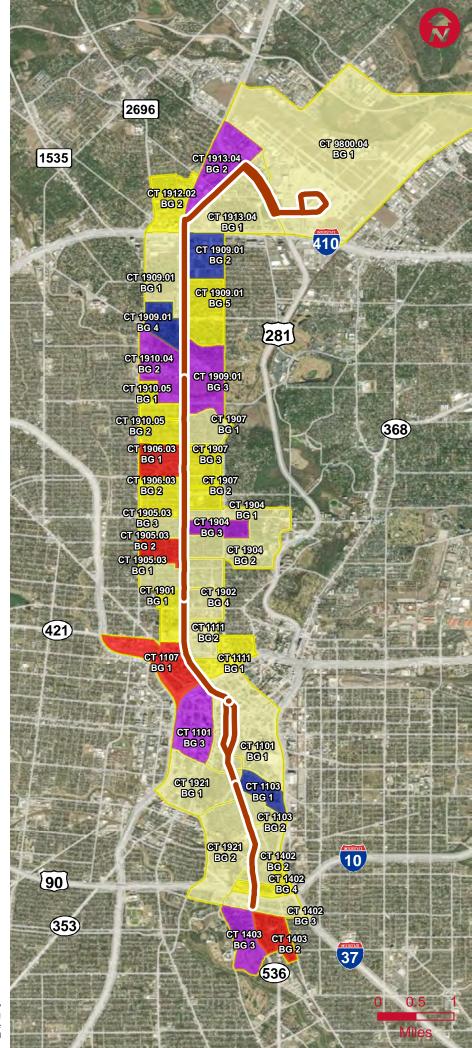
21% - 30%

31% - 40%

41% - 48%



Sources: VIA (N/S proposed corridor); TxDOT boundaries, roads, railroads); City of San Antonio (channels, central business district boundary); U.S. Census Bureau (Poverty Status in the Past 12 Months of Families by Family Type by Presence of Related Children Under 18 Years by Age of Related Children, 2020)





LEGEND

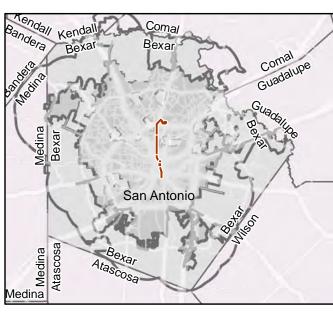
ART North/South Project Alignment

Block Group

Block Group with Significant Concentration* of Children

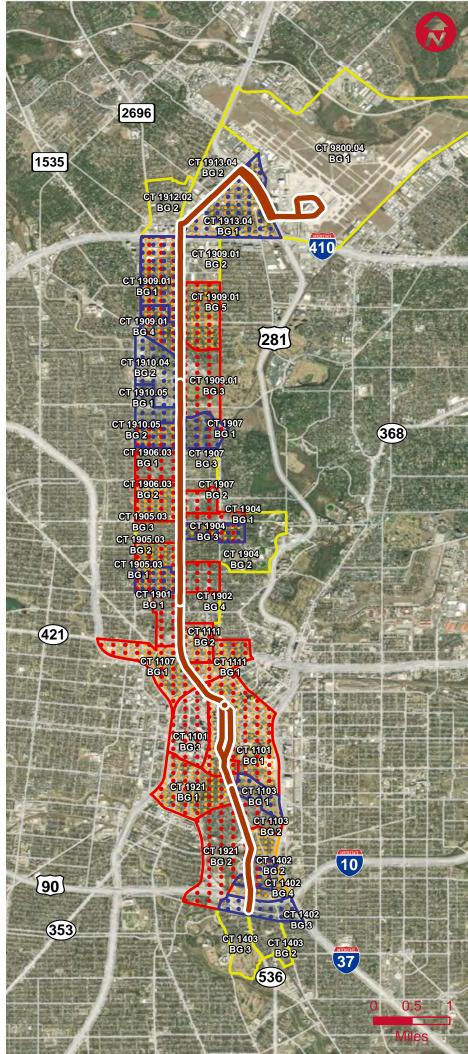
Block Group with Significant Concentration* of Elderly People

Block Group with Significant Concentration* of Disabled People



Sources: VIA (N/S proposed corridor); TxDOT (city and county boundaries, roads, railroads); City of San Antonio (channels, central business district boundary); U.S. Census Bureau (ACS Data, 2020)

*Greater than San Antonio City-Wide Concentration for Each Category





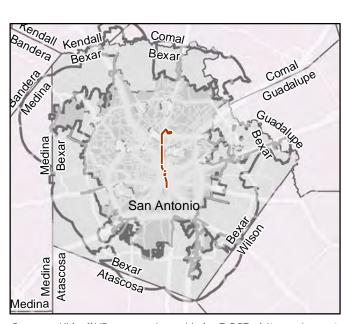
Limited English Proficiency Populations Map

