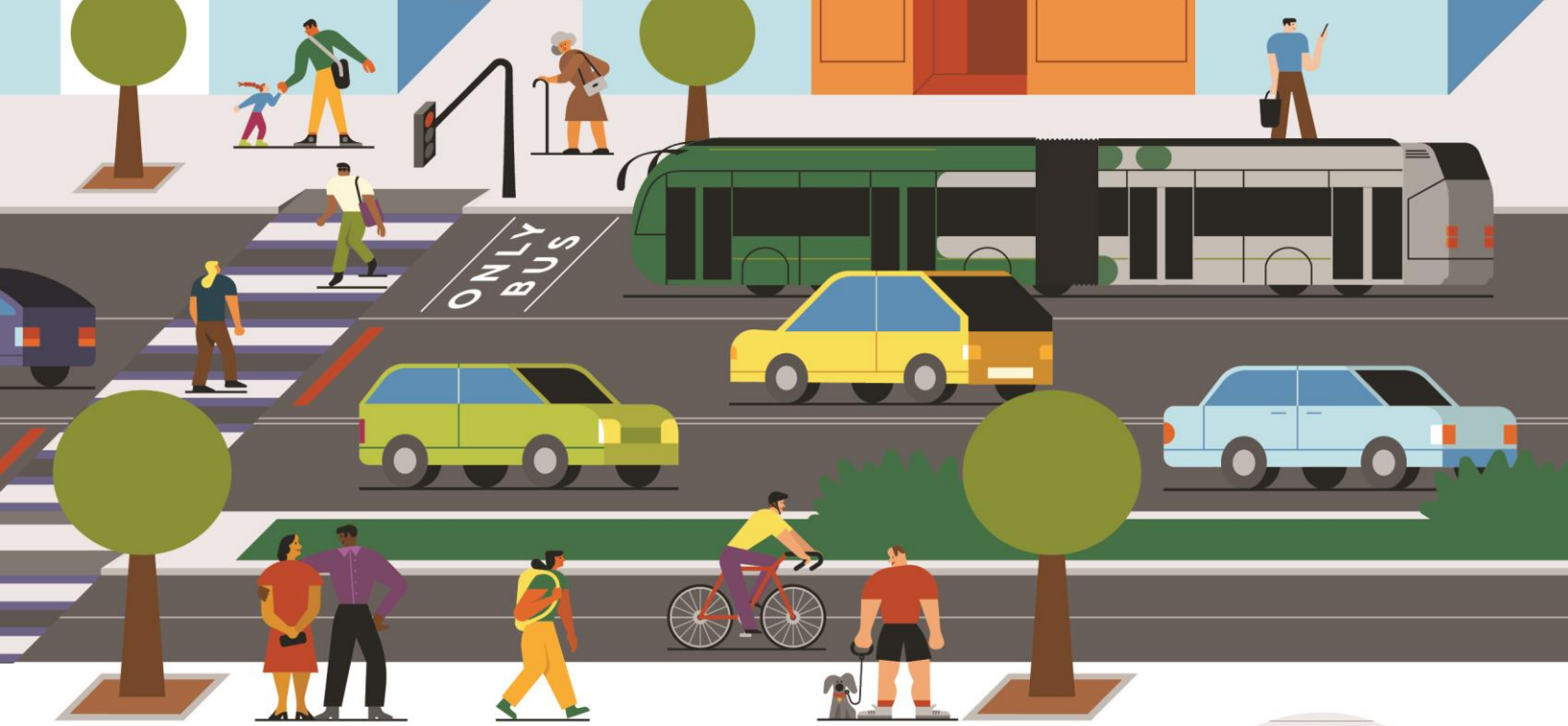

COMMUNITY IMPACTS ANALYSIS REPORT

ADVANCED RAPID TRANSIT (ART) EAST/WEST CORRIDOR PROJECT

October 2025

(Version 5)

VIA RAPID

EXECUTIVE SUMMARY

The Federal Transit Administration (FTA) has initiated National Environmental Policy Act (NEPA) compliance for VIA Metropolitan Transit's (VIA) Advanced Rapid Transit (ART) East/West Corridor Project (the Project). On August 13, 2024, FTA issued an initial determination that the NEPA class of action for the Project is a Categorical Exclusion (CE).

The Project is an approximately 7.3-mile bus rapid transit line within the city of San Antonio, Texas. The Project corridor would extend from General McMullen Drive in the west, through Downtown, to Coca Cola Place in the east, along the following roadways: Commerce Street, Buena Vista Street, Dolorosa Street, Market Street, Cherry Street, and East Houston Street (see **Appendix A** for **Project Location Map**). The Project includes transit signal priority and is proposed to operate in a mixture of center dedicated lanes, curbside dedicated Business Access and Transit (BAT) lanes, and in mixed traffic. Based on the conceptual design, approximately 5.10 miles (70%) of the route would feature dedicated lanes, including 2.15 miles (30%) of center dedicated lanes and 2.95 miles (40%) of curbside dedicated BAT lanes. The remaining 2.20 miles (30%) would operate in mixed traffic. The Project includes 18 new or modified station areas. Stations are planned to include amenities such as off-board fare collection, real-time arrival information, security cameras, lighting, and platforms for level boarding.

The Community Impacts Analysis report addresses the potential impacts on community resources, including Right-of-Way (ROW) acquisition, land use, social and community disruption, economic impacts, and safety and security, in accordance with the NEPA requirements, as administered by FTA. The scope of the analysis was developed to support a CE for the Project. This report outlines the applicable regulatory requirements, existing conditions, potential impacts, and mitigation measures as related to the community resources within the Project study area, which is defined as a 1/4-mile buffer around the Project corridor.

The analysis indicated that no significant long-term community impacts are expected as a result of the Project operations. Based on the current design, the proposed Project is anticipated to acquire approximately 0.48 acres (approximately 20,975 square feet) of new ROW from 62 parcels along the Project corridor. No displacements are anticipated. ROW acquisitions would be limited to corner cuts and slivers along edges of parcels. The Project would keep community cohesion and not separate or isolate any distinct neighborhoods as the Project would operate in existing roadways. Existing access would be maintained and will provide enhanced connections

with more efficient travel. Existing bicycle lanes and facilities would be preserved or updated to improve safety. Pedestrian improvements would improve safety and accessibility to local services and community facilities along the corridor.

Short-term construction impacts of the Project may lead to temporary congestion, mobility, and safety and security concerns. To mitigate these impacts, construction would be sequenced in segments to minimize the need for disruptions and construction impacts for the full duration of construction to any one area.

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APPENDICES

1. INTRODUCTION

The Federal Transit Administration (FTA) has initiated National Environmental Policy Act (NEPA) compliance for VIA Metropolitan Transit's (VIA) Advanced Rapid Transit (ART) East/West Corridor Project (the Project). On August 13, 2024, FTA issued an initial determination that NEPA class of action of the Project is a Categorical Exclusion (CE).

The Project is an approximately 7.3-mile bus rapid transit line within the city of San Antonio, Texas. The Project corridor extends from General McMullen Drive in the west, through Downtown, to Coca Cola Place in the east, along the following roadways: Commerce Street, Buena Vista Street, Dolorosa Street, Market Street, Cherry Street, and East Houston Street (see **Project Location Map** in **Appendix A**). The 7.3-mile segment defines the Project's capital limits, which represent the area where construction activities are planned. While the capital limits cover this 7.3-mile segment, future bus rapid transit service is planned to extend beyond these limits. To the west, future service would connect to the Kel-Lac Transit Center, and to the east, it would link to the future Eastside Transit Center. No construction activities are anticipated outside of the 7.3-mile capital limits. The National Environmental Policy Act (NEPA) compliance would apply exclusively to this 7.3-mile segment defined by the capital limits.

The Project includes Transit Signal Priority (TSP) and is proposed to operate in a mixture of center dedicated lanes, curbside dedicated Business Access and Transit (BAT) lanes, and in mixed traffic. Based on the conceptual design, approximately 5.10 miles (70%) of the route would feature dedicated lanes, including 2.15 miles (30%) of center dedicated lanes and 2.95 miles (40%) of curbside dedicated BAT lanes. The remaining 2.20 miles (30%) would operate in mixed traffic.

Within the capital limits, the Project includes 18 new or modified station areas. Stations are planned to include amenities such as off-board fare collection, real-time arrival information, security cameras, lighting, and platforms for level boarding. In general, VIA plans to minimize significant ground disturbance or construction impacts in the downtown area by including stops with limited amenities. Sidewalk improvements are planned to provide pedestrian and Americans with Disabilities Act of 1990 (ADA) access to the transit stations.

The Project would include the procurement of low emission vehicles to provide frequent service. Service would be provided seven days a week between 4:00 AM and 1:00 AM. On weekdays, trips will depart every 10 minutes from 6:00 AM to 9:00 PM and every 30 minutes at other times.

On weekends, service will operate every 15 minutes from 6:00 AM to 7:00 PM and every 30 minutes at other times.

The Community Impacts Analysis report addresses the potential impacts on community resources, including ROW acquisition, land use, social and community disruption, economic impacts, and safety and security, in accordance with the NEPA requirements, as administered by FTA.

2. ACQUISITIONS, DISPLACEMENTS, AND RELOCATIONS

2.1 Regulatory Overview

NEPA requires analysis and consideration of property acquisition, displacements, and relocations. For this Project, VIA will comply with all applicable property-related regulations and policies, 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 (ROW) policies, which outline VIA's approach to real property acquisition.

2.2 Description of Proposed Right-of-Way Acquisition

Based on the current design, the proposed Project is anticipated to acquire approximately 0.48 acres (approximately 20,975 square feet) of new ROW from 62 parcels along the Project corridor. Acquisition would be limited to narrow strips and corner cuts necessary to accommodate the proposed improvements. The Project would not result in any displacement along the corridor. No relocation would be required.

These ROW estimates are based on preliminary design and will be refined as the Project advances into subsequent design phases.

3. LAND USE AND ZONING

3.1 Regulatory Overview

The Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and FTA 23 Code of Federal Regulations (CFR) 771 contains regulatory requirements for the description

of the affected environment and environmental consequences for general resources, which includes land use, zoning, and community plans (National Archives [NARA] 2025). In accordance with this FTA guidance and NEPA guidance on land use and development, the federally-funded VIA ART East/West Corridor Project is required to be consistent with all official plans for the comprehensive development of the region (FTA 2025). For the study area, the City of San Antonio (COSA) 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 (AAMPO).

3.2 Methods

As part of the NEPA process, the Project team reviewed the COSA existing zoning/land uses data (COSA, 2024), *San Antonio Tomorrow (SA Tomorrow) Comprehensive Plan* (COSA 2016), the *SA Tomorrow Multimodal Transportation Plan* (*Multimodal Plan*; COSA 2016), the *VIA Vision 2040 Long Range Plan* (VIA 2016) and the proposed Project design. Through the review, the Project team determined whether the Project is consistent with all official plans for the development in the region.

3.3 Existing Land Use and Zoning

The Project travels through downtown San Antonio where zoning/land uses are largely residential, commercial, retail, office, and some industrial districts. The following sections describe the types of land use within the Project study area. **Table 2-1** shows a summary of land use/zoning types within the Project study area by acreage and percentage. **Appendix A** shows a map of existing zoning within the Project study area.

Table 2-1: Summary of Land Use by Zoning Type

Land Use/Zoning Category	Total (Acres)	Percentage
Arts and Entertainment	124.09	7%
Commercial	205.14	11%
Downtown District	410.62	22%
Industrial	101.52	6%
Infill Development Zone	23.81	1%
Mixed-Use	7.97	0.4%
Multi-Family and Mixed Residential	111.28	6%

Office	14.45	0.8%
Single-Family Residential	855.62	46%
Total	1,854.50	100%

Source: City of San Antonio Zoning GIS data (2024)

3.3.1 Residential Land Use

Land uses within the Project study area are predominately zoned as residential land use outside of downtown San Antonio. Residential properties are primarily single-family homes, with mixed-residential uses concentrated roughly between North Cherry Street and North Palmetto Avenue east of downtown, and multi-family residences scattered throughout.

Several affordable housing facilities within the study area are located within the study area including:

- Christ the King Apartments (4502 W Martin Street)
- Villa Hermosa (327 N Flores Street)
- WC White (618 N Hackberry Street)
- Granada Senior Living (311 S St Mary's Street)
- Lago Vista Village Apartments (4243 W Commerce Street)
- Palacio Del Sol II (400 N Frio Street)
- Sacred Heart Villa Apartments (120 S Trinity Street)
- The Baldwin (239 Center Street)

This includes various types of affordable housing that were found within the study area, including public housing provided by Opportunity Home (the City of San Antonio’s housing authority), developments that accept vouchers under the U.S Department of Housing and Urban Development (HUD) Housing Voucher Program (Section 8), affordable housing for seniors, and private developments providing affordable housing.

