

# ABOVE-GROUND HISTORIC RESOURCES SURVEY REPORT

ADVANCED RAPID TRANSIT (ART) EAST/WEST CORRIDOR PROJECT

October 2025 (Version 7)







#### **EXECUTIVE SUMMARY**

VIA Metropolitan Transit (VIA) prepared this Above-Ground Historic Resources Survey Report for the Advanced Rapid Transit (ART) East/West Corridor Project (the "Project"). The Project is an approximately 7.3-mile bus rapid transit line within the City of San Antonio (COSA), 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 **Figure 1**). 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, bus rapid transit service is planned to extend beyond these limits. To the west, 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. National Environmental Policy Act (NEPA) compliance will apply exclusively to this 7.3-mile segment defined by the capital limits.

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 Federal Transit Administration (FTA) has determined that the Project would be a federal undertaking subject to Section 106 of the National Historic Preservation Act of 1966 (NHPA) and is the type of activity that has the potential to cause effects to historic properties.

VIA conducted an above-ground cultural resources survey for the Project to meet the requirements of Section 106 of the NHPA (36 Code of Federal Regulations [CFR] 400.4, as amended through 2000) and the guidelines developed by the Texas Historical Commission (THC). The survey was carried out by historians who meet the Secretary of the Interior's (SOI) professional qualifications standards. The survey included review and documentation of all resources within the Area of Potential Effects (APE) constructed in 1980 or earlier ("historic-

age"), 45 years before the proposed construction-letting date of 2027. Where a parcel included both historic-age and non-historic-age resources, the non-historic-age resources were also photographed and included on a survey form with the associated historic-age resource but are not described in this report.

In total, WSP documented 444 historic-age resources within the APE: 432 within land parcels and 12 within roadways, such as bridges. Of these, 44 resources have been previously determined eligible for, or listed in, the National Register of Historic Places (NRHP). For these resources, current conditions were recorded for confirmation of NRHP status. For each of the remaining 400 resources, THC Historic Resources survey forms were completed that include an evaluation of NRHP eligibility for each resource. Effects of the undertaking on eligible resources were then assessed, as follows in this report. The methodology for survey, documentation, and evaluations of NRHP eligibility are described in Section 5.

As a result of the survey, VIA recommends the following:

- Five resources are recommended individually eligible for the NRHP (Appendix B,
   Figure 4);
- Twenty-six properties are recommended contributing to historic districts listed or previously determined eligible for the NRHP (Appendix B, Figure 5);
- A boundary expansion of one NRHP-eligible district (Buena Vista Historic District) is recommended (Appendix B, Figure 5b);
- Three City of San Antonio (COSA) local historic districts recommended eligible for the NRHP, including one boundary expansion and 32 properties contributing to these districts (Appendix B, Figure 6a-c);
- One newly recorded historic district, Harvard Place Eastlawn Jefferson Heights, is recommended eligible for the NRHP, including 69 properties contributing to this district (Appendix B, Figure 6d);
- Two bridges are exempt from Section 106 per Program Comment 77 FR 68790; and
- Two-hundred and sixty-seven surveyed properties are recommended not eligible for the NRHP (Appendix D).

For all resources in the APE that are listed or eligible for listing in the NRHP, VIA recommends a determination of **no adverse direct or indirect effects** for the Project under Section 106 of the NHPA.

On July 31, 2025, THC concurred with FTA's eligibility determination. On October 8, 2025, THC concurred with FTA's determination that the Project will have no adverse effects on historic properties (see **Appendix A** for letters from THC).

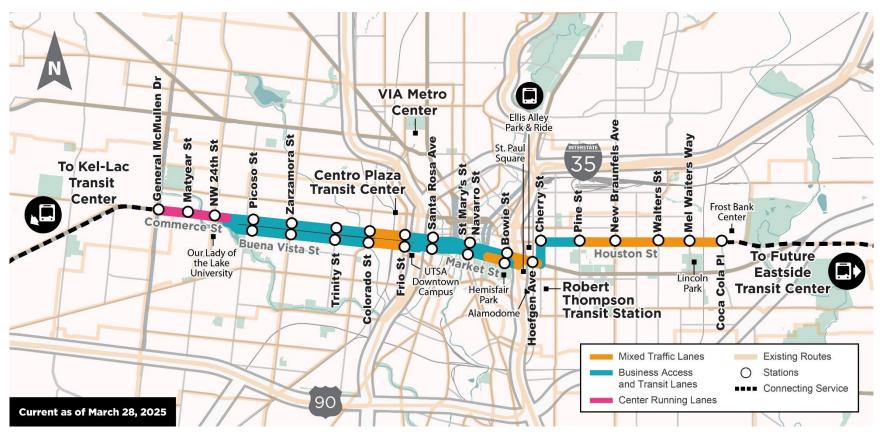


Figure 1: ART East/West (E/W) Corridor Study area.

Source: VIA, 2025

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## 1. PROJECT DESCRIPTION

# 1.1 Project Summary

The Federal Transit Administration (FTA) has initiated National Environmental Policy Act (NEPA) compliance for 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 (COSA), 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 **Figure 1**). 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, bus rapid transit service is planned to extend beyond these limits. To the west, 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. NEPA compliance will apply exclusively to this 7.3-mile segment defined by the capital limits.

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.

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. Sidewalk improvements are planned to provide pedestrian and Americans with Disabilities Act (ADA) access to the transit stations.

# 1.2 Project Details

County: Bexar County, Texas

City: San Antonio

**Limits:** General McMullen Drive at the west and Coca-Cola Place at the east, along Commerce Street, Buena Vista Street, Dolorosa Street, Market Street, Cherry Street, and East Houston Street

**Project Type:** Advanced Rapid Transit

**Proposed Construction Date: 2027** 

#### Section 106 Applicability (Federal Funding and Permitting):

Funded by FTA

#### **Antiquities Code of Texas Applicability:**

- Project owned by a political subdivision of the State of Texas (VIA)
- On public land
- May affect archeological sites
- Would occur inside a recorded archeological site or designated historic district
- Would involve 5,000 or more cubic yards of earth moving
- Would involve five or more acres of ground disturbance

Principal Investigator: Carolyn Andrews, WSP

**Survey Dates:** January 13-16, 2025; April 14-15, 2025

#### **Primary Authors:**

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## 2. SECTION 106 CONSULTATION

Per Section 106 regulations, certain parties are entitled to participate as consulting parties during Section 106 review including the State Historic Preservation Officer, whose duties the Texas Historical Commission (THC) conduct in Texas, Indian tribes and Native Hawaiian organizations, representatives of local governments, and applicants for federal assistance, permits, licenses, and other approvals. Moreover, individuals and organizations with a demonstrated interest in the Project may also be invited to be a consulting party. Consulting parties may be involved in planning and development for a project through a combination of public meetings, mail, electronic mail, and/or telephone calls. In accordance with Section 106, consulting parties should be given the opportunity to provide comments on the Project. The following summarizes the efforts of VIA and FTA to contact and coordinate with consulting parties during planning for this Project.

On February 7, 2025, FTA contacted six Native American tribes (See **Table 1**) with an invitation to help identify places that may be impacted by the Project that may have traditional religious and cultural importance to their tribal organizations. FTA received no responses to the invitations.