LEGEND

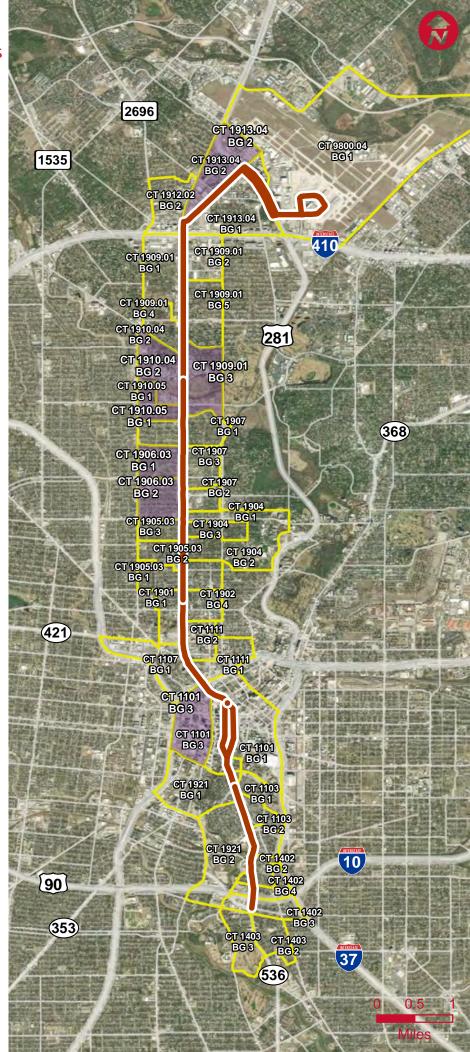
ART North/South Project Alignment

Block Group

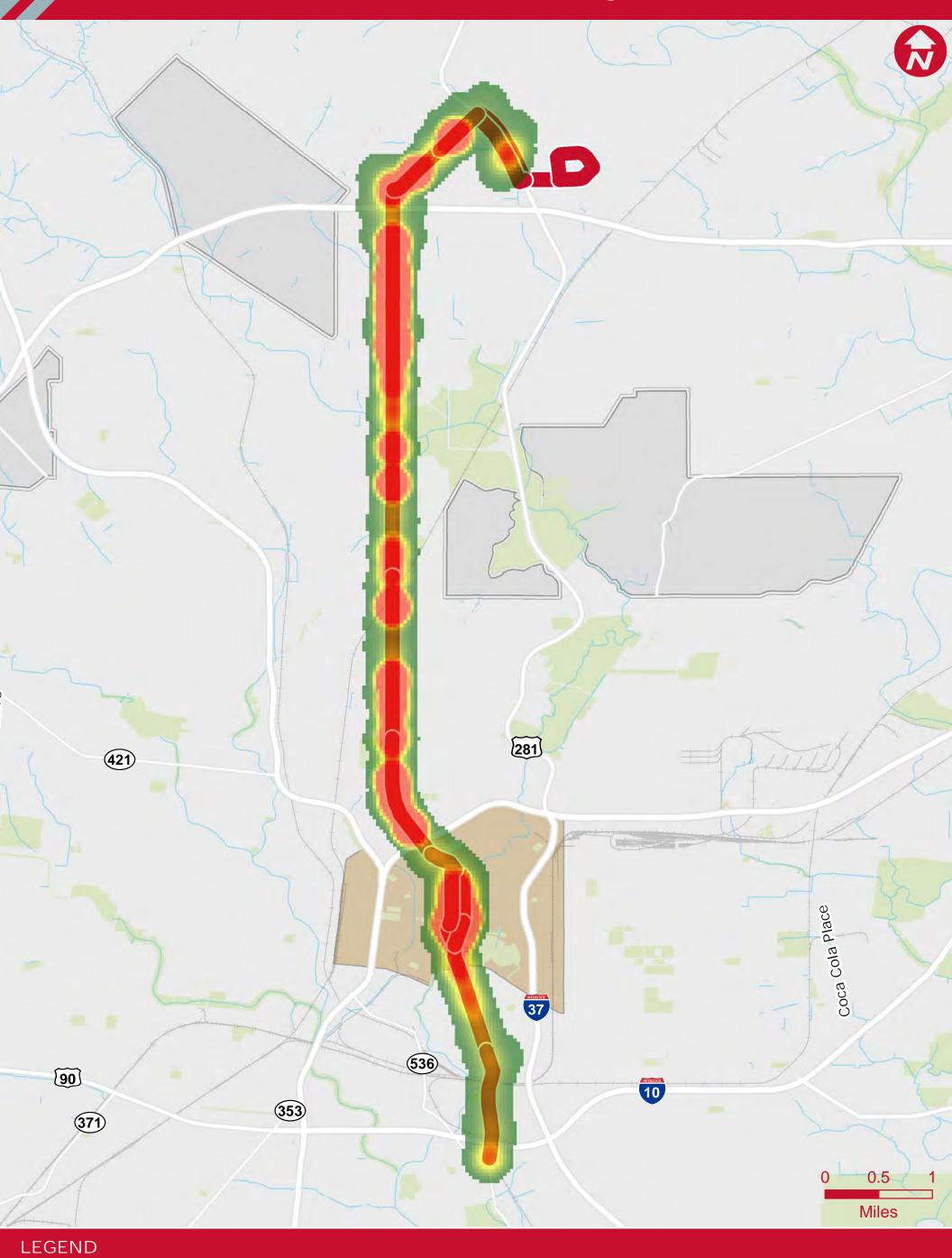
Limited English Proficiency Block Group (ACS, 2020)