3.3.2 Commercial, Retail, and Office Land Uses

While the majority of land within the Project study area is designated for residential use, the most prevalent land uses adjacent to the Project corridor are commercial and retail uses. These include shopping centers/malls, office buildings, restaurants, and small businesses. A concentration of commercial, retail, and office land uses are found along the corridor between General McMullen Drive and San Marcos Street west of downtown, within the downtown Central

Business District, and between Monumental Street and New Braunfels Avenue east of downtown. Prominent businesses in these areas include Crosstowne Mercado, Historic Market Square, Plaza Market Place, the Shops at Rivercenter, hotels and restaurants associated with the River Walk, and small businesses along the Project corridor, among others.

3.3.3 Institutional Land Use

Institutional land use represents facilities related to governmental, social, educational, cultural, and healthcare uses. These uses are scattered along the Project corridor and concentrated in the downtown Central Business District. There are several prominent institutional land uses throughout the Project study area; listed from the western to eastern Project limits:

- Kipp Camino Academy
- Our Lady of the Lake University
- Elmendorf Lake Park/Apache Creek Park
- Guadalupe Community Center
- Lanier High School
- Smith Park
- Tafolla Middle School
- VIA Metropolitan Transit - The Grand
- VIA Centro Plaza
- Bexar Appraisal District Office
- University of Texas San Antonio: Downtown Campus
- Market Square
- San Fernando Cathedral
- The Alamo
- River Walk Park
- HemisFair Park
- Henry B. Gonzalez Convention Center
- Ellis Alley Park & Ride
- The Espee
- Robert Thompson Transit Center

- Alamodome
- Lockwood Dignowity Park
- Fairchild Park
- Housing Authority of Bexar County
- Booker T. Washington Elementary School
- Frost Bank Center, Freeman Coliseum, and Freeman Expo Hall

Institutional land uses correspond closely to the community facilities discussed in **Section 4**.

3.3.4 Miscellaneous Land Uses

Industrial uses are scattered throughout the study area but are mainly concentrated west of downtown between Colorado Street and I-10. There are a few properties zoned as Infill Development Zones throughout the corridor with a concentration near San Marcos and West Commerce Streets.

3.4 Land Use and Zoning Effects

The Project is not expected to change current land use/zoning along the corridor given that it would operate within the existing street network and mainly enhance the VIA transit system that is already in place. Acquisitions from the Project would be limited to strip and corner cut ROW. These partial takes would not result in changes that would be inconsistent with current zoning. No displacements are anticipated as a result of the Project.

3.5 Planning Context

According to the *SA Tomorrow Comprehensive Plan*, San Antonio is projected to grow by up to 1.1 million new residents by 2040, along with 500,000 new jobs and 500,000 new housing units. In response, COSA developed the *SA Tomorrow Comprehensive Plan* and the supplementary *Multimodal Plan* to help guide and prepare for this anticipated growth (COSA 2016).

Based on the projected population growth, the *SA Tomorrow Comprehensive Plan* identified several key challenges facing the San Antonio region, including increasing congestion, limited connectivity, mobility gaps, and access issues. Congestion is expected to worsen in downtown San Antonio over the next 20 years. Regarding connectivity, the plan gives San Antonio a low walk score of 34 out of 100, 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 most in need of improvement (COSA 2016).

The *SA Tomorrow Comprehensive Plan* seeks to address these challenges by decreasing dependence on single-occupancy vehicles and promoting neighborhoods that are walkable, consist of transit-supportive development, and are well-connected by alternative transportation options and a robust transit network (COSA 2016). This includes increasing capacity by improving the existing transit network and incorporating regional high-capacity transit such as Bus Rapid Transit (BRT). It emphasizes focusing on projected growth primarily in mixed-use regional centers, urban centers, and key multimodal corridors that would have a concentration of residential uses and employment. A premium transit service that would help manage congestion is envisioned along these key corridors. This would align with the *VIA Vision 2040 Long Range Plan,* which seeks to enhance San Antonio's transit network with high-capacity and high-frequency options (VIA 2016). The key multimodal corridors would also be targeted for compact, walkable mixed-use development with higher-density housing and more employment opportunities. One of these key corridors identified by the *SA Tomorrow Comprehensive Plan* and the *VIA Vision 2040 Long Range Plan* for high-capacity transit service is Commerce-Houston Street, along the Project corridor (COSA 2016, VIA 2016). Mixed-use development is the predominant land use envisioned along this corridor.

In addition, 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 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 responsive to land use patterns.

- Economic Vitality: Prioritization of projects that strengthen and increase economic opportunity by connecting people to employment.

3.6 Planning Consistency

The Project would be consistent with the *SA Tomorrow Comprehensive Plan* and the *VIA Vision 2040 Long Range Plan* to promote multimodal connections and encourage high-capacity transit, particularly along the Commerce-Houston street corridor. The Project would induce transit-supportive development by making the corridor more attractive for developers to build a variety of uses – including higher-density housing, retail, and offices – that are near public transportation.

The Project design would also meet many of the goals of the *Multimodal Plan*, including the following:

- Congestion: The Project would maximize efficiency of vehicular travel through the construction of dedicated transit lanes and the implementation of TSP at intersections to minimize delays for transit vehicles. This encourages travel mode shift from single-occupancy vehicles to transit, thereby reducing overall traffic volumes.
- Management of Existing Systems: The Project would enhance service reliability and efficiency of the existing transit system along the corridor by providing faster and more reliable high-capacity transit service.
- Mobility: The Project would enhance access and connectivity by constructing pedestrian and bicycle facilities along the corridor and near bus stations.
- Safety and Security: The Project would enhance safety and security through various project features as discussed in **Section 5**.

4. SOCIAL IMPACTS AND COMMUNITY DISRUPTION

4.1 Regulatory Overview

Under FTA's NEPA requirements, project sponsors should work with local planning agencies and conduct public outreach to determine the impacts a proposed project may have on communities and identify methods to avoid, minimize, and mitigate impacts (FTA, 2025). Specific community impacts may include physical and psychological barriers, changes in land use patterns, a change in access to services, changes in population densities, and disruptions to neighborhood cohesiveness.

4.2 Methods

As part of the NEPA process, potential community impacts due to the Project were identified through review of aerial photos (Google 2025), proposed project design, COSA Registered Neighborhood Associations Map (COSA 2024), 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, listed from west to east (COSA 2024):

- Las Palmas
- Prospect Hill
- Historic Westside Residents
- Gardendale
- Downtown
- Alamodome Gardens
- Dignowity Hill
- Jefferson Heights
- Harvard Place Eastlawn

Historic neighborhoods and districts along the corridor are discussed and analyzed further in the *VIA ART East/West Corridor Project Above-Ground Historic Resources Survey Report* (VIA 2025).

4.3.2 Community Facilities and Services

Community facilities with the Project study area were identified during the desktop analysis and observed during the site visit. Notable community facilities within the Project study area include:

- **Parks and greenways**: Elmendorf Lake Park/Apache Creek Greenway, Fairchild Park, HemisFair Park, Lockwood Dignowity Park, Market Square, Martin Luther King Plaza, Milam Park, San Antonio River Walk, Smith Park, and other public parks;
- **Educational institutions**: Booker T. Washington Elementary School, Kipp Camino Academy, Lanier High School, Our Lady of the Lake University, Tafolla Middle School, University of Texas - San Antonio Downtown Campus, and other educational campuses;

- **Places of worship**: Bethel African Methodist Episcopal Church, Church of God (Seventh Day), San Fernando Cathedral, St. Jude Catholic Church, and other places of worship;
- **Public services and health care facilities**: Social services and health care facilities including Housing Authority of Bexar County, Methodist Hospital Metropolitan Family Health Center, San Antonio City Hall, San Antonio Fire Department Headquarters, and Women's Clinic of San Antonio;
- **Affordable housing:** Christ the King Apartments, Villa Hermosa, WC White, Granada Senior Living, Lago Vista Village Apartments, Palacio Del Sol II, Sacred Heart Villa Apartments, The Baldwin;
- **Libraries**: Bazan Library, University of Texas San Antonio (UTSA) Downtown Library, and other public branch libraries;
- **Transportation facilities**: Ellis Alley Park & Ride, VIA Centro Plaza Transit Center, VIA Metropolitan Transit - The Grand, and VIA Robert Thompson Transit Center;
- **Event venues:** Alamodome, the Espee, Freeman Coliseum, Frost Bank Center, and Henry B. Gonzalez Convention Center;
- **Grocery stores**: HEB's near Zarzamora Station and New Braunfels Station;
- **Other community resources**: the Alamo, Bexar Appraisal District Office, Briscoe Western Art Museum, Guadalupe Community Center, and other various and miscellaneous community facilities.

See **Appendix A** for a map and **Appendix B** for a table of community facilities located within the Project study area.

Additional historic resources and cemeteries along the corridor are discussed and analyzed further in the *VIA ART East/West Corridor Project Above-ground Historic Resources Survey Report (*VIA 2025).

Transit service is well-integrated throughout the study area. Existing bus routes operate along major corridors with evenly spaced stops, providing convenient and reliable access for corridor users. VIA's Centro Plaza Transit Center, located within the study area, is a key transit hub that connects to numerous existing and planned high-capacity and frequent service corridors. The key transit corridors include Zarzamora Street, New Braunfels Avenue, General McMullen Drive, and the St. Mary's/Navarro Street, where the future ART North/South Corridor would operate, providing opportunity to connect to additional bus services within VIA transit system.

The corridor also includes multimodal infrastructure. Bicycle lanes are present along West Commerce Street and Buena Vista Street between General McMullen Drive and Frio Street, with additional bike lanes on intersecting streets. Sidewalks are present along most segments of the corridor, further supporting pedestrian and transit connectivity.

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 result in physical or psychological barriers for transit users or community members as there are no proposed plans to construct or enhance any physical barriers or levels of separation that would isolate neighborhoods or communities along the corridor. The Project would instead improve connectivity and break down certain psychological barriers by using the transportation system to improve accessibility to transit stations. The Project would make the study area more pedestrian and bicycle-friendly with improvements to sidewalks, curb ramps, and bicycle facilities, upgrading crosswalks and intersections to meet ADA guidelines, and installing new crosswalk beacons. The Project would also consist of new stations that would have ADA ramps and level-boarding on station platforms.

4.4.1.2 Access and Circulation Patterns

The long-term operational activities of the Project are not anticipated to impair access to local services, businesses, and community facilities along the corridor but would instead improve overall connectivity for pedestrians and transit users. The construction of dedicated bus lanes and ADA stations would provide enhanced transit service and improved transit access to these resources. The Project also includes improving pedestrian walkways and sidewalk conditions in certain areas along the corridor, which would result in improved pedestrian access to local services and community facilities. Existing crosswalks would be maintained for pedestrian access, and proposed improvements would include restriping crosswalks or installing crosswalk beacons that would meet ADA standards.

The Project would be primarily constructed within the existing ROW and would not result in any displacement of any community facilities. Acquisitions would consist of corner cuts and slivers of land along the edge of the parcel that would not impact these facilities. All ROW acquisitions would be completed in accordance with the Uniform Relocation Act and VIA Real Estate and Right-of-Way policies (NARA 2025; VIA 2025).

The Project is estimated to result in the removal of 66 commercial parking spaces from 14 parcels along the Project alignment due to ROW acquisition associated with pavement widening and station platform at intersections. These include approximately 17 spaces at the northwest corner of General McMullen Drive and Commerce Street, 34 spaces at the northwest, northeast, and southwest corners of 24th Street and Commerce Street, and 15 spaces at New Braunfels Street and Houston Street. These removed spaces are not associated with any community facilities, and their loss is not expected to impair the accessibility or functionality of the associated businesses or adjacent properties. For motorists, the permanent removal of 32 on-street on-street parking on Buena Vista Street, due to station platforms, 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 the use of U-turns by motorists, could result in minor delays in travel time. 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.

Although the Project would reduce the number of through lanes at most locations to accommodate a dedicated transit lane or BAT lane, it is not expected to adversely affect overall traffic operations along the corridor. The Project includes proposed improvements such as new sidewalks, pedestrian hybrid beacons (PHBs), and enhanced traffic signal timing at key intersections. These improvements will maintain acceptable traffic flow and intersection performance throughout the corridor and increase overall connectivity and safety for all transportation modes. Pedestrians and transit users will be able to transition between modes more conveniently and safely due to the Project. Detailed analysis of traffic operations can be found in the *VIA ART East/West Corridor Project Traffic Operations Analysis Report* (VIA 2025).

The Project would improve the overall mobility of the Project corridor by providing faster and more reliable ART services. The proposed Frio Street station, located approximately 300 feet from VIA’s Centro Plaza Transit Center, would strengthen connections between this corridor and the broader regional transit network, including other planned rapid transit corridors. Additionally, future ART service is planned to extend beyond the Project limits – connecting west to the Kel-Lac Transit Center and east to the future Eastside Transit Center. The Project would improve access and mobility for corridor residents and employees, offering better

connectivity to key destinations throughout the region—particularly benefiting individuals without access to a private vehicle.

4.4.1.3 Community Cohesiveness

The long-term operational activities of the Project are not anticipated to adversely impact community cohesion. The Project would not physically split or fragment residential or business communities. Instead, the 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. The Project would provide an enhanced, reliable, and frequent transit service to community members and would improve connections between neighborhoods. The proposed sidewalks and bicycle lanes could also make it easier to travel between neighborhoods within the community, further promoting cohesion. In addition, no impacts to affordable housing are anticipated. VIA will continue to ensure the Project's benefits align with the community's needs.