In addition to Native American tribes, VIA identified potential consulting parties to participate in the Section 106 consultation. In May of 2025, VIA issued invitations to the parties. Four of the parties confirmed their interest participating in the Project as a consulting party: the COSA Office of Historic Preservation (COSA OHP), the Conservation Society of San Antonio, Dignowity Hill Neighborhood Association and the Downtown Neighborhood Association (See **Table 1**). The consulting parties were provided the opportunity to review the findings from both the above-ground historic resources and archaeology analyses conducted for the Project. Both studies were provided to the consulting parties on August 13, 2025, and on August 28, 2025, a consulting party meeting was held to discuss results. Consulting party comments and VIA's response were documented (see **Appendix A**). Resulting updates to the above-ground resources study included clarifications on station designs and the potential for visual effects of the Project upon historic properties. In addition, as the Project design advances to 60% completion or beyond, VIA will provide THC with the updated design plans through a supplemental submission.

Public involvement conducted as part of the NEPA process also satisfied the public involvement requirements under Section 106. Opportunities for public input were provided through public

meetings, project website updates, and comment periods, allowing interested parties and members of the public to learn about the Project and provide feedback on potential effects to historic properties.

Table 1: Consulting Parties Invited to Participate in the Section 106 Process

Potential Consulting Party	Response
Public and Nonprofit Entity:	
Bexar County Historical Commission	None
COSA Office of Historic Preservation	Confirmed Participation
Conservation Society of San Antonio	Confirmed Participation
Neighborhood Associations:	
Prospect Hill	None
Las Palmas	None
Historic Westside Residents	None
Gardendale	None
Downtown Neighborhood Association	Confirmed Participation
Dignowity Hill	Confirmed Participation
Denver Heights	None
Jefferson Heights	None
Harvard Place East Lawn	None
Alamodome Gardens	None
Indian Tribes:	
Alabama-Coushatta Tribe of Texas	None
Apache Tribe of Oklahoma	None
Comanche Nation, Oklahoma	None
Coushatta Tribe of Louisiana	None
Mescalero Apache Tribe of the Mescalero Reservation, New Mexico	None
Tonkawa Tribe of Indians of Oklahoma	None

Source: VIA, 2025; Tribal Directory Assessment Tool, 2024

## 3. AREA OF POTENTIAL EFFECTS

#### 3.1 APE Definition

As defined in Section 106 of the National Historic Preservation Act of 1966 regulations at 36 Code of Federal Regulations (CFR) Part 800.16(d), an Area of Potential Effect (APE) is "the geographic area(s) within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist. An APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking" (U.S. Congress 1966).

The APE for this Project was developed in coordination with FTA and the THC and considers the nature of the proposed undertaking to have potential for both direct and indirect effects to historic properties. The APE for direct physical effects was established as existing right-of-way (ROW), areas of proposed property acquisition and station locations. The APE for visual, auditory, and vibratory impacts was established as a 150-foot buffer from areas of proposed property acquisition and station locations. Where the APE overlaps a parcel, the entirety of the parcel was evaluated, even if only a portion of that parcel is within the APE. The entire Project APE for above-ground resources including physical, visual, auditory, and vibratory APEs is depicted in **Appendix B**, **Figure 2**.

#### 3.2 Current Land Use

The Project APE for above-ground resources covers a variety of land uses including commercial, residential, educational, governmental, recreational, religious, social, cultural, and transportation. Both east and west segments of the APE consist largely of medium-density residential with commercial properties along Commerce Street and Houston Street. Religious, educational, recreational, social, and cultural uses are scattered throughout each of these segments and include parks, grade schools, higher-education facilities, and churches. The downtown segment of the APE consists largely of medium- to high-density commercial uses mixed with single- and multiple-family residential, educational, governmental, religious, and recreational uses.

#### 4. LITERATURE REVIEW

#### 4.1 Research Resources

WSP architectural historians conducted research about the study area using the following sources:

- Texas Historic Sites Atlas (Atlas), THC
- Historic Resources Aggregator (Aggregator), Texas Department of Transportation (TxDOT)
- Preservation Explorer, COSA Office of Historic Preservation (OHP)
- Bexar County Appraisal District (CAD) property data, website
- COSA OHP, website
- The Federal Highway Administration (FHWA) National Bridge Inventory (NBI)
- Series of aerial images from the U.S. Geological Survey and Nationwide Environmental
   Title Research
- Series of topographic maps from the U.S. Geological Survey
- The Texas Almanac, website
- Handbook of Texas Online articles, including entries for San Antonio and Bexar County,
   Texas State Historical Association website
- City and/or county histories, newspapers, and vertical files or archival collections that may be at local libraries
- National Register of Historic Places (NRHP) nominations and multiple-property listings
- Sanborn Map Company fire insurance maps
- The Portal to Texas History, University of North Texas Libraries website
- Virginia Savage McAlester, A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture, 2015
- Previously prepared cultural resource management studies

# 4.2 Previously Evaluated Historic Properties

WSP architectural historians reviewed the THC's Atlas and TxDOT's Aggregator for properties and districts previously listed or determined eligible for the NRHP, State Antiquities Landmarks (SALs), National Historic Landmarks, Recorded Texas Historic Landmarks (RTHLs), local historic districts, and previously completed historic resources reports (TxDOT Environmental Affairs Division 2023). The COSA Office of Historic Preservation (OHP) Explorer map was also reviewed to confirm local historic landmarks and districts (COSA OHP 2025a).

Properties within or overlapping the APE that are previously listed or determined eligible for the NRHP are listed in **Table 2**. OHP individual landmarks and local historic districts within or overlapping the APE are listed in **Table 3**. Note, several OHP landmarks and districts include properties listed in the NRHP, as denoted by an asterisk ("\*") under "Historic Status" in **Table 3**. Discussion of NRHP Criteria is included in **Section 5.1**.

Table 2: NRHP-Listed and NRHP-Eligible Properties in the APE

Resourc e No.	Description	NRHP Status	NRHP Criteria
257	W Commerce St Bridge over the Union Pacific Railroad	Individually Eligible	C: Engineering
270	Ben Milam Statue, 500 W Houston	Individually Listed (NRHP# 2100005535)	A, C, F: Social History; Art; Commemorative Properties
275	La Feria Building, 400 W Commerce St	Contributing to Main and Military Plazas Historic District, Boundary Increase (NRHP # 2100004489)	A, C: Commerce; Economics; Politics/Government; Religion; Architecture
280	Commercial Building, 703 Dolorosa St	Contributing to Main and Military Plazas Historic District, Boundary Increase (NRHP # 2100004489)	A, C: Commerce; Economics; Politics/Government; Religion; Architecture
281A	Arana Building, 100 S Laredo St	Contributing to Main and Military Plazas Historic District (NRHP # 2079002914)	A, C: Commerce; Economics; Politics/Government; Religion; Architecture
281B	Melchoir de la Garza House, 100 S Laredo	Contributing to Main and Military Plazas Historic District (NRHP # 2079002914)	A, C: Commerce; Economics; Politics/Government; Religion; Architecture