Sources: VIA (N/S proposed corridor); TxDOT (city and county boundaries, roads, railroads); City of San Antonio (channels, central business district boundary); U.S. Census Bureau (Age by Language Spoken at Home by Ability to Speak English, 2020)



2015-2015 Crash Density



Low





APPENDIX B TABLES

Community Facilities Table

Race and Ethnicity Table

Low Income Populations Table

Median Household Income Table

Age Table

Disabled Populations Table

LEP Populations Table

Community Facilities

Name of Facility	Type of Facility	Public or Private?
Mustard Seed Academy - Spanish Immersion Daycare	Daycare	Private
Central Christian Childcare Center	Daycare/Place of Worship	Private
Bea's Lil' Munchkin Child Care Center	Daycare	Private
Boss Babies Learning Center - Affordable Child Care	Daycare	Private
Fire Station No. 7	Fire Station	Public
Mexican Consulate	Government	Public
Texas Attorney General - Child Support Division	Government	Public
San Antonio Downtown Operation - City Government	Government	Public
Social Security Administration	Government	Public
Baptist Medical Center	Medical	Private
La Paz Community Mental Health Center	Medical	Private
Planned Parenthood	Medical	Public
Summit Children's Clinic	Medical	Private
Pediatrics and Adolescents	Medical	Private
San Pedro Health Center	Medical	Private
Prescott's Orthotics & Prosthetics	Medical	Private
FastMed Urgent Care	Medical	Private
Connect Hearing	Medical	Private
San Antonio Kidney Disease Center	Medical	Private
Affordable Health Insurance Agency	Medical	Private
San Pedro Manor - Nursing Home	Medical	Private
Hermann Sons Ballroom	Park/Recreation	Private
Granada Ballroom	Park/Recreation	Private
Aztec Theater	Park/Recreation	Private
Charline McCombs Empire Theater	Park/Recreation	Private
Majestic Theater	Park/Recreation	Private
Rio Plaza Event Center	Park/Recreation	Private

Name of Facility	Type of Facility	Public or Private?
Ballet San Antonio	Park/Recreation	Private
McAllister Theatre	Park/Recreation	Public
McAllister Fine Arts Center	Park/Recreation	Public
McFarlin Tennis Center - Tennis club	Park/Recreation	Public
San Pedro Driving Range and Par 3	Park/Recreation	Private
Alamo Heights Tennis Center	Park/Recreation	Public
Roosevelt Park	Park/Recreation	Public
Huizar Park	Park/Recreation	Public
River Walk Park	Park/Recreation	Public
Travis Park	Park/Recreation	Public
Romana Park	Park/Recreation	Public
San Pedro Park	Park/Recreation	Public
San Antonio Mennonite Church	Place of Worship	Public
St. Mary's Catholic Church	Place of Worship	Public
Travis Park Methodist Church	Place of Worship	Public
Central Christian Church	Place of Worship	Public
Temple Beth-El	Place of Worship	Public
Reconnect Fellowship	Place of Worship	Public
Asbury Church	Place of Worship	Public
Iglesia Bautista Victoria En Cristo	Place of Worship	Public
Southwest School of Art	School	Private
Fox Tech High School	School	Public
San Antonio College	School	Public
Restore Education	School	Public
Mark Twain Middle School - Dual Language Academy	School	Public
Nuvani Beauty Institute	School	Private
George Garvin Academy - Charter School	School	Public
Rainbow Continuing Education	School	Public
BASIS San Antonio Primary	School	Public
G.W. Brackenridge High School	School	Public
Bonham Elementary	School	Public
Roosevelt Library Social Club & Event Venue	Social Services/Recreation	Private

Name of Facility	Type of Facility	Public or Private?
Central Library	Social Services	Public
San Pedro Library	Social Services	Public
Children's Shelter-Family Strengthening Dept	Social Services	Private
SAMMinistries	Social Services	Private
CASA - Child Advocates San Antonio	Social Services	Public
Family Service Association	Social Services	Private
Guardian House	Social Services	Private
Food Distribution Center	Social Services	Public
Alamo Center - Education & Treatment Services	Social Services	Public
Alcoholics Anonymous - Al-Anon	Social Services	Public
Women's Club of San Antonio	Social Services/Recreation	Private
San Antonio International Airport	Transportation	Public
VIA	Transportation	Public
North Star Transit Center	Transportation	Public