No noise impacts are anticipated from long-term operations of the Project. The Project will be designed to be context-sensitive and compatible with the surrounding urban environment. It is not expected to substantially alter the existing visual character of the corridor for nearby residents or travelers. While some minor visual changes may result from the installation of new transit-related infrastructure (e.g., stations, signage, or dedicated lanes), these elements are not anticipated to adversely affect neighborhood identity, visual quality, or community cohesion. From an air quality perspective, the Project's potential to reduce single-occupancy vehicle trips by enhancing transit options could contribute to improved regional air quality.

Detailed evaluations of potential noise and air quality impacts are provided in the *VIA ART East/West Corridor Project Noise and Vibration Impact Assessment Report* (VIA 2025) and the *VIA ART East/West Corridor Project Air Quality Analysis Report* (VIA 2025).

4.4.2 Short-term Construction Impacts

4.4.2.1 Physical and Psychological Barriers

Construction activities have the potential to 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, as well as the temporary rerouting of bus services and relocation of bus stops. Noise, pollution, and travel delays may create psychological barriers for community members temporarily, resulting in temporary avoidance of the corridor.

4.4.2.2 Access and Circulation Patterns

Construction activities may cause temporary changes in access to community facilities and businesses through temporary closure of lanes, streets, intersections, and on-street parking. In addition, construction would result in temporary vehicle, bicycle, and pedestrian detours.

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

No significant community impacts are anticipated during the long-term operation of the Project; therefore, no mitigation measures are proposed.

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. Dust control measures would be implemented to minimize pollution. 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 impacts:

- 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 the 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 to minimize travel delays.

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 routes 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 the COSA 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. 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.

4.6 Community Outreach

Three series of Community Conversations occurred between January 2024 and July 2025:

- The first series occurred in January 2024 at three locations along the corridor. Residents and stakeholders were informed about the preliminary Project plans and given the opportunity to provide input.
- The second series was held in September 2024, also at three corridor locations, where residents and stakeholders offered additional comments and feedback on the preliminary design and proposed station locations.
- The third series took place in June and July 2025 at three locations along the corridor. During these meetings, residents and stakeholders received updates on revisions to the preliminary design made in response to earlier public input, including adjustments to station sizing and locations to better align with community feedback.

Several opportunities for engaging the community have been conducted, including targeted meeting locations to neighborhoods along the corridor; pop-up events at transit stops, shopping centers, and other public and private facilities; and a project-specific website. Community outreach has included messaging in Spanish, the availability of translators, and American Sign Language interpreters. The outreach and public notice efforts were executed through email,

ads, changeable message signs, news media coverage, social media, rack cards, flyers, and mailers.

Major sentiments received during the meetings and online included:

- Support for the proposed Project
- Questions and discussions around VIA's Better Bus Program
- Request for secure bicycle facilities/amenities at stations and on buses
- Safety and security concerns focused on areas near the stations
- Request for more frequency on existing routes
- Request for more accommodations for the deaf
- Concerns about pedestrian safety on sidewalks and access to the stations.
- Recommendation for wider sidewalks, sidewalk improvements, more tree shade along sidewalks leading up to station and traffic calming measures.
- Concern about potential displacement for nearby residents, rise in property taxes, construction and overall impact on businesses.
- Recommendation to create design of stations according to cultural distinction.
- Concerns about distance between stops along the corridor, particularly near the H-E-B on the Westside and in relation to the mobility of the aged population.
- Desire for lighting around VIA Rapid stations and transit centers.
- Concern for parking at transit centers.
- Request for bicycle and other multi-modal connectivity to bus stops.
- Need for quicker, more dependable public transportation.
- Appreciation for the project team's informational support at the public meetings.

VIA addressed community concerns by updating the Project design to improve pedestrian safety and access at stations to include signals, crosswalks, sidewalks, and lighting; provide bicycle accommodations on stations and buses; moving the Zarzamora Street station east along West Commerce Street so that it is in front of the H-E-B on the Westside; and providing access to trail connections at Apache Greenway and Commerce Street Greenway.

VIA and COSA are committed to supporting Transit-Oriented Development (TOD) within the Project area. As part of a separate effort, VIA will leverage the transit system potential and

guide growth using the newly adopted COSA TOD zoning code and Transit-Oriented Policy (TOP) framework to develop Station Area Plans. The goal of the station area planning is to:

- Support economic development linked to transit ridership;
- Promote multimodal connectivity and accessibility;
- Expand access to transit for non-motorized transportation;
- Support neighborhood revitalization and broaden housing options;
- Explore infrastructure solutions with an emphasis on regenerative capacity; and
- Facilitate public and private sector involvement in the TOD planning process.

The station area planning effort will acknowledge complementary planning efforts for areas beyond the extent of the station areas, leverage the transit project development process already underway, link significant cultural assets across the east and west sides of downtown along the Project corridor, and through downtown. Long-standing partnerships between VIA, COSA, and other partners define the nexus between public transit, TOD, and access to jobs and economic opportunity through metrics of frequent service and direct connections. The station area plan effort will strengthen COSA's efforts to leverage community and housing needs in areas served by transit, translating to lower total costs for transportation and housing and improved quality of life for communities along the corridor.

To ensure comprehensive representation, community outreach activities will be conducted with virtual and in-person meeting options. Community engagement activities will be held in the east west and downtown areas along the Project corridor, with a focus on their respective station areas. The community engagement process for the station area planning effort will also include various stakeholder groups to provide input for the station area plans. The following stakeholder groups have been identified for detailed input into the community vision, including development preferences and infrastructure needs:

- **Public-Private Stakeholders Group:** members from the development community, housing providers, business and property owners, and Chambers of Commerce
- **Technical Advisory Group:** Various City departments engaged in TOP implementation
- **Community Stakeholder Group:** Neighborhood associations, community representatives, and other community organizations located within or along the corridor. They provide detailed input on their community.

VIA will continue to provide opportunities for meaningful public engagement as the Project advances. Community outreach efforts are detailed and analyzed further in the *VIA ART East/West Corridor Project Community Conversation Summary Report* (VIA 2025).

5. SAFETY AND SECURITY

5.1 Regulatory Overview

FTA provides guidance on safety and security through its Transit Safety & Oversight program (FTA 2025). In accordance with this guidance, the Project team reviewed potential safety and security considerations associated with the Project. The review focused on identifying potential pedestrian and traffic hazards, transit user and employee security concerns, and emergency response needs.

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

5.2 Methods

Potential safety and security concerns for the Project were identified through field observations, review of proposed design plans and aerial imagery (Google 2025), and analysis of crash data from TxDOT's Crash Records Information System (CRIS). In addition, VIA reviewed COSA's *Vision Zero Action Plan* and incorporated the *Vision Zero Action Plan* treatments in the Project design (COSA 2024). Furthermore, VIA has applied Crime Prevention Through Environmental Design (CPTED) concepts and strategies to further improve safety and security considerations in the Project design.

5.3 Existing Conditions

Locations with heightened site activity may pose a hazard for pedestrian and vehicle traffic. These locations include public schools, community facilities, and public safety and health facilities. Some of these locations, along with the Project study area, from the western to eastern Project limits include:

- Our Lady of the Lake University
- Bazan Library
- Sidney Lanier High School
- University of Texas San Antonio: Downtown Campus

- CHRISTUS Children's
- River Walk Park
- The Alamo
- HemisFair Park
- Henry B. Gonzalez Convention Center
- Alamodome
- Antioch Sports Complex and Community Center
- Barbara Jordan Community Center/Lincoln Park
- Frost Bank Center, Freeman Coliseum, and Freeman Expo Hall

Intersections with heavily congested traffic flow conditions along the corridor may pose a hazard for all roadway users. Using the traffic count data provided by COSA and collected by the VIA team in July 2019 and October 2022, 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 (COSA 2023, VIA 2022):

- Market Street at Alamo Street
- Northbound and southbound I-37 frontage roads and Commerce Street
- Commerce Street at General McMullen Drive
- Commerce Street at 24th Street
- Market Street at St. Mary's Street
- Market Street at Bowie Street

Crash data from CRIS shows that there were approximately 2,379 crashes within a 500-foot study area around the corridor, between 2019 and 2023 (TxDOT 2023). Approximately 28 percent of the crashes included a possible injury, minor injury, serious injury, or fatality. A crash density heat map is depicted in **Appendix A**. The highest concentration of crashes occurred in Downtown San Antonio between Interstate (I) 10 and I-37 and the following intersections along the corridor: General McMullen Drive, NW 24th Street, Zarzamora Street, Colorado Street, New Braunfels Avenue, and Walters Street.

5.4 Potential Impacts

5.4.1 Long-Term Operational Impacts

The long-term operational activities of the Project are not anticipated to negatively impact the safety and security of pedestrians, cyclists, motorists, transit users, or transit employees. Instead, the Project has the potential to improve safety and security for all transit and roadway users, in accordance with the *Multimodal Plan* (COSA 2016). The addition of dedicated transit lanes, sidewalks, and bicycle lanes may result in traffic-calming effects and reduce the risk of hazards to roadway users. Proposed medians and proposed restriping at intersections may reduce the risk of crashes and increase safety for pedestrians. Moreover, proposed bus stations with pedestrian walkways, lighting, security cameras, shelters and emergency blue light phones could result in a safer environment for transit users overall. The dedicated transit lanes throughout the corridor 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 dedicated transit lanes, and the lanes could be accessed by vehicles in the event of traffic events such as crashes.

5.4.2 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.

5.5 Mitigation Measures

5.5.1 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.

5.5.2 Short-term Mitigation Measures

To maintain traffic flow conditions, detours with alternative routes 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 COSA DPW to ensure safety during construction and to ensure that emergency vehicle access is not impeded.

6. ECONOMIC IMPACTS

6.1 Regulatory Overview

In accordance with FTA guidance on evaluating economic impacts (FTA 2025), the Project team assessed the potential economic effects of the Project. This assessment considered factors such as property displacements, potential job creation, disruptions to business activities, and any direct or indirect impacts on local taxation, as applicable.

6.2 Methods

Major economic activity and employment centers, potential displacements, and the potential impacts of the Project on the local economy were identified through review of aerial photos (Google, 2025), field reconnaissance, and the proposed project design.

6.3 Existing Conditions

Major centers for economic activity within the Project study area from the western to eastern Project limits include:

- Downtown San Antonio (Business along San Antonio Riverwalk Park Area in particular)
- Shops at Rivercenter
- Henry B. Gonzalez Convention Center
- Alamodome
- Frost Bank Center, Freeman Coliseum, and Freeman Expo Hall

These locations also function as significant employment centers. Additional major employment centers within the Project study area from the western to eastern Project limits include:

- Our Lady of the Lake University
- HEB Grocery Stores
- Sidney Lanier High School
- VIA Centro Plaza
- University of Texas San Antonio: Downtown Campus
- CHRISTUS Children’s

- The Center for Healthcare Services (CHCS)
- Frost Bank Center, Freeman Coliseum, and Freeman Expo Hall

6.4 Potential Impacts

6.4.1 Long-Term Operational Impacts

The Project is not anticipated to result in any displacements, and ROW acquisitions would be limited to corner cuts and slivers along edges of parcels. There would be no significant adverse long-term impacts anticipated to the overall employment in the region due to the Project. Additionally, improved transit access can stimulate economic development along the corridor by attracting new businesses, increasing commercial activity, and encouraging transit-oriented development leading to further indirect job creation in sectors such as retail, hospitality, and real estate.

The proposed improvements would enhance access to existing employment opportunities and strengthen connectivity to key economic centers. Long-term operations are not expected to cause significant disruptions to business activities in these areas. In fact, improved accessibility may benefit local businesses by enhancing their reachability to customers. As a result, the Project is not expected to lead to a significant loss of property tax revenue. Additionally, no substantial changes to the overall taxation in the region are anticipated.

While the Project may contribute to economic revitalization along the corridor – particularly around the proposed stations where TOD may occur – no significant gentrification impacts are anticipated. TOD near proposed stations can promote compact, walkable communities with a mix of housing, retail, and services, helping to meet local needs and support long-term livability. TOD near proposed stations offers multiple benefits. By reducing reliance on personal vehicles, TOD can lower traffic congestion and emissions while enhancing access to everyday amenities. This encourages healthier lifestyles through increased walking and biking, strengthens local economies by attracting businesses and customers, and fosters vibrant, connected neighborhoods that are adaptable to future growth.

The Project is also expected to improve public health outcomes in several ways. By enhancing access to active transportation options such as walking and biking, the ART service can encourage physical activity and reduce dependence on personal vehicles. Improved transit access can also reduce traffic congestion and vehicle emissions, contributing to better air quality. In addition, the Project will connect residents – particularly those transit-dependent

communities – to healthcare facilities, healthy food options, jobs, and other essential services. These improvements support overall community well-being and help reduce health disparities.

6.4.2 Short-term Construction Impacts

The Project is expected to generate short-term, construction-related job opportunities within the region. Construction activities may temporarily cause inconveniences such as noise pollution and travel delays at the major centers for employment and economic activity.