Resourc e No.	Description	NRHP Status	NRHP Criteria
287	Alamo National Bank, 105 N St Mary's St	Individually Listed (NRHP #2006000364); Contributing to San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, C: Commerce; Community Planning and Development; Economics; Architecture
295	Market Street Bridge, over the San Antonio River (NBI #: 150150B21880004)	Individually Eligible; Contributing to Main and Military Plazas Historic District (NRHP # 2079002914) and San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, C: Commerce; Exploration/Settlement; Military; Politics/Government; Religion; Community Planning and Development; Commerce; Architecture; Engineering; Archaeology
297	Commerce Street Bridge, over the San Antonio River (NBI # 150150B07505004)	Individually Eligible; Contributing to Main and Military Plazas Historic District (NRHP # 2079002914) and San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, C: Commerce; Exploration/Settlement; Military; Politics/Government; Religion; Community Planning and Development; Commerce; Architecture; Engineering; Archaeology
303A	Staacke Brothers Building, 309 E Commerce St	Individually Listed (NRHP #: 2080004079); Contributing to San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, C: Community Planning and Development; Commerce; Architecture
303B	Stevens Building, 315 E Commerce St	Individually Listed (NRHP #: 2084001614); Contributing to San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, B, C: Community Planning and Development; Commerce; Architecture;
306	St David's Rectory, 300 E Commerce St	Contributing to San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, C: Community Planning and Development; Commerce; Architecture
307	Flannery Building, 302 E Commerce St	Contributing to San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, C: Community Planning and Development; Commerce; Architecture
308	Pancoast Building, 308 E Commerce St	Contributing to San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, C: Community Planning and Development; Commerce; Architecture
309	Norman Brock Books, 312 Commerce St	Contributing to San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, C: Community Planning and Development; Commerce; Architecture

Resourc e No.	Description	NRHP Status	NRHP Criteria
310	Alamo National Bank Building, 316 E Commerce St	Individually Listed (NRHP #: 2084001574); Contributing to San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, C: Community Planning and Development; Commerce; Engineering; Architecture
312	Charles Court, 207 N Presa	Contributing to San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, C: Community Planning and Development; Commerce; Architecture
313	Commerce Street Bridge/Jones Bridge, over the San Antonio River (NBI #: 150150B07505005)	Contributing to San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, C: Community Planning and Development; Commerce; Architecture
314	Market Street Bridge, over the San Antonio River (NBI 150150B21880005)	Contributing to San Antonio Downtown and River Walk Historic District (NRHP #2100002128)	A, C: Community Planning and Development; Commerce; Architecture
315	Old Joske's Building + additions, 111-115 N Alamo St	Contributing to Alao Plaza Historic District (NRHP #2077001425)	A, C: Community Planning and Development; Commerce; Military; Religion; Transportation; Architecture
320	Schroeder-Yturri House, 1040 E Commerce St	Individually Listed (NRHP #2075001954); SAL	C: Architecture
322	Hotel Building, 1103 E Commerce St	Contributing to Southern Pacific Depot Historic District (NRHP #2079002917)	A, C: Commerce; Industry; Religion; Transportation; Architecture
323	Cameo Theater, 1123 E Commerce St	Contributing to Southern Pacific Depot Historic District (NRHP #2079002917)	A, C: Commerce; Industry; Religion; Transportation; Architecture
325	Religious Building/ Banquet Hall, 230 N Center Rd	Contributing to Southern Pacific Depot Historic District (NRHP #2079002917)	A, C: Commerce; Industry; Religion; Transportation; Architecture
326	Commercial Building, 1127 E Commerce St	Contributing to Southern Pacific Depot Historic District (NRHP #2079002917)	A, C: Commerce; Industry; Religion; Transportation; Architecture
327	Commercial Building, 1141 E Commerce St	Contributing to Southern Pacific Depot Historic District (NRHP #2079002917)	A, C: Commerce; Industry; Religion; Transportation; Architecture
328	Commercial Building, 1145 E Commerce St	Contributing to Southern Pacific Depot Historic District (NRHP #2079002917)	A, C: Commerce; Industry; Religion; Transportation; Architecture

Resourc e No.	Description	NRHP Status	NRHP Criteria
329	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 1157 E	Depot Historic District (NRHP	Religion; Transportation;
	Commerce St	#2079002917)	Architecture
330	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 1159 E	Depot Historic District (NRHP	Religion; Transportation;
	Commerce St	#2079002917)	Architecture
331	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 1161 E	Depot Historic District (NRHP	Religion; Transportation;
	Commerce St	#2079002917)	Architecture
332	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 1163 E	Depot Historic District (NRHP	Religion; Transportation;
	Commerce St	#2079002917)	Architecture
333	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 1167 E	Depot Historic District (NRHP	Religion; Transportation;
	Commerce St	#2079002917)	Architecture
335	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 1120 E	Depot Historic District (NRHP	Religion; Transportation;
	Commerce St	#2079002917)	Architecture
336	Office Building, 1138 E Commerce St	Contributing to Southern Pacific Depot Historic District (NRHP #2079002917)	A, C: Commerce; Industry; Religion; Transportation; Architecture
337	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 1144 E	Depot Historic District (NRHP	Religion; Transportation;
	Commerce St	#2079002917)	Architecture
338	Office Building, 1148 E Commerce St	Contributing to Southern Pacific Depot Historic District (NRHP #2079002917)	A, C: Commerce; Industry; Religion; Transportation; Architecture
339	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 1156 E	Depot Historic District (NRHP	Religion; Transportation;
	Commerce St	#2079002917)	Architecture
340	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 1160 E	Depot Historic District (NRHP	Religion; Transportation;
	Commerce St	#2079002917)	Architecture
341	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 1164 E	Depot Historic District (NRHP	Religion; Transportation;
	Commerce St	#2079002917)	Architecture
342	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 1170 E	Depot Historic District (NRHP	Religion; Transportation;
	Commerce St	#2079002917)	Architecture
344	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 121	Depot Historic District (NRHP	Religion; Transportation;
	Heiman St	#2079002917)	Architecture
345	Commercial	Contributing to Southern Pacific	A, C: Commerce; Industry;
	Building, 123	Depot Historic District (NRHP	Religion; Transportation;
	Heiman St	#2079002917)	Architecture

Resourc e No.	Description	NRHP Status	NRHP Criteria
346	Southern Pacific Depot, 1174 E Commerce St	Individually Listed (NRHP #2075001955); Contributing to Southern Pacific Depot Historic District (NRHP #2079002917); SAL	A, C: Commerce; Industry; Religion; Transportation; Architecture
347	Merchants Ice and Cold Storage Company, 1305 East Houston St	Merchants Ice and Cold Storage Company Historic District (NRHP #2002001060)	A, C: Engineering; Industry

Source: TxDOT Environmental Affairs Division 2023.