	Race and Ethnicity within Study Area Census Block Groups										
					ot Hispanio						
Census Tract	Census Block Group	Total Population	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Latino	Minority Percentage	
1101	1	715	6	0	7	0	0	0	373	54.0%	
1101	2	838	62	0	0	0	0	40	273	44.7%	
1101	3	1600	38	0	7	0	10	4	1151	75.6%	
1103	1	1589	4	0	46	0	0	20	1084	72.6%	
1103	2	748	10	0	9	0	0	0	579	79.9%	
1107	1	1079	44	28	0	0	0	4	866	87.3%	
1111	1	516	17	0	0	0	0	5	375	76.9%	
1111	2	667	58	0	0	0	0	35	349	66.3%	
1401	1	712	10	0	5	0	0	10	516	76.0%	
1402	2	474	0	0	0	0	0	0	337	71.1%	
1402	3	809	58	11	0	0	0	17	713	98.8%	
1402	4	964	0	0	0	0	0	0	947	98.2%	
1901	1	762	5	0	5	0	11	0	403	55.6%	
1902	4	1118	206	4	0	0	0	25	573	72.3%	
1902	5	1188	0	0	0	0	0	6	731	62.0%	
1904	1	434	67	0	0	0	0	75	138	64.5%	
1904	2	3255	124	6	167	0	0	134	1126	47.8%	
1904	3	581	3	0	0	0	0	0	180	31.5%	
1905.03	1	1094	5	0	0	0	0	42	961	92.1%	
1905.03	2	928	0	0	0	0	19	8	650	73.0%	
1905.03	3	1204	29	0	10	0	0	0	944	81.6%	
1906.03	1	1533	0	40	0	0	16	10	1367	93.5%	
1906.03	2	1270	10	0	40	0	0	0	1153	94.7%	
1907	1	957	13	27	8	14	0	0	357	43.8%	
1907	2	929	35	0	0	0	0	0	551	63.1%	
1907	3	1415	0	0	0	0	0	0	1336	94.4%	
1909.01 1909.01	1	1327 1684	76 0	0	0 178	0	0 29	0 133	1089 1194	87.8% 91.1%	
1909.01	3	1009	0	0	0	0	0	0	916	90.8%	
1909.01	4	925	0	0	36	0	0	0	398	46.9%	
1909.01	5	1869	10	0	17	0	0	0	798	44.1%	
1910.04	2	2138	26	0	6	0	0	0	1844	87.7%	
1910.04	1	1297	0	0	0	0	0	0	1194	92.1%	
1910.05	2	1211	48	0	0	0	0	16	1048	91.8%	
1912.02	2	2278	388	13	14	0	0	76	1635	93.3%	
1913.04	1	1044	28	0	27	0	0	0	755	77.6%	
1913.04	2	1728	192	0	0	26	0	0	1368	91.8%	
1921	1	732	10	0	38	0	0	17	293	48.9%	
1921	2	1216	10	0	16	0	0	6	477	41.9%	
Total in S	tudy Area	45837	1592	129	636	40	85	683	31042	74.6%	
Ci		1529133	96076	2350	43768	950	3200	25804	989877	76.0%	
Cou	inty	1978826	139381	2968	57633	1723	4364	39525	1197120	72.9%	
Source: Amer	ican Commur	nity Survey, 2020.	Hispanic or Latino	Origin by Rac	e, Block Grou	ıps, Table B030	002.				