6.5 Mitigation Measures

6.5.1 Long-term Operational Mitigation Measures

To mitigate impacts to property owners resulting from 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 (NARA 2025).

6.5.2 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:

- Ensure continuous access to businesses during construction (e.g., temporary walkways, signage).
- Coordinate with business owners on timing and location of construction activities.
- Provide clear signage for detours or alternative parking.
- Use phased construction to limit the duration of disruption in any one area.
- Ensure pedestrian and vehicular access to all businesses remains open during construction.
- Use noise barriers, water sprays for dust, and low-impact construction equipment.
- Minimize travel delays by avoiding construction during peak travel hours whenever possible.

7. CONCLUSIONS AND RECOMMENDATIONS

This Community Impacts Analysis indicated that no significant long-term community impacts are expected as a result of the Project operations. The Project is not anticipated to result in any displacements. ROW acquisitions would be limited to corner cuts and slivers along edges of parcels. The Project would keep community cohesion and not separate or isolate any distinct

neighborhoods as the Project would operate in existing roadways. Existing access would be maintained and would provide enhanced connections with more efficient travel. Bicycle and pedestrian improvements would improve safety and accessibility to local services and community facilities along the corridor.

Short-term construction impacts of the Project may lead to temporary congestion, mobility, and safety and security concerns. To mitigate these impacts, construction would be sequenced in segments to minimize the need for disruptions and construction impacts for the full duration of construction to any one area.

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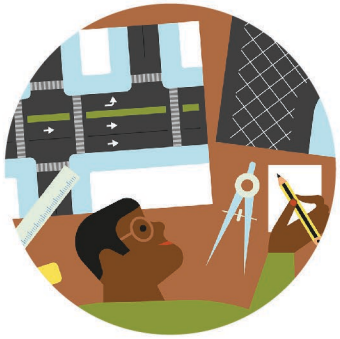
9. Acronyms

Acronym/Abbreviation	Definition
AAMPO	Alamo Area Metropolitan Planning Organization
ADA	Americans with Disabilities Act of 1990
ART	Advanced Rapid Transit
BAT	Business Access Transit
BRT	Bus Rapid Transit
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CHCS	Center for Healthcare Services
COSA	City of San Antonio
CPTED	Crime Prevention Through Environmental Design
CRIS	Crash Records Information System
DPW	Department of Public Works
E/W	East/West
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HUD	U.S. Department of Housing and Urban Development
I	Interstate
Multimodal Plan	San Antonio Tomorrow Multimodal Transportation Plan
NEPA	National Environmental Policy Act
PHB	Pedestrian Hybrid Beacon
ROW	Right-of-Way
SA Tomorrow	San Antonio Tomorrow
TOD	Transit-Oriented Development
TOP	Transit-Oriented Policy
TSO	Transit Safety & Oversight

TSP	Transit Signal Priority
TxDOT	Texas Department of Transportation
Uniform Relocation Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
UTSA	University of Texas San Antonio
VIA	VIA Metropolitan Transit


Appendix A: Community Impacts Analysis Maps

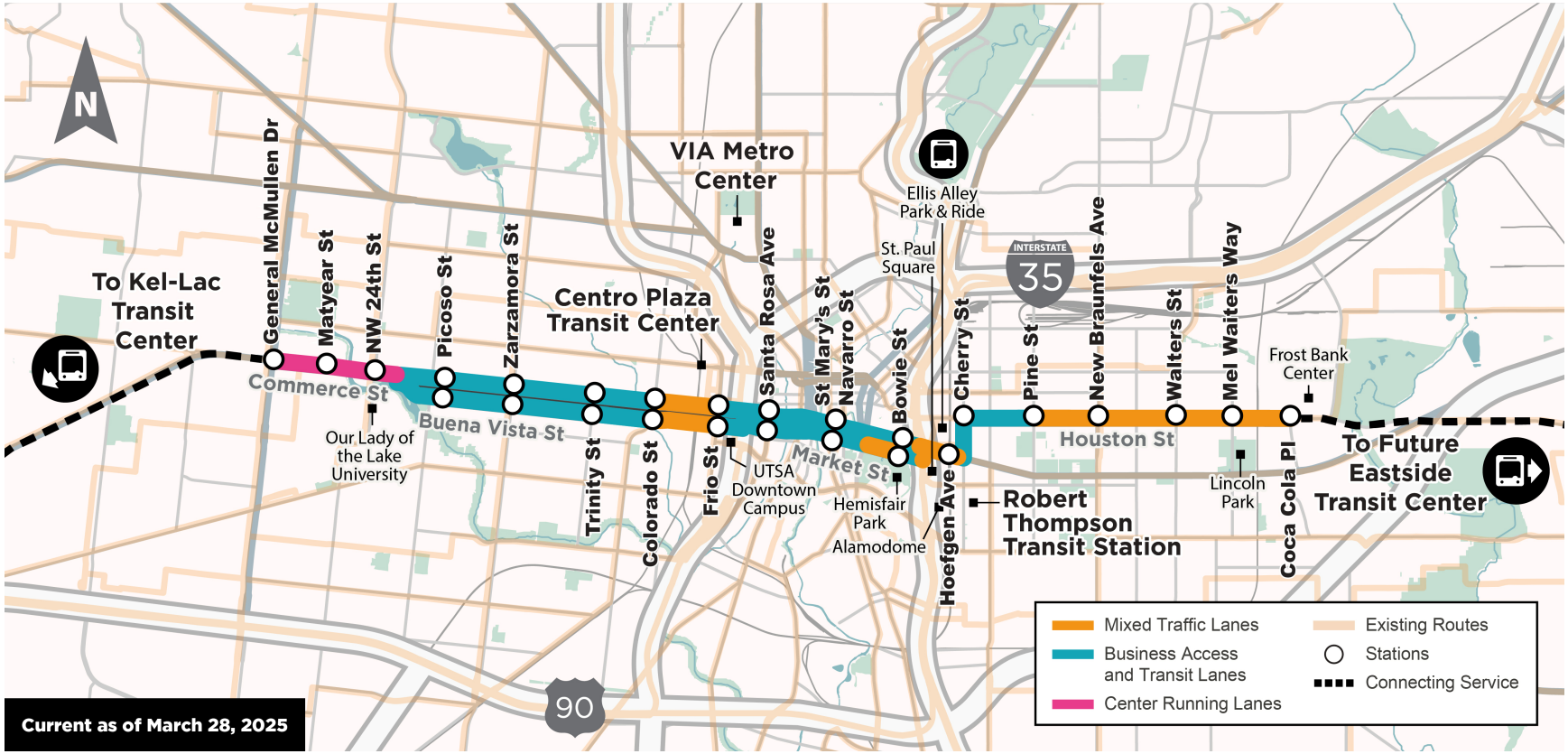
Project Area Map

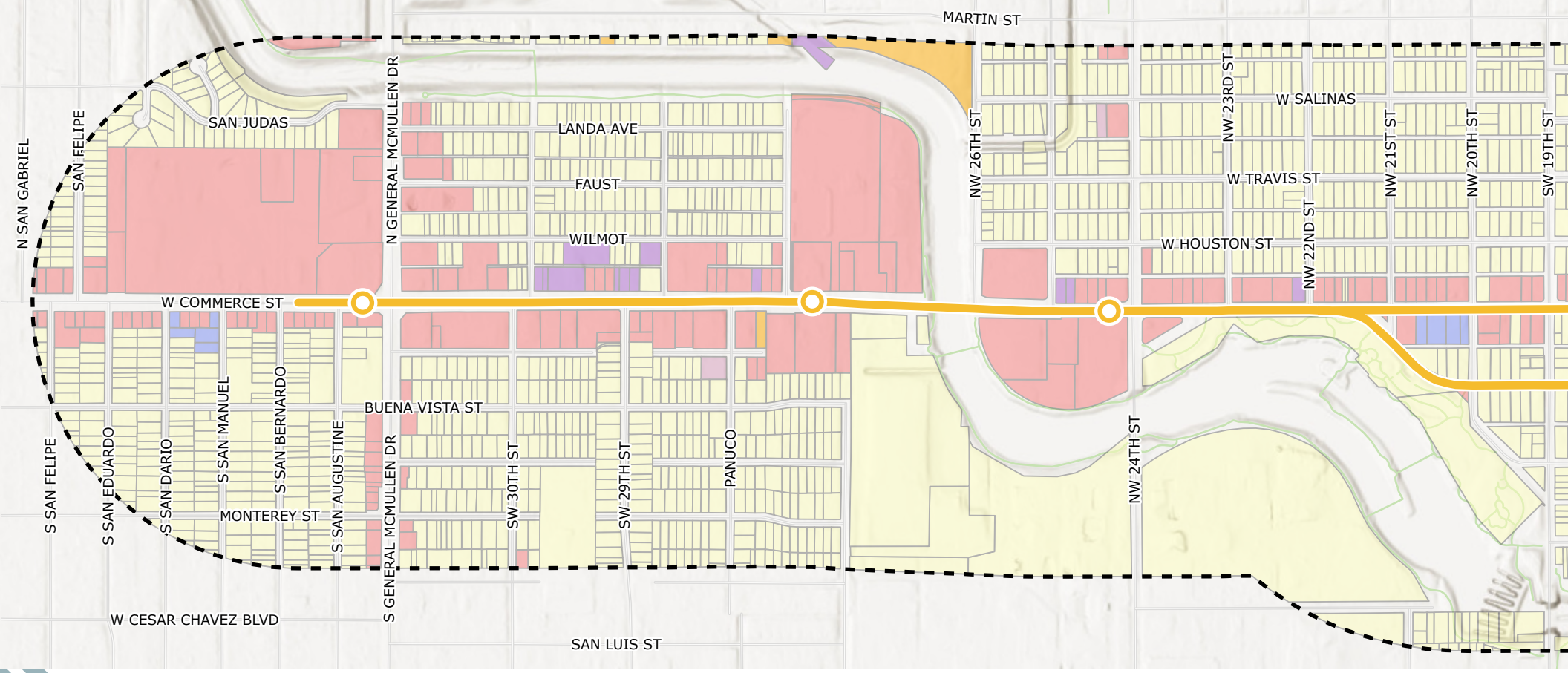
Existing Zoning Map

Community Facilities Map

Crash Density Map

Project Area Map





Existing Zoning Map

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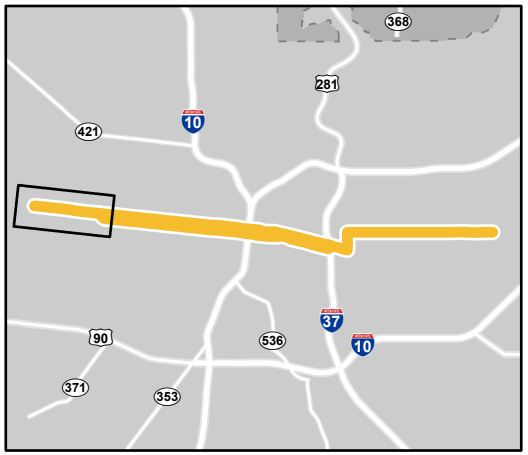
Legend

- ART East/West Stations
- ART East/West Alignment
- ART North/South Alignment
- 0.25-Mile Study Area

Existing Zoning

- Single-Family Residential
- Mixed-Residential
- Multi-Family Residential
- Mixed-Use District
- Commercial
- Office
- Downtown
- Industrial
- Infill Development Zone
- Arts and Entertainment



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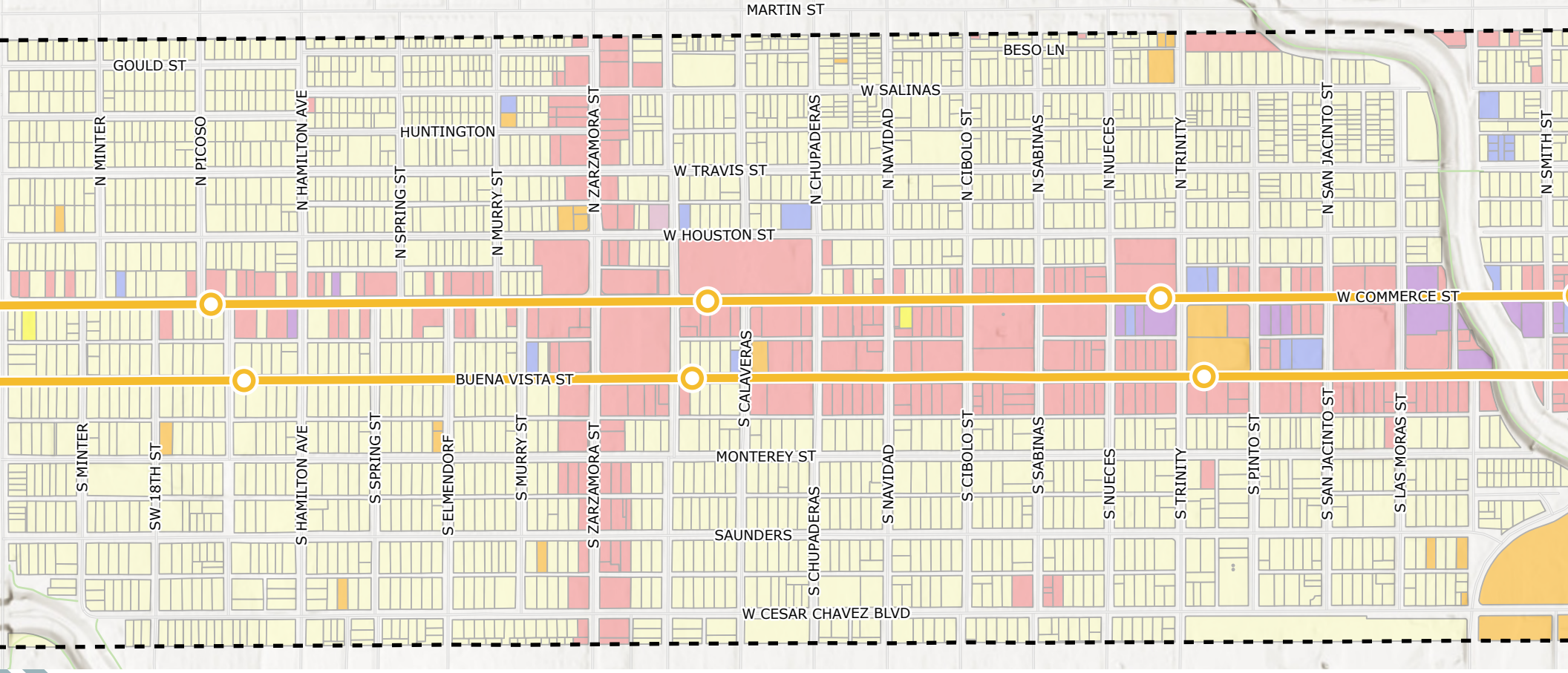