**Table 3:** OHP Landmarks and Districts in the APE

Resource No.	Description/Address	Historic Status
251	1202 Buena Vista St	OHP Individual Landmark
260	821 W Commerce St	OHP Individual Landmark
262	928 W Commerce St	OHP Individual Landmark
263	820, 824, 828, 830 W Commerce St	OHP Individual Landmark
264	822 W Commerce St	OHP Individual Landmark
271	514 W Commerce St (101 S Santa Rosa)	OHP Individual Landmark
275	La Feria Building, 400 W Commerce St	OHP Individual Landmark*
280	Continental Hotel, 332 W Commerce St	OHP Individual Landmark*
281A	Arana Building, 100 S Laredo St	OHP Individual Landmark*
281B	Melchoir de la Garza House, 100 S Laredo	OHP Individual Landmark*
287	Alamo National Bank, 105 N St Mary's	OHP Individual Landmark*
303A	Staacke Brothers Building, 309 E Commerce St	OHP Individual Landmark*
303B	Stevens Building, 315 E Commerce St	OHP Individual Landmark*
306	St David's Rectory, 300 E Commerce St	OHP Individual Landmark*
308	Pancoast Building, 308 E Commerce St	OHP Individual Landmark*
309	Norman Brock Books, 312 Commerce St	OHP Individual Landmark*
310	Alamo National Bank Building, 316 E Commerce St	OHP Individual Landmark*
315	Old Joske's Building, 111-115 N Alamo St	OHP Individual Landmark*
320	Schroeder-Yturri House, 1040 E Commerce St	OHP Individual Landmark*
322	Hotel Building, 1103 E Commerce St	OHP Individual Landmark*
323	Cameo Theater, 1123 E Commerce St	OHP Individual Landmark*
325	Religious Building/Banquet Hall, 230 N Center Rd	OHP Individual Landmark*
326	Commercial Building, 1127 E Commerce St	OHP Individual Landmark*
327	Commercial Building, 1141 E Commerce St	OHP Individual Landmark*

Resource No.	Description/Address	Historic Status
328	Commercial Building, 1145 E Commerce St	OHP Individual Landmark*
329	Commercial Building, 1157 E Commerce St	OHP Individual Landmark*
333	Commercial Building, 1167 E Commerce St	OHP Individual Landmark*
335	Commercial Building, 1120 E Commerce St	OHP Individual Landmark*
336	Office Building, 1138 E Commerce St	OHP Individual Landmark*
337	Commercial Building, 1144 E Commerce St	OHP Individual Landmark*
338	Office Building, 1148 E Commerce St	OHP Individual Landmark*
339	Commercial Building, 1156 E Commerce St	OHP Individual Landmark*
340	Commercial Building, 1160 E Commerce St	OHP Individual Landmark*
341	Commercial Building, 1164 E Commerce St	OHP Individual Landmark*
342	Commercial Building, 1170 E Commerce St	OHP Individual Landmark*
344	Commercial Building, 121 Heiman St	OHP Individual Landmark*
345	Commercial Building, 123 Heiman St	OHP Individual Landmark*
346	Southern Pacific Depot, 1174 E Commerce St	OHP Individual Landmark*
347	Merchants Ice and Cold Storage Company, 1305 East Houston St	OHP Individual Landmark*
N/A	Alamo Plaza Historic District	Local/Potential District
N/A	Cattleman Square Historic District	Local/Potential District, A&C: History; Architecture
N/A	Dignowity Hill Local Historic District	Local/Potential District
N/A	St Paul Square Historic District	Local/Potential District, A&C: History; Architecture*
N/A	Hemisfair Historic District	Local/Potential District, A&C: Entertainment/Recreation; Architecture

Source: COSA OHP 2025a.

\*Resource also listed in the NRHP either individually or as contributing to a historic district. Note: In San Antonio, all properties within a local historic district are deemed contributing according to zoning regulations.

## 4.3 Previous Relevant Historic Resources Studies

In 2023, at the request of VIA, Stantec produced a reconnaissance survey for the ART North/South Corridor Project, which is a 12-mile-long ART line running north-south through San Antonio from the San Antonio International Airport through downtown to Steves Avenue (Stantec 2023a). This study documented 423 historic-age resources, recommending 13 properties individually eligible for the NRHP, 5 resources as contributing to existing NRHP historic districts, 2 new historic districts, and 35 resources as contributing to the new historic

districts. One resource documented within that study is located within the VIA ART East/West Corridor Project APE and was revisited for the present survey (Resource 290). Resource 290 includes the building located at 510 West Market Street and 203 South St. Mary's Street. It was constructed in 1968 and expanded in 1997. Although the resource is a COSA Landmark, it is not contributing to the San Antonio Downtown and River Walk NRHP Historic District in which it is located. Stantec found the resource to lack sufficient historic and physical integrity to be listed individually in the NRHP or as a contributing resource to the NRHP district. THC concurred with this recommendation.

Also in 2023, at the request of TxDOT, Stantec prepared a reconnaissance-level historic resources survey of Zarzamora Street from Fredericksburg Road to Loop 13 (Stantec 2023b). The survey documented 131 historic-age resources on 57 parcels and the ROW. The report recommended six historic districts as eligible for the NRHP and one resource as individually eligible for the NRHP (Stantec 2023b). Two resources identified in the report as contributing to the Prospect Hill and Buena Vista historic districts are not within this Project's APE and thus were not revisited or redocumented for the present survey.

A Cultural Resources Survey of San Antonio's Westside has been ongoing since 2011 through the cooperation of the OHP, the Westside Preservation Alliance (WPA), the Esperanza Peace and Justice Center, the Westside Development Corporation (WDC), the San Antonio Conservation Society, the Old Spanish Trail Centennial (OST 100), and other volunteers (COSA OHP 2025b). The survey resulted in the identification and designation of 45 local historic landmarks. Three resources identified in the Westside Cultural Resources Survey were revisited in the present survey (Resources 191, 251, and 409).

According to the Aggregator, two previous historic resources studies conducted in 1998 and 2001 intersect with the Project APE (TxDOT Environmental Affairs Division 2023). Those surveys cover much of Houston Street in San Antonio's Eastside, but documentation related to these surveys was not available through the THC. The Aggregator indicates the 1998 East Houston Street Study recommended ten properties included within the present Project APE as "contributing" under NRHP Criterion C in the area of Architecture. While the Aggregator does not specify to which district these properties contribute, they are all located within the boundaries of the Dignowity Hill local historic district. These resources include:

- Resource 372B; a 1926 bungalow
- Resource 373; a 1950 building

- Resource 376; a 1908 house
- Resource 381; a 1928 duplex
- Resource 382; a 1928 house
- Resource 383; a 1928 house
- Resource 668; a 1926 bungalow
- Resource 669; a 1908 house
- Resource 671; a 1928 house
- Resource 684; a 1927 Prairie-style house

In accordance with THC guidance, because resources in this portion of the APE had not been surveyed for at least 20 years, all resources were redocumented and reevaluated in the present survey.

### 5. METHODOLOGY

WSP architectural historians meeting the Secretary of the Interior's (SOI) professional qualifications standards conducted a survey to identify above-ground historic-age resources in the APE, evaluated them for NRHP eligibility, and assessed the potential effects of the proposed Project on any historic properties. WSP reviewed and photographed all resources within the APE that would be 50 years or older (built in or before 1977) at the time of proposed Project construction in 2027, as well as resources not of historic-age sharing a parcel with those of historic-age. Resources were documented by parcel using survey forms, often resulting in multiple resources, both of historic- and non-historic-age, per form. Where large numbers of resources with differing ages, styles, or materiality were included in one parcel, they were divided across multiple survey forms for clarity. Historic-age railroad-related resources were recorded, but railroad tracks were not. Several non-historic-age resources of potential cultural significance were recorded, but research did not support a recommendation of any for exceptional significance achieved within the past 50 years. Resources previously listed or determined eligible for the NRHP were reviewed to confirm conditions and review potential effects, but no survey forms were produced.