Census Tract Census Block Group Total Number of Families Number of Families the Past 12 Months Below Poverty Level		Low Income (below poverty level) Populations within Study Area Census Block Groups										
1101 2 72 0 0.00 1010 1010 3 238 90 37.82 1103 1 214 88 41.12 1103 2 148 0 0.00 0.00 1107 1 200 45 22.50 1111 1 87 11 12.64 1111 2 51 0 0.00 1401 1 134 5 3.73 1402 2 87 8 9.20 1402 4 116 21 18.10 1401 1 130 16 12.31 1902 4 81 0 0.00 1904 1 44 0 0.00 1904 1 44 0 0.00 1904 3 84 30 35.71 1905.03 1 199 14 7.04 1905.03 1 199 14 7.04 1905.03 1 199 14 7.04 1905.03 1 292 78 26.71 1907 2 122 19 15.57 1907 3 382 58 15.18 1909.01 1 384 0 0.00 0.00 1907 1 208 17 8.17 1907 2 122 19 15.57 1909.01 1 384 0 0.00 0.00 1907 1 208 17 8.17 1909.01 1 384 0 0.00 0.00 1909.01 1 384 0 0.00 0.00 1909.01 1 384 0 0.00 0.00 1909.01 1 384 0 0.00 0.00 1909.01 1 384 0 0.00 0.00 1909.01 1 384 0 0.00 0.00 1909.01 1 384 0 0.00 0.00 1909.01 1 384 0 0.00 0.00 1909.01 1 384 0 0.00 0.00 1909.01 1 384 0 0.00 0.00 1909.01 1 261 343 145 42.27 1900.05 1 209 24 343 145 42.27 1900.05 2 229 24 10.48 1900.05 2 229 24 10.48 1900.05 2 229 24 10.48 1900.05 2 229 24 10.48 1900.05 2 229 24 10.48 1900.05 1900.05 1 261 34 13.03 1910.05 1 261 34 160 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 2.73 2.75	Census Tract		Total Number of Families	the Past 12 Months Below Poverty	the Past 12 Months Below Poverty							
1101 3	1101			0	0.00							
1103	1101	2	72	0	0.00							
1103	1101	3	238	90	37.82							
1107	1103	1	214	88	41.12							
1111	1103	2	148	0	0.00							
1111	1107	1	200	45	22.50							
1401	1111	1	87	11	12.64							
1402	1111	2	51	0	0.00							
1402 3 120 8 6.67 1402 4 116 21 18.10 1901 1 130 16 12.31 1902 4 81 0 0.00 1902 5 199 0 0.00 1904 1 44 0 0.00 1904 3 84 30 35.71 1905.03 1 199 14 7.04 1905.03 2 182 40 21.98 1905.03 3 244 14 5.74 1906.03 1 292 78 26.71 1906.03 2 250 40 16.00 1907 1 208 17 8.17 1907 2 122 19 15.57 1907 3 382 58 15.18 1909.01 1 384 0 0.00 1909.01 2	1401	1	134	5	3.73							
1402	1402	2	87	8	9.20							
1901	1402	3	120	8	6.67							
1902	1402	4	116	21	18.10							
1902 5	1901	1	130	16	12.31							
1904	1902	4	81	0	0.00							
1904 2 309 0 0.00 1904 3 84 30 35.71 1905.03 1 199 14 7.04 1905.03 2 182 40 21.98 1905.03 3 244 14 5.74 1906.03 1 292 78 26.71 1906.03 2 250 40 16.00 1907 1 208 17 8.17 1907 2 122 19 15.57 1907 3 382 58 15.18 1909.01 1 384 0 0.00 1909.01 2 343 145 42.27 1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05	1902	5	199	0	0.00							
1904 3 84 30 35.71 1905.03 1 199 14 7.04 1905.03 2 182 40 21.98 1905.03 3 244 14 5.74 1906.03 1 292 78 26.71 1906.03 2 250 40 16.00 1907 1 208 17 8.17 1907 2 122 19 15.57 1907 3 382 58 15.18 1909.01 1 384 0 0.00 1909.01 2 343 145 42.27 1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517	1904	1	44	0	0.00							
1905.03 1 199 14 7.04 1905.03 2 182 40 21.98 1905.03 3 244 14 5.74 1906.03 1 292 78 26.71 1906.03 2 250 40 16.00 1907 1 208 17 8.17 1907 2 122 19 15.57 1907 3 382 58 15.18 1909.01 1 384 0 0.00 1909.01 2 343 145 42.27 1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912	1904	2	309	0	0.00							
1905.03 2 182 40 21.98 1905.03 3 244 14 5.74 1906.03 1 292 78 26.71 1906.03 2 250 40 16.00 1907 1 208 17 8.17 1907 2 122 19 15.57 1907 3 382 58 15.18 1909.01 1 384 0 0.00 1909.01 2 343 145 42.27 1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1909.01 5 248 37 14.92 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 191	1904	3	84	30	35.71							
1905.03 3 244 14 5.74 1906.03 1 292 78 26.71 1906.03 2 250 40 16.00 1907 1 208 17 8.17 1907 2 122 19 15.57 1907 3 382 58 15.18 1909.01 1 384 0 0.00 1909.01 2 343 145 42.27 1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1921<	1905.03	1	199	14	7.04							
1906.03 1 292 78 26.71 1906.03 2 250 40 16.00 1907 1 208 17 8.17 1907 2 122 19 15.57 1907 3 382 58 15.18 1909.01 1 384 0 0.00 1909.01 2 343 145 42.27 1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 193.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921	1905.03	2	182	40	21.98							
1906.03 2 250 40 16.00 1907 1 208 17 8.17 1907 2 122 19 15.57 1907 3 382 58 15.18 1909.01 1 384 0 0.00 1909.01 2 343 145 42.27 1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 <td>1905.03</td> <td>3</td> <td>244</td> <td>14</td> <td>5.74</td>	1905.03	3	244	14	5.74							
1907 1 208 17 8.17 1907 2 122 19 15.57 1907 3 382 58 15.18 1909.01 1 384 0 0.00 1909.01 2 343 145 42.27 1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Stud	1906.03	1	292	78	26.71							
1907 2 122 19 15.57 1907 3 382 58 15.18 1909.01 1 384 0 0.00 1909.01 2 343 145 42.27 1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City	1906.03	2	250	40	16.00							
1907 3 382 58 15.18 1909.01 1 384 0 0.00 1909.01 2 343 145 42.27 1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1907	1	208	17	8.17							
1909.01 1 384 0 0.00 1909.01 2 343 145 42.27 1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1907	2	122	19	15.57							
1909.01 2 343 145 42.27 1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1907	3	382	58	15.18							
1909.01 3 120 44 36.67 1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1909.01	1	384	0	0.00							
1909.01 4 95 46 48.42 1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1909.01	2	343	145	42.27							
1909.01 5 248 37 14.92 1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1909.01	3	120	44	36.67							
1910.04 2 434 169 38.94 1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1909.01	4	95	46	48.42							
1910.05 1 261 34 13.03 1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1909.01	5	248	37	14.92							
1910.05 2 229 24 10.48 1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1910.04	2	434	169	38.94							
1912.02 2 517 58 11.22 1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1910.05	1	261	34	13.03							
1913.04 1 229 0 0.00 1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1910.05	2	229	24	10.48							
1913.04 2 312 108 34.62 1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1912.02	2	517	58	11.22							
1921 1 116 0 0.00 1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1913.04	1	229	0	0.00							
1921 2 293 8 2.73 Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1913.04	2	312	108	34.62							
Total in Study Area 7855 1275 16.23 City 319627 43231 13.53	1921	1	116	0	0.00							
City 319627 43231 13.53	1921	2	293	8	2.73							
	Total in	Study Area	7855	1275	16.23							
County 421271 49959 11.86	(City	319627	43231	13.53							
	Cc	ounty	421271	49959	11.86							