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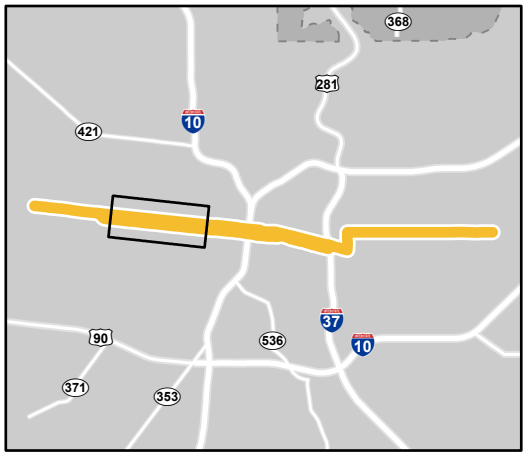

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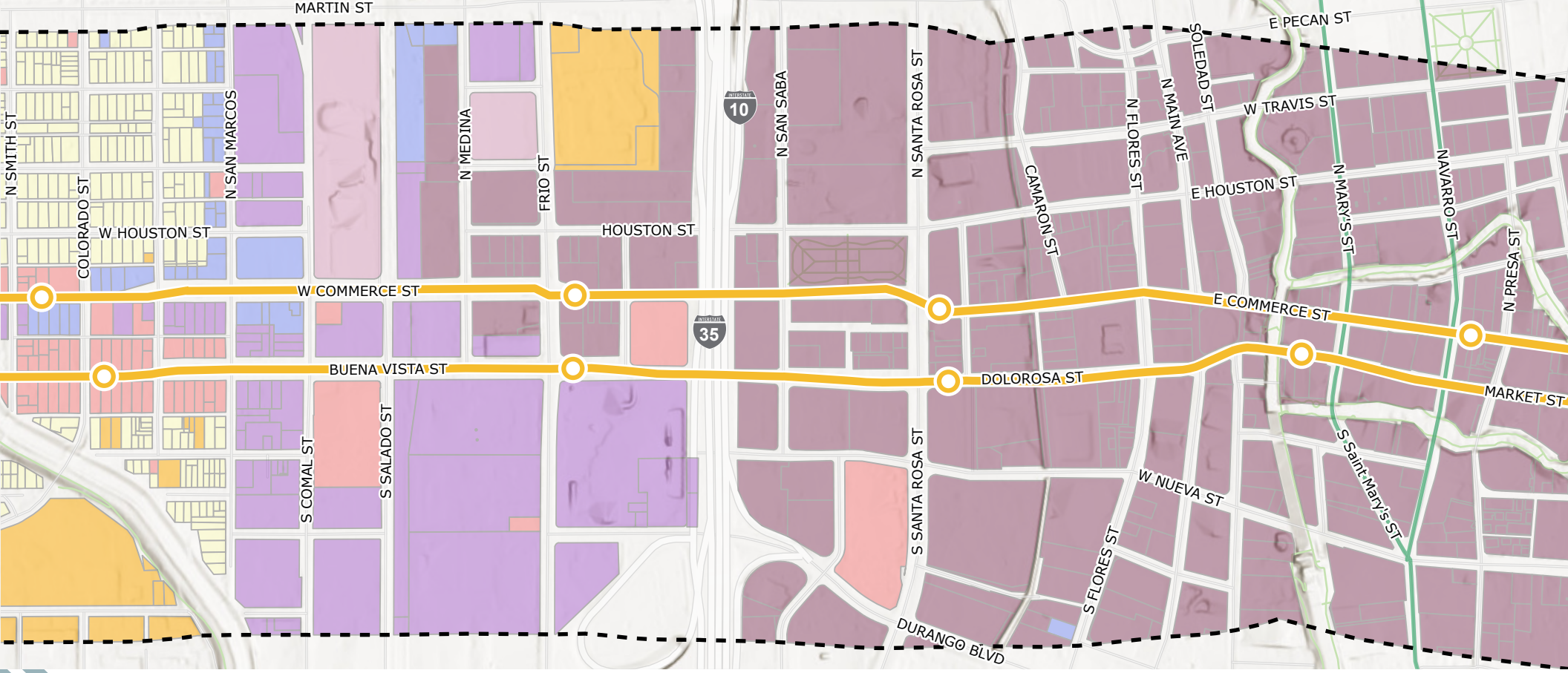

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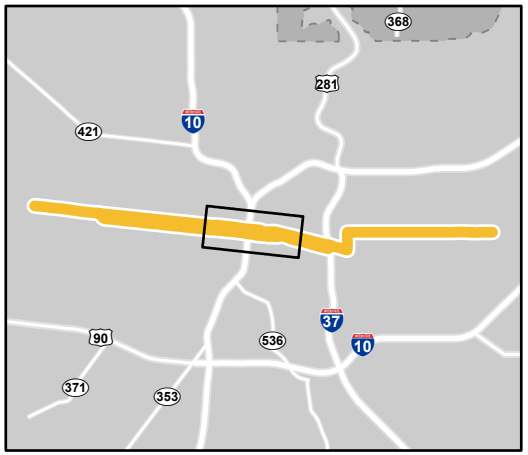

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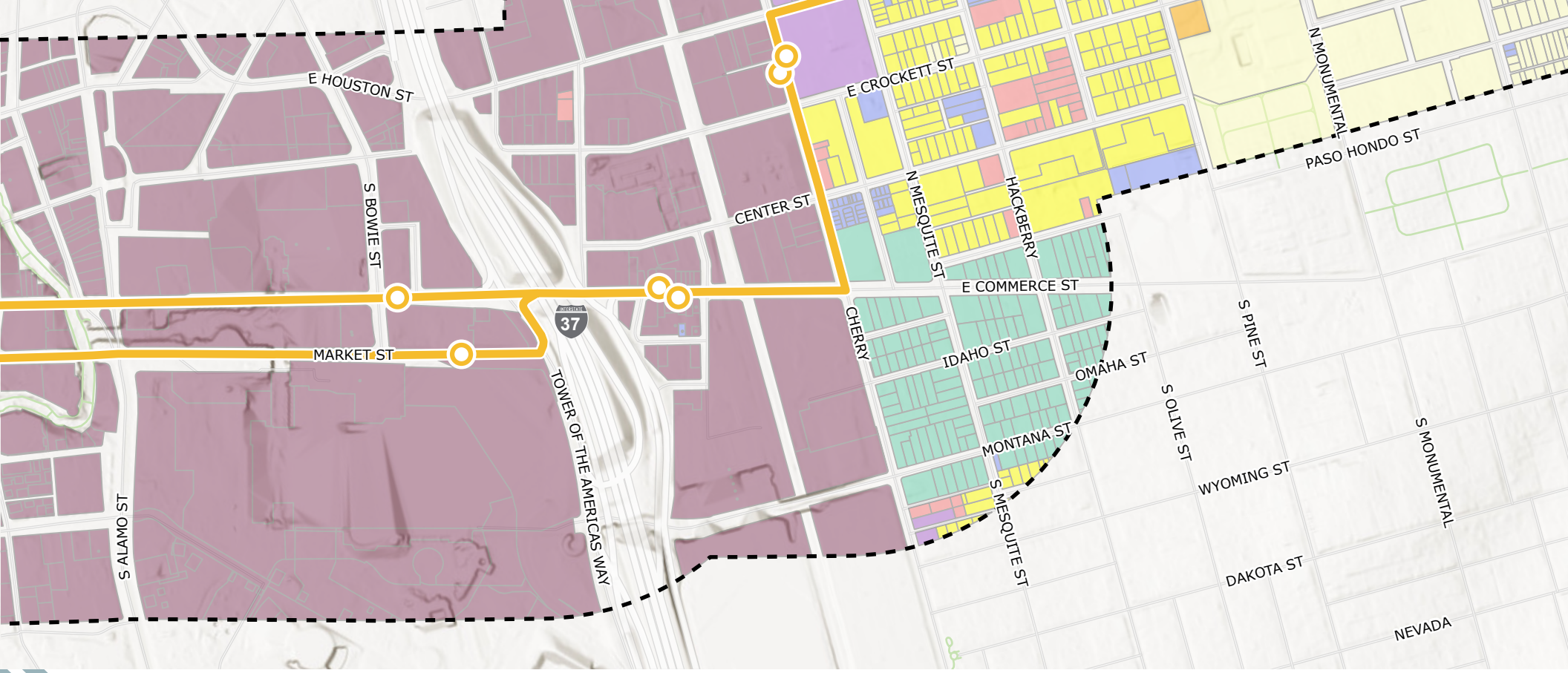

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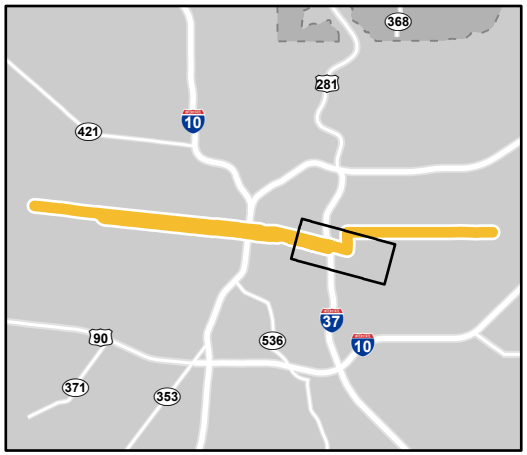

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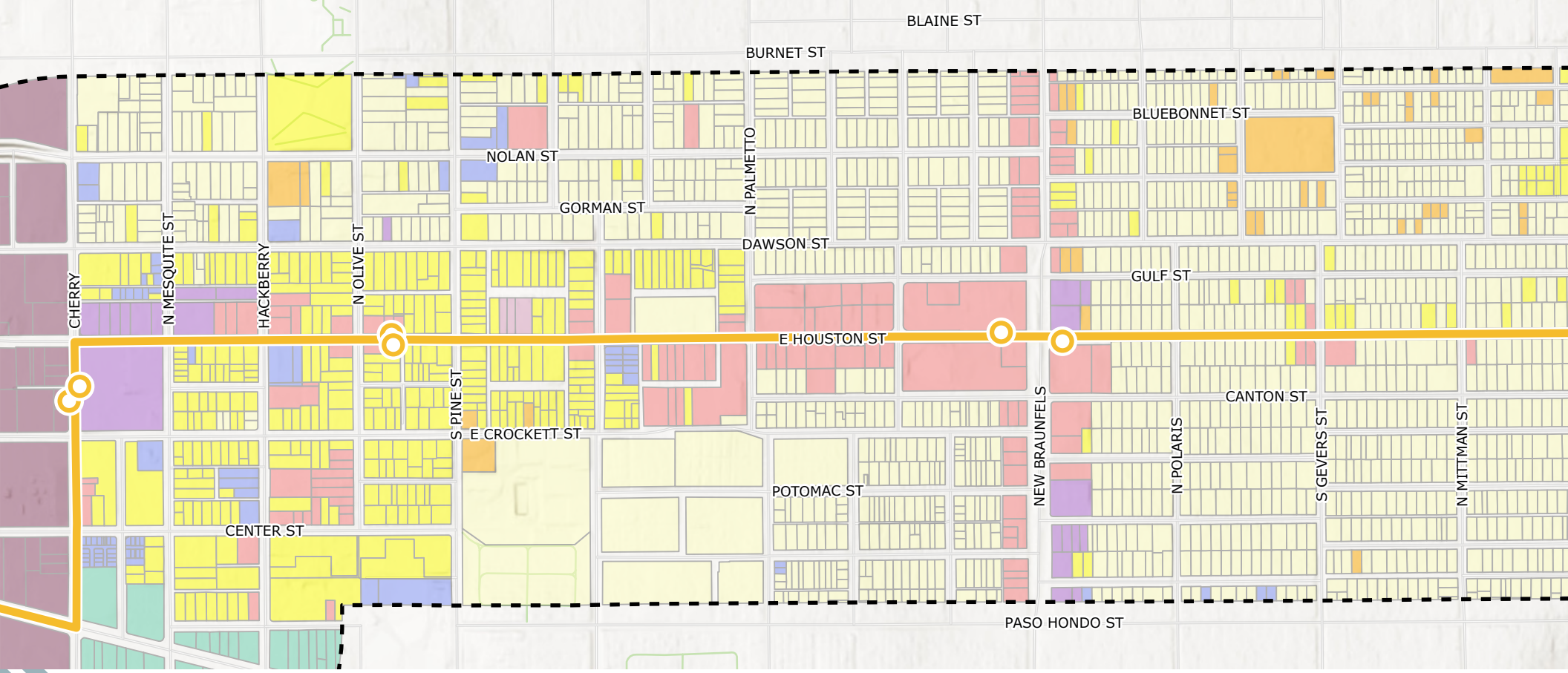