# 5.1 NRHP Criteria for Eligibility

Cultural resources eligible for listing in the NRHP are defined as buildings, structures, objects, sites, and districts that have "integrity," and that meet one or more of the criteria (36 CFR 60.4). The evaluation criteria for extant structures and buildings, as detailed in National Register Bulletin #15 (United States Department of the Interior 2002), are as follows:

- Criterion A (Event): Association with one or more events that have made a significant contribution to the broad patterns of national, state, or local history.
- Criterion B (Person): Association with the lives of persons significant in the past.
- Criterion C (Design/Construction): Embodiment of distinctive characteristics of a type, period, or method of construction; or representation of the work of a master; or possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D (Information Potential): Properties that yield, or are likely to yield, information important in prehistory or history. Criterion D is most often (but not exclusively)

associated with archaeological resources. To be considered eligible under Criterion D, sites must be associated with specific or general patterns in the development of the region. Therefore, sites become significant when they are seen within the larger framework of local or regional development. This criterion is typically used to assess the significance of archaeological sites.

## 5.2 NRHP Criteria Considerations

According to National Register Bulletin #15, How to Apply the National Register Criteria for Evaluation:

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past fifty years shall not be considered eligible for the National Register (United States Department of the Interior 2002, 25).

However, these types of properties may qualify if they are fundamental parts of districts that meet the criteria for eligibility or if they meet one or more of the following criteria considerations:

- Criteria Consideration A: a religious property deriving primary significance from architectural or artistic distinction or historical importance.
- Criteria Consideration B: a building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event.
- Criteria Consideration C: a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life.
- Criteria Consideration D: a cemetery which derives its primary significance from graves
  of persons of transcendent importance, from age, from distinctive design features, from
  association with historic events.
- Criteria Consideration E: a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived.

- Criteria Consideration F: a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance.
- Criteria Consideration G: a property achieving significance within the past 50 years if it is
  of exceptional importance.

## 5.3 NRHP Criteria for Integrity

In addition to identifying if a structure is potentially eligible for NRHP listing according to the criteria and criteria considerations explained above, a structure or property's integrity must be identified. As stated in the National Register Bulletin #15 *How to Apply the National Register Criteria for Evaluation*, "Integrity is the ability of a property to convey significance" (United States Department of the Interior 2002). Integrity of a building must be judged in accordance with the four criteria, and while it is ". . . sometimes a subjective judgment, . . . it must always be grounded in an understanding of a property's physical features and how they relate to its significance" (United States Department of the Interior 2002). For a property to be eligible for the National Register, it must retain a majority of the seven aspects of integrity.

Although the historic integrity of a property is related to its physical condition, it is essential to understand these qualities are not mutually exclusive. Condition is an assessment of the physical state of a property independent of historic significance. A property in good physical condition may not possess historic integrity, while a property with historic integrity may be in poor condition. Per National Register Bulletin #15, "The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining *which* of these aspects are most important to a particular property requires knowing why, where, and when the property is significant" (United States Department of the Interior 2002). For example, while a property significant under Criteria A or B for association with an event, historical pattern, or person(s) would ideally retain elements of all seven aspects of integrity, some aspects, such as design, materials, and workmanship, might not be as important in conveying the property's significance. Furthermore, it is notable that properties contributing to a historic district must convey the significance of the district but may lack individual distinction.

There are seven aspects of integrity as identified by National Park Service (NPS):

Location: Location is the physical setting where a building was built, or a historic event occurred. It is important in understanding the how and why of a building or property and in helping recapture the historic event. If a property is moved, it can affect the historic associations of the building.

- Design: Design is the form, plan, space, structure, and style of a property. It results from the decisions made during the original conception of the property or during its alteration. Design applies to function and technology as much as it applies to aesthetics. It includes the decisions that made the plan of the property, including use of space, fenestration (windows), ornamentation, and layout.
- Setting: Setting should not be mistaken with location. It is the physical environment of the property and involves how the character of the property was created. It includes the actual physical setting of the property — topographic features, vegetation, and manmade features. The relationship between the property and these features defines setting.
- Materials: Materials are the physical elements used or deposited during a specific period of time and in a particular pattern to create the building or property. Materials not only show the preference of the person who created the building but can also indicate what materials were available or popular at the time of construction or alteration. If a building has been altered, the original materials as identified within the building's period of significance must have been saved. Materials must be original, not recreations.
- Workmanship: Workmanship is the evidence of the technology of a particular culture or a group of people during a particular period of time as deemed significant. It provides evidence on the craftsmanship of the age, the aesthetic styling, and the methodology of design. Workmanship in historic buildings includes carving, painting, joinery, tooling, and graining.
- Feeling: Feeling is defined in the bulletin as "a property's expression of the aesthetic or historic sense of a particular period of time" (United States Department of the Interior 2002). It conveys the property's historic significance through the presence of physical features.
- Association: Association is the direct association between a historic event or person with the building or property. To have integrity of association, the building must retain its original location and the presence of physical features that convey the historic significance of the property.

To properly assess integrity, a series of steps must be followed. First, the significance of the property must be established. Next, the essential physical features must be defined and determined if visible enough to convey that significance. Next, it must be determined if the

property is the lone example of its kind or if it needs to be compared with other similar properties. Finally, based on significance and essential physical features, the aspects of integrity that are vital to conveying this significance must be determined for use in evaluating the eligibility of the property (United States Department of the Interior 2002).

## 5.4 Common Post-1945 Concrete and Steel Bridges

In 2012, at the request of the FHWA, the Advisory Council on Historic Preservation (ACHP) issued the Program Comment for Common Post-1945 Concrete and Steel Bridges (77 Federal Register [FR] 68790), which exempts common post-1945 concrete and steel bridges and culverts from Section 106 review as long as they lack distinction, are not previously NRHP listed or previously recommended as NRHP eligible, and are not located within or adjacent to historic districts.

During survey, bridges potentially conforming to the "Common Post-1945 Concrete and Steel" type were documented to determine applicability of this Program Comment and all were documented using survey forms. Resources for which the Program Comment applies are noted in Section 7 and in their respective survey forms.

## 5.5 Preparation for Field Investigations

In preparation for investigations, WSP architectural historians reviewed all parcels within and overlapping the APE. Bexar CAD data was collected for each parcel to understand improvements to each property and approximate dates of such improvements. Information on bridges was collected from the TxDOT Aggregator and the NBI. This information was compared to historic aerials to preliminarily identify the potential locations of historic-age resources within the APE. These locations were noted on survey maps in **Appendix B**. Properties in the APE previously listed in or determined eligible for the NRHP were also noted in survey maps provided in **Appendix B**.

# 5.6 Documentation Standards

# 5.6.1 Photography

During field investigations, architectural historians reviewed every parcel within or overlapping the APE. They reviewed and recorded each historic-age resource from the public ROW with ground-level digital photographs. Parcels without above-ground historic-age resources were confirmed as such. Historic properties previously listed in or determined eligible for the NRHP were reviewed and recorded for confirmation of current NRHP status. While surveyors endeavored to capture as many perspectives as possible of each resource from the public

ROW, vegetation, automobiles, fences, or general lack of access to properties often limited views.

#### 5.6.2 Numbering

Prior to survey, each parcel within or overlapping the APE was assigned a three-digit number, such as "001". Upon review of each parcel, each resource within a parcel was assigned a letter. Thus, grouped by parcel, each resource on the same parcel shares a unique identification number, such as "001A". Signs, fencing, and other objects, where associated with a building and of no individual significance, were not assigned their own resource letter, but are noted within the survey forms provided in **Appendix C**. In rare cases where a resource is located over multiple parcels and has the same owner, only one survey form was used to record the resource.