Source: American Community Survey, 2020. Poverty Status In The Past 12 Months Of Families By Family Type By Presence Of Related Children Under 18 Years By Age Of Related Children, Block Groups, Table B17010.

			ity Study Area Census Block G 2022 DHHS Poverty	
Census Tract	Census Block	Total Population	Threshold for a Family	Median Income
Lensus mact	Group	Total Population	of Four	Wiedian meome
1101	1	715	OT FOUL	\$47,614
1101	2	838	-	\$53,909
1101	3	1600		\$48,618
1103	1	1589	7	\$30,261
1103	2	748	7	\$55,185
1107	1	1079	7	\$18,700
1111	1	516		\$30,714
1111	2	667		\$22,250
1401	1	712	7	\$49,886
1402	2	474	7	\$40,179
1402	3	809	7	\$17,279
1402	4	964	7	\$39,889
1901	1	762		\$51,324
1902	4	1118		\$55,398
1902	5	1188		\$55,288
1904	1	434		\$79,844
1904	2	3255	7	\$108,056
1904	3	581	7	\$36,000
1905.03	1	1094	7	\$45,511
1905.03	2	928	\$27,750	\$46,406
1905.03	3	1204		\$54,531
1906.03	1	1533		\$50,000
1906.03	2	1270	7	\$44,063
1907	1	957	7	\$54,632
1907	2	929	7	\$51,042
1907	3	1415		\$73,553
1909.01	1	1327		\$63,420
1909.01	2	1684		\$24,483
1909.01	3	1009		\$41,171
1909.01	4	925		\$21,370
1909.01	5	1869		-
1910.04	2	2138		\$24,890
1910.05	1	1297		\$41,195
1910.05	2	1211		\$51,728
1912.02	2	2278		\$30,183
1913.04	1	1044		\$35,536
1913.04	2	1728		\$28,521
1921	1	732		\$73,750
1921	2	1216		\$80,125

Age within Study Area Census Block Groups									
Census Tract	Census Block Group	Total Population	Children (Under 18)	% Under 18	Elerly (65 or Older)	% 65 or Olde			
1101	1	715	35	4.9%	160	22.4%			
1101	2	838	77	9.2%	191	22.8%			
1101	3	1600	38	2.4%	324	20.3%			
1103	1	1589	516	32.5%	102	6.4%			
1103	2	748	127	17.0%	126	16.8%			
1107	1	1079	209	19.4%	287	26.6%			
1111	1	516	73	14.1%	86	16.7%			
1111	2	667	0	0.0%	298	44.7%			
1401	1	712	80	11.2%	79	11.1%			
1402	2	474	264	55.7%	99	20.9%			
1402	3	809	257	31.8%	52	6.4%			
1402	4	964	48	5.0%	78	8.1%			
1901	1	762	37	4.9%	256	33.6%			
1902	4	1118	177	15.8%	133	11.9%			
1902	5	1188	32	2.7%	155	13.0%			
1904	1	434	68	15.7%	191	44.0%			
1904	2	3255	37	1.1%	48	1.5%			
1904	3	581	177	30.5%	321	55.2%			
1905.03	1	1094	282	25.8%	162	14.8%			
1905.03	2	928	152	16.4%	159	17.1%			
1905.03	3	1204	101	8.4%	127	10.5%			
1906.03	1	1533	258	16.8%	202	13.2%			
1906.03	2	1270	155	12.2%	171	13.5%			
1907	1	957	365	38.1%	229	23.9%			
1907	2	929	67	7.2%	203	21.9%			
1907	3	1415	7	0.5%	168	11.9%			
1909.01	1	1327	590	44.5%	233	17.6%			
1909.01	2	1684	231	13.7%	65	3.9%			
1909.01	3	1009	203	20.1%	193	19.1%			
1909.01	4	925	384	41.5%	219	23.7%			
1909.01	5	1869	80	4.3%	240	12.8%			
1910.04	2	2138	844	39.5%	87	4.1%			
1910.05	1	1297	477	36.8%	117	9.0%			
1910.05	2	1211	356	29.4%	155	12.8%			
1912.02	2	2278	349	15.3%	172	7.6%			
1913.04	1	1044	505	48.4%	47	4.5%			
1913.04	2	1728	222	12.8%	190	11.0%			
1921	1	732	135	18.4%	211	28.8%			
1921	2	1216	45	3.7%	166	13.7%			
	tudy Area	45837	8060	17.6%	6502	14.2%			
	n Antonio	1529133	379982	24.8%	188158	12.3%			
•	County	1978826	505237	25.5%	239416	12.1%			