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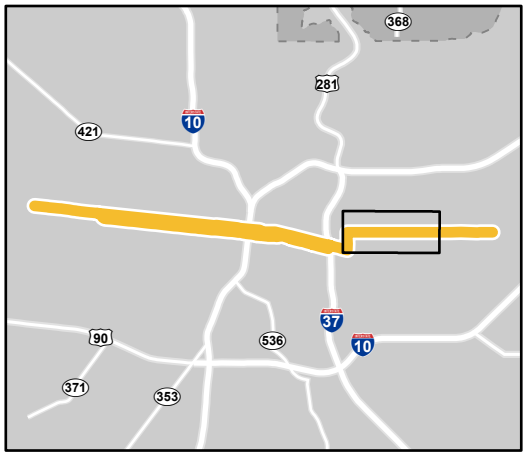

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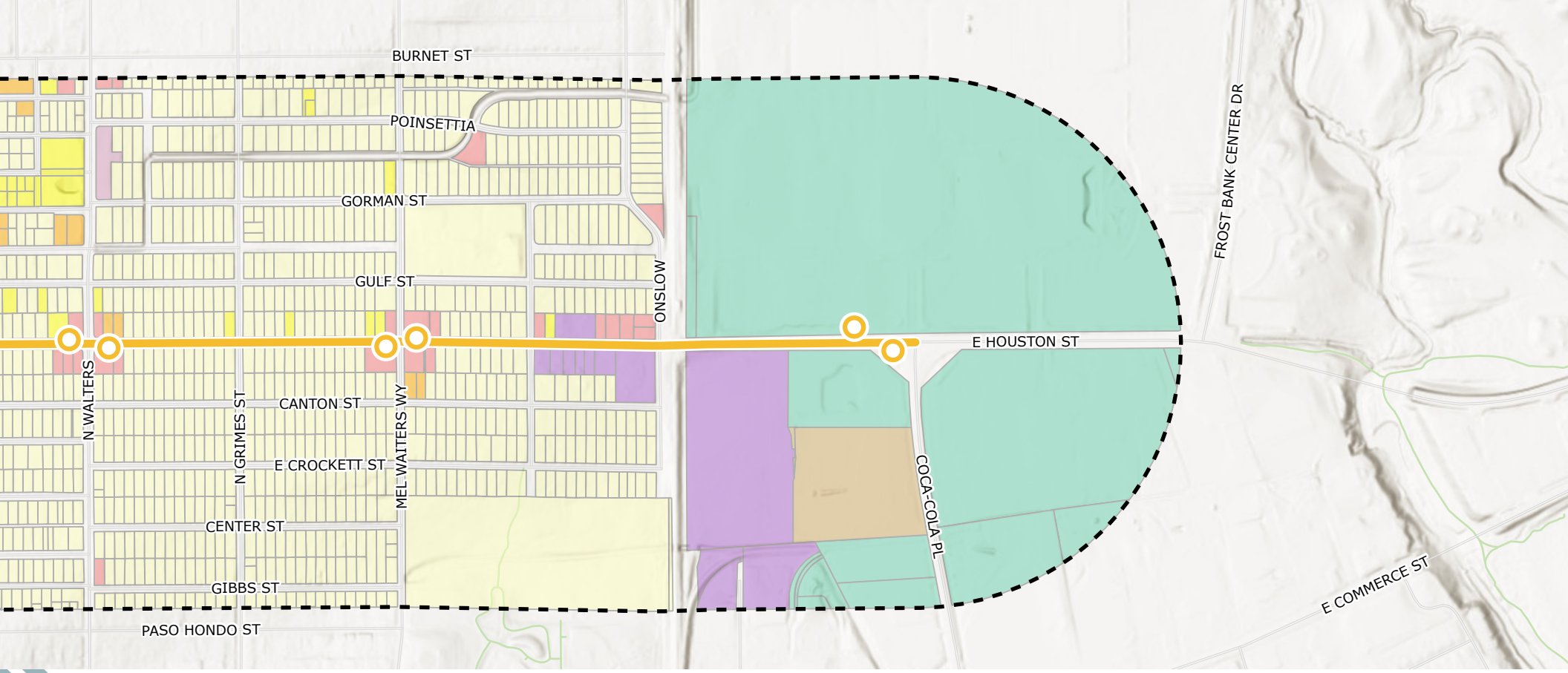

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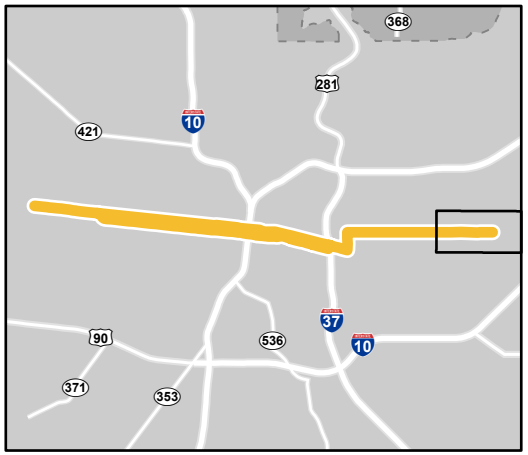

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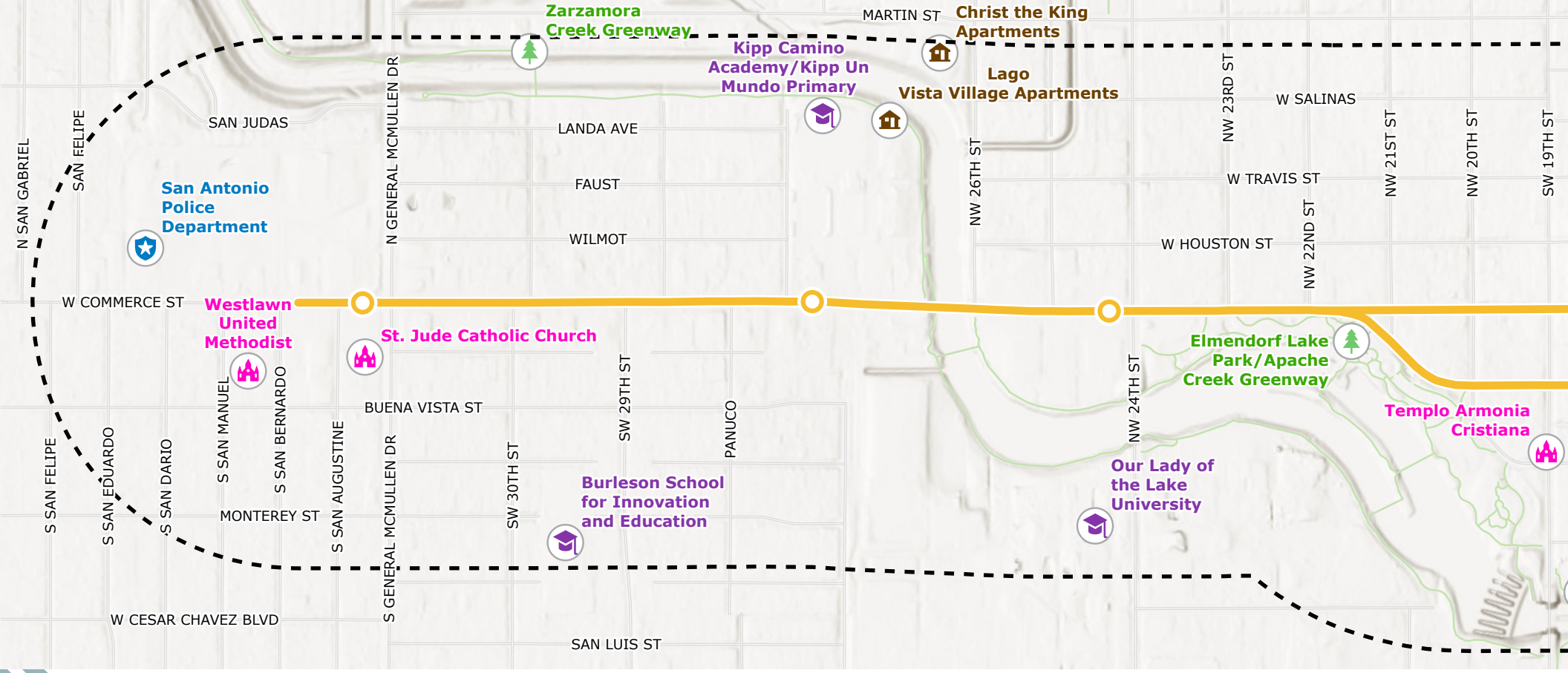

Community Facilities Map

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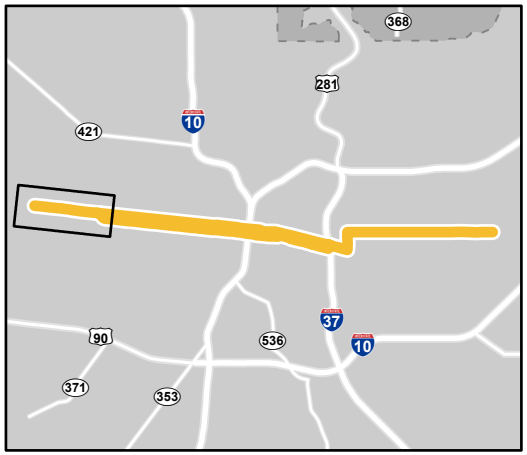
Community Facilities

- Day Care
- Education
- Entertainment/ Special Events
- Fire Department
- Government
- Library
- Affordable Housing
- Medical
- Musem
- Park
- Place of Worship
- Police
- Retail
- Social Service
- Transportation



Sources: VIA (2024), AAMPO (2024); City of San Antonio (2024), TxDOT (2024), WSP (2024)

Community Facilities Map

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- 0.25-Mile Study Area

Community Facilities

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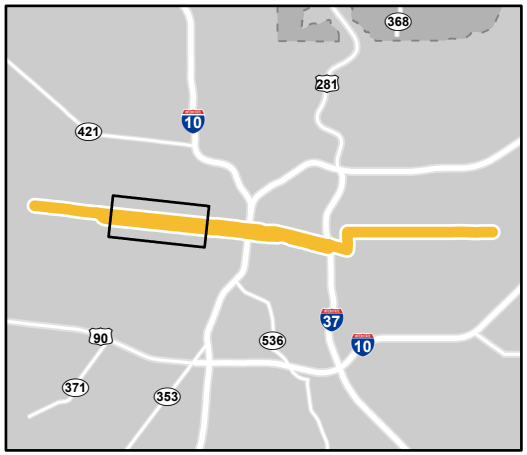

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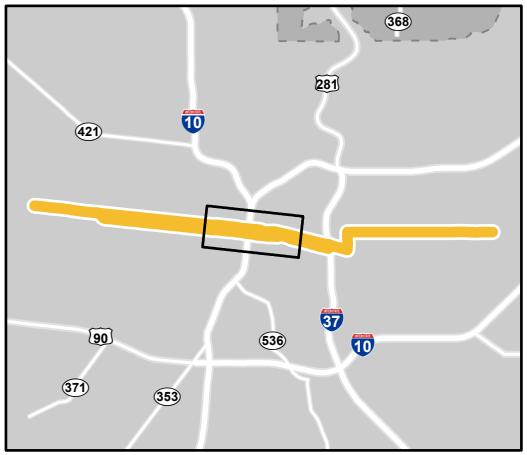