#### 5.6.3 Survey Forms

Survey forms, included in **Appendix C**, record the following for each parcel containing a historic-age resource:

- Physical address, per Bexar CAD data
- Approximate construction date, per a combination of Bexar CAD data, historic aerials,
   Sanborn maps, and other background research
- Architectural description
- Previously assigned historic property designations, if any
- Comments section including any known significant history and description of nonhistoric-age resources on the parcel
- Photographs
- Evaluation of integrity
- NRHP eligibility recommendations for individual eligibility and contribution to a NRHP historic district

## 5.6.4 Maps

Maps, included in **Appendix B**, depict:

- Project location
- APE and ROW boundaries

- Major street names and directional markers
- Locations of each documented historic-age resource
- Previously identified NRHP-listed or eligible properties and districts, SALs, and RTHLs in the APE
- Recommendations for individual NRHP eligibility, contribution to a NRHP-eligible or listed historic district, and eligibility of potential historic districts including contributing resources

## 6. HISTORIC CONTEXT

# 6.1 History of San Antonio, Texas

Located in Bexar County, San Antonio is positioned at the head of the San Antonio River in South-Central Texas. The city is the second largest in the state, with a 2020 population of 1,424,306, and the seventh largest in the country (U.S. Census Bureau 2020; COSA OHP 2012). The history of San Antonio extends over 300 years into the past and originates with the establishment of a presidio and five Franciscan missions along the San Antonio River (Jasinski 2023).

Prior to the colonization of South Texas and North Mexico by Europeans, a variety of distinct indigenous groups populated the area, though the indigenous people of Central Texas are some of the least understood Native American groups in North America. These tribes were referred to as one group by Spanish explorers: the Coahuiltecans (COSA 2025a). One of the earliest recordings of these indigenous groups comes from Spanish explorers in 1528, who would later explore the site that would become San Antonio in 1709 (Jasinski 2023).

On May 1, 1718, a Spanish Franciscan mission, San Antonio de Valero, was established with the purpose of deterring French expansion into the area and spreading Catholicism (Jasinski 2023). Four days later, the nearby San Antonio de Béxar Presidio was founded by the governor of the Spanish province of Texas (Jasinski 2023). In 1722, the Presidio was relocated south of its original location to the current site surrounding the San Antonio city hall and Military Plaza and over time served as a community gathering place and market square for Spanish soldiers, frontiersmen, resident families, and mission indigenous living in the area (COSA OHP 2025c). Fundadores from the Canary Island established a civilian settlement near the mission and presidio and built the Plaza de las Islas (Main Plaza) as a civilian market square to serve the first permanent civil settlement in Texas (COSA OHP 2025c; Teja 2020). By the late eighteenth century, the mission system was in decline and Mission San Antonio de Valero was secularized in 1793. The land was divided up and granted to prospective settlers, encouraging the emergence of a buzzing commercial center by the turn of the century (COSA OHP 2012).

The Mexican Rebellion materialized in San Antonio in 1811 with the Casas Revolt, during which San Antonio's troops were seized from royalist command and aligned with the Hidalgo y Costilla revolutionary government (COSA 2025b). In 1823, San Antonio became part of an independent Mexico, but by 1836, parts of what is now modern-day Texas, gained independence from the new Republic of Mexico and passed the Constitution of the Republic of Texas (Jasinski 2023).

The constitution reorganized old municipalities, forming Bexar County in the process and naming San Antonio its county seat (Guerra 1987).

Due to persistent Mexican incursions in the new republic, the territory requested annexation by the United States Congress. In 1845, the Texas State Constitution was accepted, and Congress formally made the territory a state. As a servicing and distribution center for the United States' westward expansion efforts, San Antonio grew quickly (COSA 2025c; Jasinski 2023). Between 1850 and 1860, the city's population increased from 3,488 to 8,235 making it the largest town in Texas before the start of the Civil War (Jasinski 2023). After Texas seceded from the Union in 1861, Confederate forces captured the City of San Antonio, silencing its pro-unionist population and utilizing the city as a production center, though no major conflicts took place there (Jasinski 2023; Lawrence 2017). Following the Civil War, San Antonio flourished as a distribution, cattle, mercantile, and military center, with population increasing to 20,550 by 1880 (COSA OHP 2012; Jasinski 2023).

Industry further boomed with the arrival of the Galveston, Harrisburg, and San Antonio Railroad in 1877, the International and Great Northern Railroad (I&GN) in 1881, and several other rail lines in the following years (COSA 2025d). San Antonio became a focal point for regional commercial, agricultural, and transportation services. Booming industry and increasing population through the turn of the nineteenth century brought a series of infrastructure improvements that included telephone and electric services (COSA 2025d; Jasinski 2023). San Antonio boasted a population of 53,321 by 1900 and continued to grow dramatically through the early years of the twentieth century, reaching 161,379 residents by 1920 (COSA 2025d; Jasinski 2023).

The addition of military flight training centers throughout the start of the twentieth century contributed to this massive population increase (COSA 2025e). During World War I, the Brooks and Kelly Army Airfields were established to train aviators for the war effort, and World War II solidified the military's economic significance to the city. The combination of the historic Fort Sam Houston, Kelly and Brooks Airfields, and the new Lackland Air Force Base turned San Antonio into an important military hub for the United States (COSA 2025e; Jasinski 2023). Kelly Air Force Base became the largest employer in San Antonio and its closure alongside Brooks Airforce Base in 1995 impacted both the city's general workforce and military community economically. Although San Antonio is no longer the military hub it once was, it remains home to the United States' largest military joint base (Jasinski 2023).

San Antonio developed into a significant cosmopolitan city and tourist destination during the early twenty-first century. Today, a significant portion of San Antonio's former agricultural land has been developed, making the city a commercial and industrial hotspot boasting numerous residential neighborhoods (COSA OHP 2012). As of 2018, the two largest employers in San Antonio were H-E-B and United States Automobile Association (USAA) and other employers included the University Health System, Methodist Healthcare System, and multiple independent school districts (Jasinski 2023). Among the city's many cultural, commercial, and natural attractions, historic resources are dotted throughout the area. An increasing concern for the loss of historic landmarks under the pressures of a booming population and growing tourism resulted in the emergence of a heritage conservation industry (COSA 2025f).

# 6.2 Planning and Regional Architecture

Topographic and Spanish Colonial influences as well as the acequia system coalesce to shape the city's unique downtown layout, which differs from the grid plan common to other Texas Courthouse towns (COSA OHP 2012). Beyond the downtown area, grid planning is more evident. As early as the 1850's, San Antonio was noted as a node of ethnic, linguistic, and architectural diversity. The result of successive groups of immigrants mingling over time, though not submerging one another, is evident in the city's variety of characteristic and often distinguished architecture (Jasinski 2023).