	Adult (18 years and over) Disabled Population within Study Area Census Block Groups									
Consus	Census Block			% Disabled Adults (18 years						
Census		Total Population	Total Disabled Adults (18 years	and over) out of Total						
Tract	Group		and over)	Population						
1101	1	715	105	14.7%						
1101	2	838	112	13.4%						
1101	3	1600	204	12.8%						
1103	1	1589	236	14.9%						
1103	2	748	98	13.1%						
1107	1	1079	232	21.5%						
1111	1	516	89	17.2%						
1111	2	667	109	16.3%						
1401	1	712	296	41.6%						
1402	2	474	147	31.0%						
1402	3	809	101	12.5%						
1402	4	964	371	38.5%						
1901	1	762	45	5.9%						
1902	4	1118	21	1.9%						
1902	5	1188	158	13.3%						
1904	1	434	44	10.1%						
1904	2	3255	49	1.5%						
1904	3	581	87	15.0%						
1905.03	1	1094	190	17.4%						
1905.03	2	928	144	15.5%						
1905.03	3	1204	77	6.4%						
1906.03	1	1533	83	5.4%						
1906.03	2	1270	226	17.8%						
1907	1	957	90	9.4%						
1907	2	929	116	12.5%						
1907	3	1415	121	8.6%						
1909.01	1	1327	240	18.1%						
1909.01	2	1684	161	9.6%						
1909.01	3	1009	106	10.5%						
1909.01	4	925	207	22.4%						
1909.01	5	1869	354	18.9%						
1910.04	2	2138	192	9.0%						
1910.05	1	1297	156	12.0%						
1910.05	2	1211	168	13.9%						
1912.02	2	2278	229	10.1%						
1913.04	1	1044	198	19.0%						
1913.04	2	1728	136	7.9%						
1921	1	732	122	16.7%						
1921	2	1216	162	13.3%						
	Study Area	45837	5982	13.1%						
	San Antonio	1529133	203753	13.3%						
•	r County	1978826	251248	12.7%						
	•		status by Poverty Status In The Past 12 Month							

Source: American Community Survey, 2020. Age by Veteran Status by Poverty Status In The Past 12 Months by Disability Status for the Civilian Population 18 Years and Over, Block Groups, Table C21007

	Table 5. Limited English Proficiency Population (over age of 5 years) within Study Area Census Block Groups											
Census Tract	Census Block Group	Total Population	Spanish LEP Speakers	Indo-European LEP Speakers	Asian and Pacific Islander LEP Speakers	Other LEP Speakers	% Spanish LEP Speakers out of Total Population	% Indo-European LEP Speakers out of Total Population	% Asian and Pacific Islander LEP Speakers out of Total Population	% Other LEP Speakers out of Total Population		
1101	1	715	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1101	2	838	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1101	3	1600	45	0	0	0	2.8%	0.0%	0.0%	0.0%		
1103	1	1589	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1103	2	748	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1107	1	1079	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1111	1	516	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1111	2	667	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1401	1	712	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1402	2	474	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1402	3	809	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1402	4	964	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1901	1	762	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1902	4	1118	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1902	5	1188	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1904	1	434	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1904	2	3255	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1904	3	581	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1905.03	1	1094	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1905.03	2	928	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1905.03	3	1204	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1906.03	1	1533	5	0	0	0	0.3%	0.0%	0.0%	0.0%		
1906.03	2	1270	16	0	0	0	1.3%	0.0%	0.0%	0.0%		
1907	1	957	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1907	2	929	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1907	3	1415	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1909.01	1	1327	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1909.01	2	1684	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1909.01	3	1009	18	0	0	0	1.8%	0.0%	0.0%	0.0%		
1909.01	4	925	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1909.01	5	1869	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1910.04	2	2138	72	0	0	0	3.4%	0.0%	0.0%	0.0%		
1910.05	1	1297	14	0	0	0	1.1%	0.0%	0.0%	0.0%		
1910.05	2	1211	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1912.02	2	2278	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1913.04	1	1044	0	0	0	0	0.0%	0.0%	0.0%	0.0%		

	Table 5. Limited English Proficiency Population (over age of 5 years) within Study Area Census Block Groups											
Census Tract	Census Block Group	Total Population	Spanish LEP Speakers	Indo-European LEP Speakers	Asian and Pacific Islander LEP Speakers	Other LEP Speakers	% Spanish LEP Speakers out of Total Population	% Indo-European LEP Speakers out of Total Population	% Asian and Pacific Islander LEP Speakers out of Total Population	% Other LEP Speakers out of Total Population		
1913.04	2	1728	25	0	0	0	1.4%	0.0%	0.0%	0.0%		
1921	1	732	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
1921	2	1216	0	0	0	0	0.0%	0.0%	0.0%	0.0%		
Total in S	tudy Area	45837	195	0	0	0	0.4%	0.0%	0.0%	0.0%		
City of Sa	n Antonio	1529133	85351	2697	4326	1275	5.6%	0.17637%	0.28291%	0.08338%		
Bexar	County	1978826	96421	3616	5363	1429	4.9%	0.18273%	0.27102%	0.07221%		
Source: America	n Community Surv	vey, 2020. Age by Langua	ge Spoken at Home I	By Ability to Speak Engl	ish for the Population 5	Years and Ov	er, Block Groups, Ta	ble B16004				



APPENDIX C GENERAL PHOTOLOG



Photo 1 – South terminus of the project area. Facing northwest. On Roosevelt Avenue located near intersection of Roosevelt Avenue and Steves Avenue.