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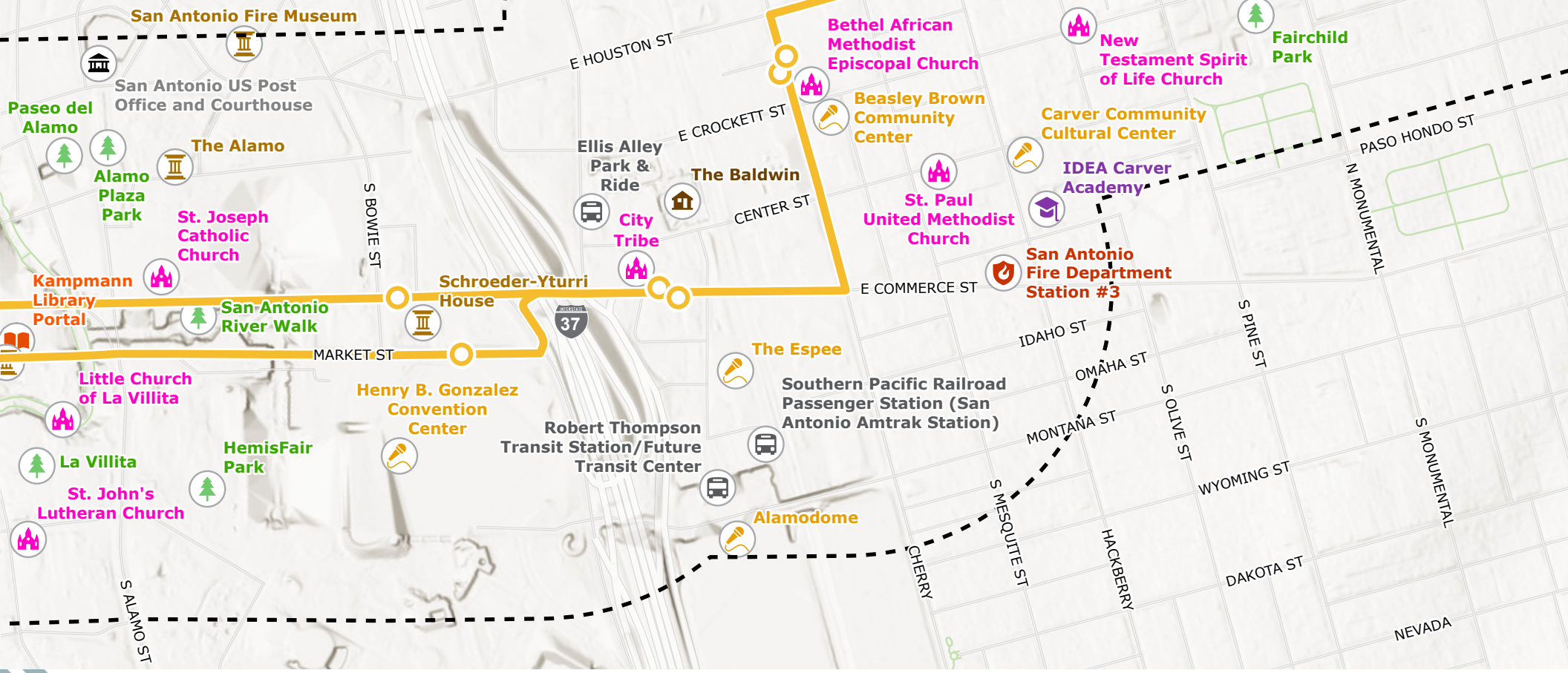

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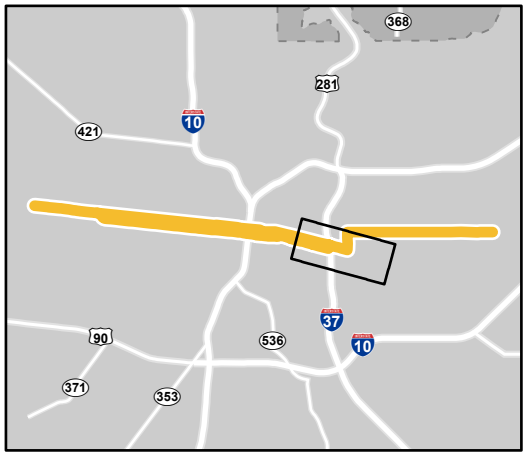
Feet

Legend

- ART East/West Stations
- ART East/West Alignment
- ART North/South Alignment
- 0.25-Mile Study Area

Community Facilities

- Day Care
- Education
- Entertainment/ Special Events
- Fire Department
- Government
- Library
- Affordable Housing
- Medical
- Musem
- Park
- Place of Worship
- Police
- Retail
- Social Service
- Transportation



Sources: VIA (2024), AAMPO (2024); City of San Antonio (2024), TxDOT (2024), WSP (2024)

Community Facilities Map

0 500 1,000
Feet

Legend

- ART East/West Stations
- ART East/West Alignment
- ART North/South Alignment
- 0.25-Mile Study Area

Community Facilities

- Day Care
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- Fire Department
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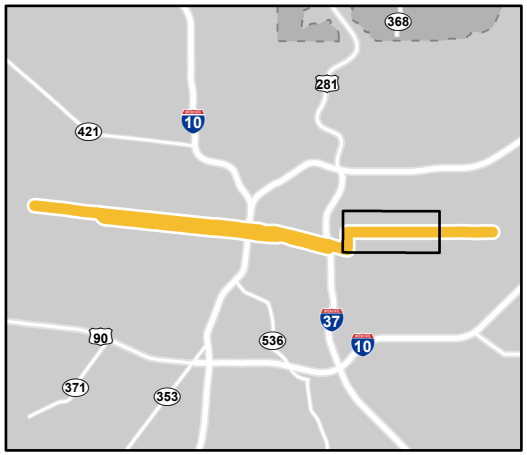
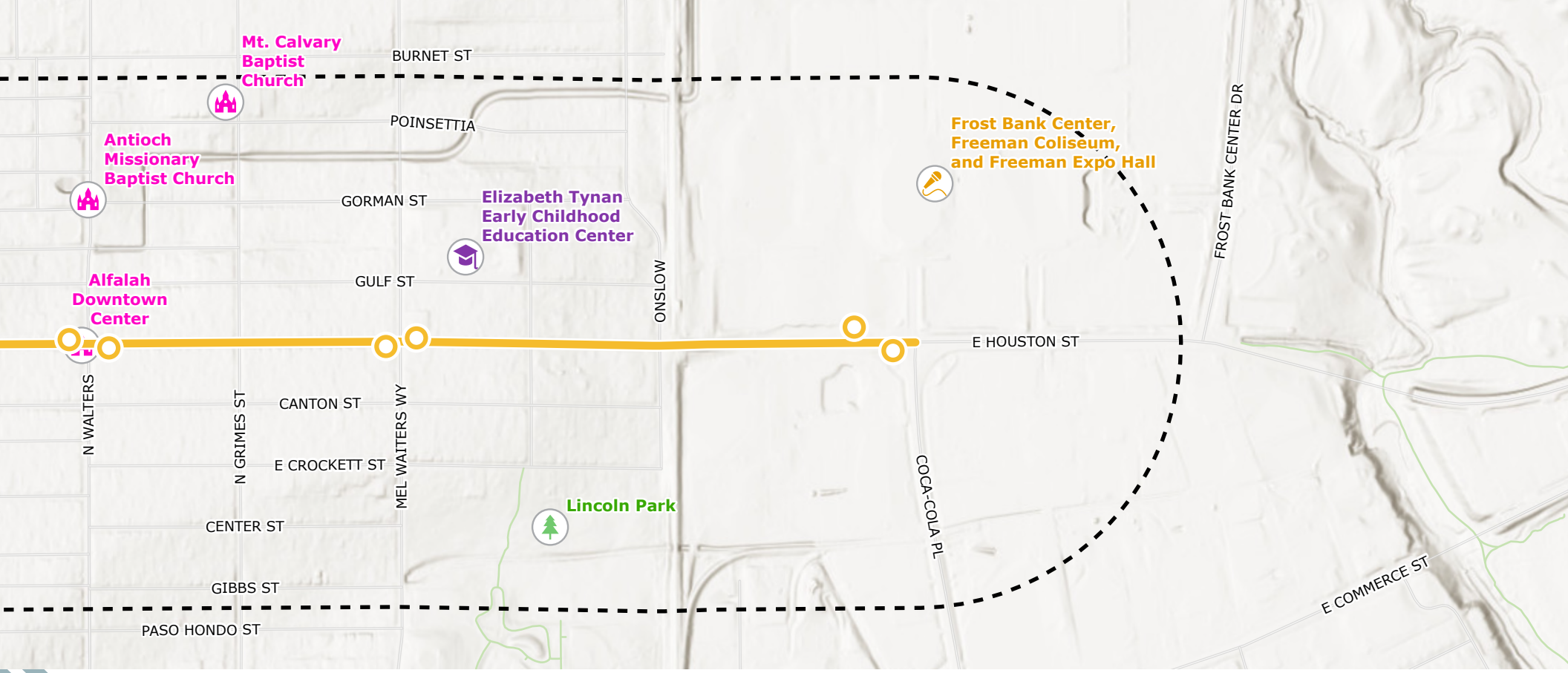
- Social Service
- Transportation



Sources: VIA (2024), AAMPO (2024); City of San Antonio (2024), TxDOT (2024), WSP (2024)



Community Facilities Map

0 500 1,000
Feet

Legend

- ART East/West Stations
- ART East/West Alignment
- ART North/South Alignment
- 0.25-Mile Study Area

Community Facilities

- Day Care
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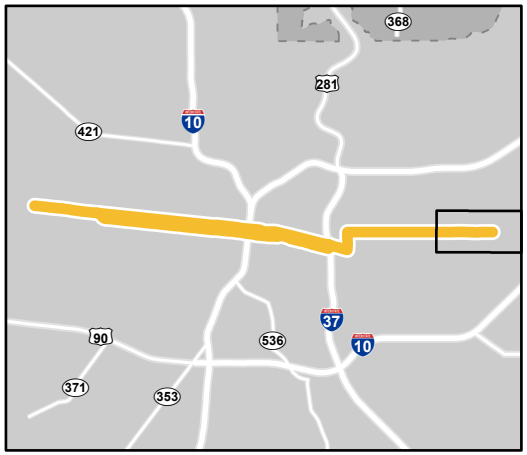
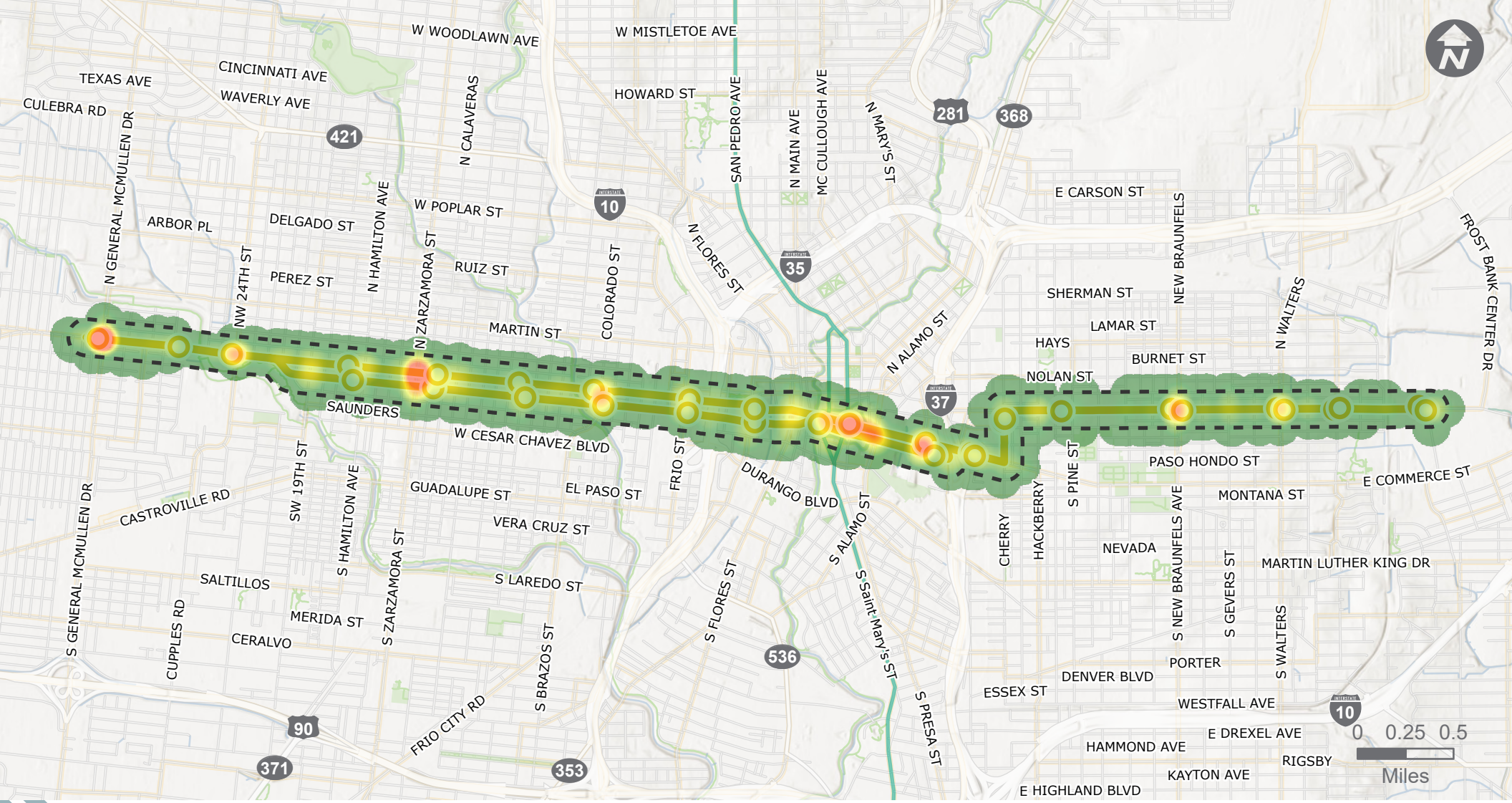