Due to its long history of ethnic and cultural diversity, the architectural styles and forms represented in San Antonio span a wide breadth (Jasinski 2023). Additionally, national trends and economic changes influenced the development and preservation of regional architecture. Some of the earliest architectural styles visible in the city include Spanish Vernacular, Spanish Colonial Revival, and Mission Revival (COSA OHP 2012). Much of Downtown San Antonio exhibits a combination of Spanish Vernacular, Gothic, Renaissance, and Romanesque Revival styles as well as more recent Art Deco additions (COSA OHP 2012). The wide array and successive arrivals of ethnic groups populating the city brought a variety of residential and commercial architectural styles including German Vernacular, Gothic Revival, Italianate, Romanesque Revival, Folk Victorian, Queen Anne, Craftsman, Art Deco, Moderne, and Minimal Traditional (COSA OHP 2012). Prior to the construction of railroads, permanent dwellings in Bexar County were constructed with local materials and reflected individualized construction trends of their inhabitants. When railroads appeared locally, building construction was based on the availability of inexpensive materials imported from distant mills and factories (McAlester 2015).

Modern architecture in the area continues to reflect a combination of styles. In parts of the city such the Hemisfair Historic District, which originally showcased styles of the eighteenth century, earlier structures were demolished in the twentieth century in favor of contemporary buildings (COSA OHP 2012). In other commercial and residential areas of the APE, modern construction often does not exhibit a clear style or historical form and often embodies modest forms lacking complexity and non-essential stylistic features.

# 6.3 Neighborhoods and Historic Districts within the APE

#### 6.3.1 The Westside

The development of San Antonio's Westside, in many ways, follows regional and national development trends. Until the late 1800s, the area was largely unimproved and utilized for agriculture, likely worked by indigenous Mexicans both before and after the annexation of Texas in 1836. The arrival of the I&GN Line in 1881 and the extension of streetcar lines into the area in the early twentieth century gave rise to many of the neighborhoods comprising the area today, such as Prospect Hill and Avendia Guadalupe (COSA Planning and Community Development Department 2007). Early suburbs in the area provided housing for working-class families associated with the railroad and immigrant families from a variety of ethnic backgrounds. In the early years of the twentieth century, the area served as a haven especially for Mexican immigrants fleeing the violence of the Mexican Revolutionary War. The proximity of the Westside to employment opportunities, the lack of racial deed restrictions, and the relatively low value of the land, made the area attractive to individuals and families of various means, resulting in a mixed-income neighborhood that offered a wide range of housing options. Furthermore, the Flood of 1921 devastated parts of San Antonio's downtown area, resulting in the relocation of many Mexican American families to the Westside (COSA Planning and Community Development Department 2007). Through much of the twentieth century, the Westside flourished as the heart of San Antonio's Hispanic arts, culture, craftsmanship, and history. The decline of the Westside came in the 1960s with the construction of interstate highways, which cut off the area from downtown. Urban renewal efforts at the end of the century also led to the destruction of many historic structures and residents began to move to other areas of the city (COSA OHP No Date).

In the early years of the twenty-first century, a grass-roots preservation movement was spurred within the Westside community as important historic and cultural structures were destroyed or threatened with demolition (COSA OHP No Date). Working with the COSA OHP, residents and stakeholders have initiated the Westside Cultural Resource Survey in 2011 and identified over

90 properties of cultural and historic significance with the goal of preserving these structures and the community they embody. Property types including commercial, residential, and religious buildings, gas stations, and parks have been identified as significant in the area and variously represent the local architecture and history of the Westside during the twentieth century (COSA OHP No Date). Westside neighborhoods intersected by the APE include Las Palmas, Prospect Hill, Gardendale, and Historic Westside Residents.

#### 6.3.1.1 Buena Vista Historic District

The Buena Vista Historic District is an early to mid-twentieth-century streetcar suburb neighborhood associated with the Streetcar No. 16 line on the west side of San Antonio (Stantec 2023b). The Buena Vista district is a nexus of Hispanic arts, culture, craftsmanship, and history as it served as a hub for Mexican immigrants during the Mexican Revolutionary War in 1910. One of only a few communities welcoming Hispanic home ownership in the early 1900s, many of the homes in the district reflect architectural styles including Craftsman, Queen Anne, and Victorian (COSA OHP 2014). Although the district is not currently listed in the NRHP, it was recommended eligible by Stantec in 2023 and received THC concurrence. The district is significant as an intact example of a streetcar suburb and an early enclave of the Hispanic community and is eligible for the NRHP under Criterion A in the areas of Community Planning and Development and Ethnic Heritage/Hispanic. The district is significant at the local level and has a period of significance between 1884 and c.1950. The historic district boundary roughly follows South Zarzamora Street to the west, West Commerce Street and Buena Vista Street to the north, South Brazos Street to the east, and César E. Chávez Boulevard to the south (Stantec 2023b).

#### 6.3.1.2 Cattleman Square Local Historic District

The Cattleman Square Local Historic District is comprised of a collection of streets located west of downtown San Antonio and I-35. The district began to develop in the 1880s along the I&GN tracks following the arrival of the railroad in the area (COSA OHP 2012). Extant buildings were primarily constructed between c. 1880 and c. 1910 and most buildings in the district are vernacular in style and constructed of brick. The railroad station features eclectic Mission Revival and Romanesque Revival stylistic influences. The district is roughly bounded on the north by Travis and Martin Streets, on the south by Buena Vista and Commerce Streets, on the east by Pecos La Trinidad (I-35), and on the west by the railroad tracks. The district received its designation as a local historic district in 1985 (COSA OHP 2012).

#### 6.3.1.3 Prospect Hill Local Historic District

The Prospect Hill neighborhood was one of the earliest developments on the city's west side. Established along Streetcar No. 16, the neighborhood developed into a streetcar suburb in the early twentieth century. Initially settled by German and Eastern European immigrants, Prospect Hill became a majority Hispanic area by the 1950s (Stantec 2023b). The commercial corridor at Commerce and Zarzamora Streets was established by the 1940s, supporting the adjacent residential communities. The neighborhood includes a range of early to mid-twentieth-century domestic and commercial architecture. Residences are on narrow lots, and some have detached garages at their rear alleyway (Stantec 2023b). Prospect Hill is an intact example of a streetcar suburb which retains integrity as a district with a concentration of historical properties that convey the development patterns of streetcar suburban growth in San Antonio. As a result, Prospect Hill was determined eligible for the NRHP as a historic district under Criterion A in the area of Community Planning and Development (Stantec 2023b). The period of significance ranges from 1910 to c. 1945 and the boundary roughly follows South Hamilton Street to the west, West Commerce Street to the north, South Zarzamora Street to the east, and the south alley of Saunders Avenue to the south (Stantec 2023b).

#### 6.3.2 Alamo Plaza Historic District

The Alamo Plaza Historic District, located in downtown San Antonio, chronicles the role this area played in the development of the city and its diverse history, and serves as the current setting for the Alamo (William and Landon 1976). The district is bounded by East Travis and 3<sup>rd</sup> Street on the north, Bonham on the east, East Commerce Street on the south, and Losoya Street on the west. The district includes the Alamo, established at this location in 1724, and associated buildings as well as surrounding commercial and institutional buildings dating from the late nineteenth and early twentieth centuries. Architectural styles represented within the district include Spanish Vernacular, Renaissance Revival, and Art Deco. Buildings are primarily constructed of stone and brick. Variety is also captured in the scale of buildings, ranging from the one- or two- story Alamo and associated buildings to the three- to twelve- story commercial and institutional buildings (COSA OHP 2012). The Alamo Plaza Historic District was listed in the NRHP in 1977 under Criteria A and C for significance in the areas of Architecture, Commerce, Community Planning, Military, Religion, and Transportation. The district includes 27 contributing resources and a period of significance spanning the eighteenth through the twentieth century (William and Landon 1976).