Photo 2 – Near northeastern terminus of the project area. Facing southwest. On Isom Road located near the intersection of Oasis Street and Isom Road.



Photo 3 – East terminus of the project area. Facing west. On Ramsey Road located near the intersection of East Ramsey Road and Jones Maltsberger Road.



Photo 4 – San Pedro Park Branch Library. Facing west. On San Pedro Avenue located south of the intersection of San Pedro Avenue and West Ashby Place.

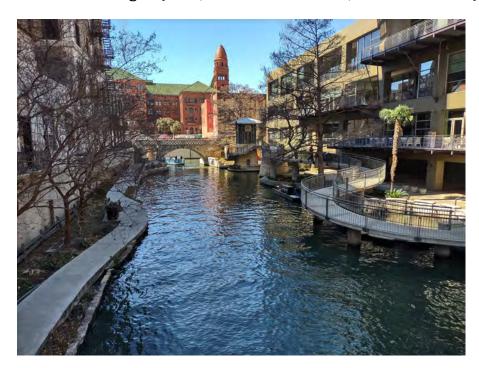


Photo 5 - The San Antonio River Walk Park located in Downtown San Antonio. Facing west.
On South St. Mary's Street south of the intersection of West Market Street and North St.
Mary's Street.



Photo 6 – San Antonio Mennonite Church. Facing southwest. On South St. Mary's Street at the intersection of Eagleland Drive and South St. Mary's Street.



Photo 7 – A loan provider. Facing southeast. On San Pedro Avenue at the intersection of West Magnolia Avenue and San Pedro Avenue.



Photo 8 – Sign for the San Pedro Health Center. Facing northwest. Health Center located on San Pedro Avenue at the intersection of Agnes Street and San Pedro Avenue.

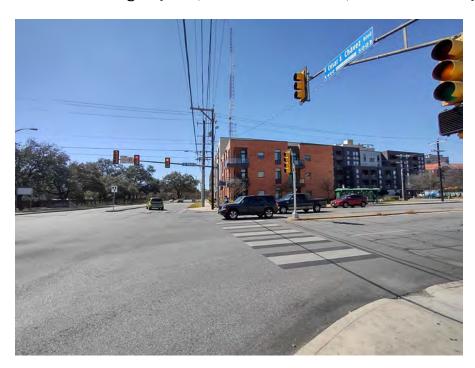


Photo 9 – Agave Apartments, a notable multi-family residential area. Facing west. On South St. Mary Street at the intersection of East Cesar E Chavez Boulevard and South St. Mary Street.

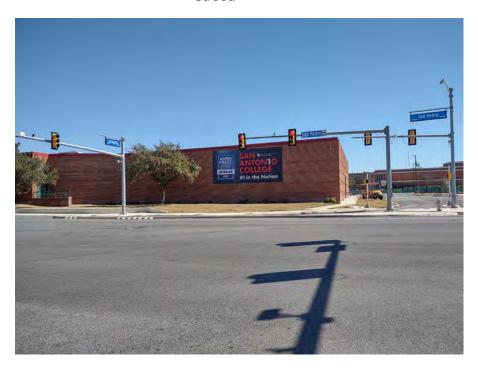


Photo 10 – The Candler Physical Education Center of San Antonio College. Facing east. On San Pedro Avenue near the intersection of West Myrtle Street and San Pedro Avenue.



Photo 11 – A childcare center. Facing north. On San Pedro Avenue at the intersection of Millard Street and San Pedro Avenue



Photo 12– San Pedro Manor Nursing Home. Facing east. On San Pedro Avenue at the intersection of West Ashby Place and San Pedro Avenue.

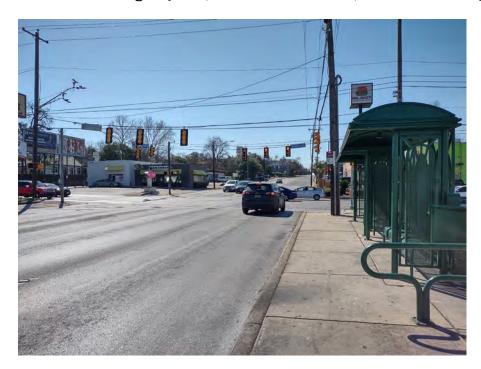


Photo 13 – VIA Bus Station. Facing South. Located on San Pedro Avenue at intersection of San Pedro and West Hilderbrand Ave (near railway crossing on West Hilderbrand Ave).



Photo 14 – An entrance to VIA Metro Transit Center. Facing west. On West Park Avenue near the intersection of San Pedro Avenue and West Park Avenue.