Sources: VIA (2024), AAMPO (2024); City of San Antonio (2024), TxDOT (2024), WSP (2024)



2019-2023 Crash Density Map

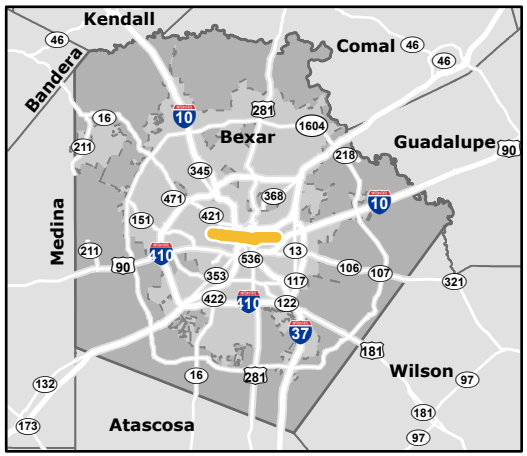
Legend

- ART East/West Stations
- ART East/West Alignment
- ART North/South Alignment
- Existing VIA Bus Routes
- 500-Foot Study Area

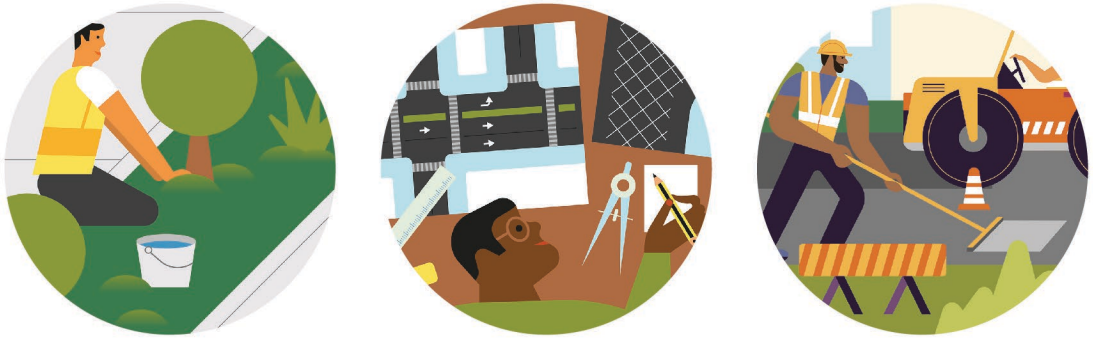
Crash Density

Low: 1

High: 420



Sources: VIA (2024), AAMPO (2024), City of San Antonio (2024), TxDOT (2024)



Appendix B: Community Facilities Table

COMMUNITY FACILITIES

Name of Facility	Type of Facility	Address
Discovery World Learning Center	Day Care	406 W César E Chávez Blvd
Frost Bank Center, Freeman Coliseum, and Freeman Expo Hall	Entertainment/Special Events	3201 E Houston St
Alamodome	Entertainment/Special Events	100 Montana St
Aztec Theater	Entertainment/Special Events	104 N St. Mary's St
Beasley Brown Community Center	Entertainment/Special Events	225 N Swiss St
Brady Building-Empire Theater	Entertainment/Special Events	204 E Houston St.-226 N St Mary's St
Carver Community Cultural Center	Entertainment/Special Events	226 N Hackberry St
Henry B. Gonzalez Convention Center	Entertainment/Special Events	900 E Market St
Majestic Theatre	Entertainment/Special Events	230 E Houston St
The Espee	Entertainment/Special Events	1174 E Commerce St
San Antonio Fire Department Central Substation & SAFFE Unit	Fire Department	515 S Frio St
San Antonio Fire Department Headquarters	Fire Department	315 S Santa Rosa St
San Antonio Fire Department Station #1	Fire Department	515 N Cherry St
San Antonio Fire Department Station #3	Fire Department	1425 E Commerce St
San Antonio Fire Department Warehouse	Fire Department	502 Burnet St
San Antonio Fire Department Wellness Center	Fire Department	215 S San Saba St
Attorney General - Consumer Protection (Milam Building)	Government	112 E Pecan St
Bexar Appraisal District	Government	411 N Frio St
Bexar County Criminal District Attorney's Office (Paul Elizondo Building)	Government	101 W Nueva St
Bexar County Courthouse	Government	100 Dolorosa St
Bexar County Human Resources	Government	211 S Flores St
Bexar County Small Business & Entrepreneurship Department	Government	203 W Nueva St

Name of Facility	Type of Facility	Address
Cadena Reeves Justice Center	Government	100 Dolorosa St
Housing Authority of Bexar County	Government	1954 E Houston St
Magistrate Bexar County	Government	200 N Comal St
San Antonio City Hall	Government	100 Military Plaza
San Antonio Mayor's Office	Government	115 Plaza de Armas
San Antonio Municipal Plaza	Government	114 W Commerce St
San Antonio US Post Office and Courthouse	Government	615 E. Houston St.
Texas Attorney General - Child Support Division	Government	106 S St Mary's St
US Commerce Department	Government	203 S St Mary's St
US Housing & Urban Development Department	Government	800 Dolorosa St
Bazan Library	Library	2200 W Commerce St
Bexar County Clerk’s Spanish Archives, Lucy Adame-Clark	Library	126 E Nueva St
BiblioTech Central Jury Room Library	Library	101 W Nueva St
Kampmann Library Portal	Library	210 W Market St
UTSA Downtown Library	Library	501 W César E Chávez Blvd
Christ the King Apartments	Affordable Housing	4502 W Martin St
Granada Senior Living	Affordable Housing	311 S St Mary's St
Lago Vista Village Apartments	Affordable Housing	4243 W Commerce St
Palacio Del Sol II	Affordable Housing	400 N Frio St
Sacred Heart Villa Apartments	Affordable Housing	120 S Trinity St
The Baldwin	Affordable Housing	239 Center Street
Villa Hermosa	Affordable Housing	327 N Flores St
WC White Apartments	Affordable Housing	618 N Hackberry St
Central Cardiovascular Institute	Medical	2011 E Houston St
Christus Children's Hospital/Christus Santa Rosa Hospital	Medical	333 N Santa Rosa St
Conviva Care Center	Medical	100 S Zarzamora St

Name of Facility	Type of Facility	Address
Kidney and Hypertension Institute San Antonio	Medical	215 N San Saba
Primary & Specialty Care Clinic	Medical	343 W Houston St
River City Care Center	Medical	921 Nolan St
Smile Kings Dental & Orthodontics	Medical	210 S Zarzamora St
The Center for Health Care Services	Medical	928 W Commerce St
The Center for Health Care Services	Medical	1954 E Houston St
US Renal Care	Medical	2011 E Houston St
Wascher Clinic Family Practice	Medical	2211 Buena Vista St
The Alamo	Museum	300 Alamo Plaza
Briscoe Western Art Museum	Museum	210 W Market St
Buckhorn Museum and Texas Ranger Museum	Museum	318 E. Houston St
Casa Navarro	Museum	228 S Laredo St
San Antonio Fire Museum	Museum	801 E Houston St
Spanish Governor's Palace	Museum	105 Military Plaza
Schroeder-Yturri House	Museum	1040 E. Commerce St
Alamo Plaza Park	Park	200 Alamo Plaza
Alazan Creek Greenway	Park	Alazan Creek, west of downtown San Antonio
Apache Creek Loop	Park	Apache Creek, west of downtown San Antonio
Elmendorf Lake Park/Apache Creek Greenway	Park	3700 W Commerce St
Fairchild Park	Park	1214 E Crockett St
HemisFair Park	Park	600 Hemisfair Plaza Wy
John Tobin Park	Park	1900 W Martin St
La Villita Historic Village	Park	418 Villita St
Lincoln Park	Park	2915 E Commerce St
Lockwood Dignowity Park	Park	801 N Olive St
Main Plaza	Park	115 Main Plaza
Market Square	Park	612 W Commerce St

Name of Facility	Type of Facility	Address
Martin Luther King Plaza	Park	N New Braunfels Ave & E Houston St
Milam Park	Park	500 W Commerce St
Military Plaza	Park	100 Plaza de Armas
Paseo del Alamo	Park	Alamo Plaza
Portal San Fernando	Park	100 Main Plaza
San Antonio Natatorium	Park	1430 W Cesar E. Chavez Blvd
San Antonio River Walk	Park	Downtown San Antonio, from N Main St/Soledad St to Bowie St cross-streets
Smith Park	Park	1301 Buena Vista St
Travis Park	Park	301 E Travis St
Zarzamora Creek Greenway	Park	Zarzamora Creek, west of downtown San Antonio
Alfalah Downtown Center	Place of Worship	2554 E Houston St
Antioch Missionary Baptist Church	Place of Worship	1001 N Walters St
Bethel African Methodist Episcopal Church	Place of Worship	225 N Swiss St
Church of God (7th Day)	Place of Worship	3023 Monterey St
City Tribe	Place of Worship	1123 E Commerce St
Dignowity Hill Christian Center	Place of Worship	1101 Nolan St
Hodges Chapel AME	Place of Worship	401 Gulf St
House of Prayer Christian Ministries	Place of Worship	317 Gorman
Little Church of La Villita	Place of Worship	508 Villita St
La Luz del Mundo	Place of Worship	2318 Buena Vista St
Ministry House of Restoration San Antonio Church	Place of Worship	1729 E Houston St
Mt. Calvary Baptist Church	Place of Worship	831 Poinsettia St
Mt. Gilead Baptist Church	Place of Worship	1319 E Crockett St
New Testament Spirit of Life Church	Place of Worship	1101 E Crockett St
Sacred Heart Catholic Church	Place of Worship	2114 W Houston St
San Fernando Cathedral	Place of Worship	115 Main Plaza

Name of Facility	Type of Facility	Address
St. John's Lutheran Church	Place of Worship	502 E Nueva St
St. Joseph Catholic Church	Place of Worship	623 E Commerce St
St. Jude Catholic Church	Place of Worship	130 S San Augustine Ave
St. Paul United Methodist Church	Place of Worship	508 Center St
Templo Armonia Cristiana	Place of Worship	3402 Monterey St
Travis Park United Methodist Church	Place of Worship	230 E Travis St
Tried Stone Baptist Church	Place of Worship	551 Canton
Victory Temple Church	Place of Worship	2101 Buena Vista St
Westlawn United Methodist	Place of Worship	122 San Manuel Ave
San Antonio Police Department	Police	214 W Nueva St
San Antonio Police Department	Police	4883 W Commerce St
San Antonio Police Department Magistrate	Police	401 S Frio St
HEB	Retail	108 N Rosillo St
HEB	Retail	415 N New Braunfels Ave
Mariachi Connection	Retail	2106 W Commerce St
Booker T. Washington Elementary	School	1823 Nolan St
Burleson School for Innovation and Education	School	534 Cordelia St, Building 2
Christus Santa Rosa	School	333 Santa Rosa
Elizabeth Tynan Early Childhood Education Center	School	925 Gulf St
Essence Preparatory Charter School	School	1447 E Crockett St
IDEA Carver Academy	School	217 Robinson Pl
Kipp Camino Academy/ Kipp Un Mundo Primary	School	4343 W Commerce St
Lanier High School	School	1514 W César E Chávez Blvd
Our Lady of the Lake University	School	411 SW 24th St
Tafolla Middle School	School	1303 W Cesar E Chavez Blvd
University of Texas - San Antonio Downtown Campus	School	501 W César E Chávez Blvd

Name of Facility	Type of Facility	Address
Bexar County Community Health/ The Health Collaborative	Social Service	2300 W Commerce St
Bexar County Reentry Center	Social Service	222 S Comal St
Guadalupe Community Center	Social Service	1801 W César E Chávez Blvd
Hope House Ministries	Social Service	430 N Cherry St
House of Neighborly Service	Social Service	407 N Calaveras
Sacred Heart Senior Center	Social Service	2123 W Commerce St
United Counseling Center	Social Service	2300 W Commerce St
Ellis Alley Park & Ride	Transportation	212 Chestnut St
International & Great Northern Railroad Passenger Station (VIA - The Grand)	Transportation	123 N Medina St
Robert Thompson Transit Station/ Future Transit Center	Transportation	183 Montana St
Southern Pacific Railroad Passenger Station (San Antonio Amtrak Station)	Transportation	350 Hoefgen Ave
VIA Centro Plaza Transit Center	Transportation	909 W Houston St
VIA Downtown Info Center	Transportation	211 W Commerce St

Source: WSP, 2024; VIA, 2025

QUESTIONS?

To learn more about this project and download materials, visit **KeepSAmoving.com**.

Call 210-362-2590

Email: KeepSAmoving@viainfo.net