#### 6.3.3 Hemisfair Local Historic District

The HemisFair Local Historic District is located southeast of downtown San Antonio and encompasses the grounds of the "HemisFair '68" international exhibition (COSA OHP 2012). The district is bounded by East Market Street on the north, South Bowie Street on the east, Durango on the south, and South Alamo Street on the west. The first officially designated international exposition in the Southwestern United States, the fair was themed "The Confluence of Civilizations in the Americas," celebrating the different cultures who settled the region (Dominguez 2021). Running from April 6 to October 6, 1968, the fair partnered with over 30 countries and 15 corporations, attracting 6.3 million visitors (Dominguez 2021).

The event required the demolition of several preexisting buildings to make way for construction of Contemporary-style exhibition buildings (Duane 1976). As a result, the district is extremely diverse, and exhibits a variety of styles, construction materials, and scale. At present, the district contains 24 historic structures which are in use by a variety of occupants. Buildings and structures date from the Spanish Colonial era to the mid-twentieth century, including remnants of the Alamo's original acequia, nineteenth-century residential buildings ranging in style from German Vernacular to Italianate to Romanesque Revival, and the 1960s Tower of the Americas (COSA OHP 2012). A network of brick walkways connects the different sections of the district, interspersed by ornamental landscaping and a series of fountains.

The district is a local San Antonio Historic District and is recommended eligible for the NRHP under Criterion A in the area of Traditional Cultural History and Entertainment/Recreation for its associations with San Antonio's 1968 HemisFair and under Criterion C in the area of Architecture. Its period of significance is recommended as 1700 to 1968. Surveyed resources recommended contributing to the potential historic district were constructed within the period of significance and are similar to other resources in the district. Two resources within the APE are recommended as contributing to a potential district.

## 6.3.4 Main and Military Plaza Historic District

The Main and Military Plaza Historic District is situated within the core of downtown San Antonio and is bounded by West Houston Street to the north, the San Antonio River to the east, West Nueva to the south, and South Laredo Street to the west (COSA OHP 2012). Military Plaza was established in 1722 to serve Spanish soldiers, and over time served as a community gathering place and market square for the Spanish soldiers, frontiersmen, resident families, and mission indigenous living in the area. Main Plaza was established by settlers from the Canary Islands as a market square in 1731 (McGlone, Cooper, and Hay 2019). Development through the history of

the district resulted in many commercial buildings located around the two plazas. Commercial buildings extant today were constructed between the late nineteenth century and the early twenty-first century. Because of the deep history of the district, buildings vary greatly in style, materials and scale (COSA OHP 2012). Notable structures include the Spanish Governor's Palace, built in 1749 using Spanish Vernacular building traditions; the San Fernando Cathedral, constructed over phases from 1731 to 1755 and from 1868 to 1873 in the Gothic Revival Style; the Romanesque Revival Style courthouse, built in 1882 by Bexar County; and the Renaissance Revival Style City Hall, constructed between 1888 and 1891 and modified in the 1920s (COSA OHP 2012). The Main and Military Plaza Historic District was listed in the NRHP in 1979 and expanded in 2019. The district is listed under Criteria A and C for significance in the areas of Commerce; Exploration/Settlement; Politics/Government; Military; Religion; and Architecture. The expanded district includes 64 contributing and 18 noncontributing resources and has a period of significance between 1722 and 1973 (McGlone, Cooper, and Hay 2019).

#### 6.3.5 San Antonio Downtown and River Walk Historic District

The San Antonio Downtown and River Walk Historic District is comprised of much of the city's central business district and reflects nearly three centuries of the settlement and commercial, physical, and architectural development. The district is roughly bounded by Camaron Street to the west, the San Antonio River to the west and north, Augusta and 6th Street to the north, Loyosa and Bonham Street to the east, and Tolle Place to the south. Additionally, the district adjoins three NRHP-listed districts and collectively represents the establishment and development of the city center. Buildings within the district served a variety of functions, and express San Antonio's rapid growth from a frontier town to the fastest-growing city in the state with paved streets, an active business district, and a streetcar system (Edwards, Hay, and Guerra 2017). The San Antonio River Walk and the impressive infrastructure improvements necessary for its completion, funded partially through New Deal programs, resulted in one of Texas' most significant public spaces and a model for urban riparian parks (Edwards, Hay, and Guerra 2017). The San Antonio Downtown and River Walk Historic District was listed in the NRHP in 2018 under Criteria A and C for significance in the areas of Architecture, Community Planning and Development, and Commerce. The district includes 197 contributing and 50 noncontributing resources and has a period of significance between 1854 and 1970 (Edwards, Hay, and Guerra 2017).

#### 6.3.6 The Eastside

When a network of electric street cars was introduced to the city in the late nineteenth and early twentieth centuries, the improved transportation encouraged further suburban development, helping improve the city's ongoing housing shortage (COSA OHP 2012). The Eastside's first streetcar line was constructed in 1903, and by 1922, several lines served the area, extending from downtown to beyond New Braunfels Avenue (COSA Planning Department 2024). The resulting Eastside is composed of dynamic and diverse neighborhoods and districts.

Initial growth concentrated in the Government Hill, Dignowity Hill, and Denver Heights neighborhoods. Platting and development of these subdivisions extended from the late nineteenth century to the mid-twentieth century (COSA Planning Department 2024). Beginning as an affluent neighborhood, Dignowity Hill is located east of downtown (COSA OHP 2012). The Government Hill neighborhood was established northeast of downtown, just south of Fort Sam Houston (COSA OHP 2012). Denver Heights is located southeast of downtown and is considered one of the city's oldest African American neighborhoods (Arthur 2025; Rodriguez 2017).

The streetcar system was dissolved in the 1930s, but increasing affordability of the automobile and the improved road systems within the city continued to spur growth away from downtown (COSA Planning Department 2024). As San Antonio experienced another housing shortage following an influx of military personnel in the 1940s, many existing residential buildings were converted into multi-family housing and more neighborhoods were constructed (COSA 2025e; Latimore 2020). New development began to shift further east, beyond the Dignowity Hill and Denver Heights neighborhoods (COSA Planning Department 2024). While the earliest sections of Jefferson Heights and Harvard Place Eastlawn were platted in the early twentieth century, the neighborhoods remained only partially developed in 1939, but by 1954, a dense residential area extended as far east as North Onslow Street.

While the city expanded during the late nineteenth and early twentieth century, racial discrepancies became more pronounced as Hispanic and African Americans moved into the inner-city neighborhoods and white residents relocated eastward into the new suburbs (COSA OHP 2012). The situation was further exasperated in the 1930s and 1940s by racially restrictive covenants set forth in developing suburban communities, including sections of Dignowity Hill, in which non-white people were restricted from purchasing homes (COSA Planning Department 2024). One such Bexar County record dated December 7, 1949, reads, "No lot, track, or re-

subdivision thereof, shall ever be sold, leased, demised or conveyed by deed, lease gift or otherwise to Mexicans, Negroes, or person of Latin American or African descent..." (Arthur 2025). Redlining, a process that denied federally backed mortgages based on racial composition, was also prevalent in the 1930s and 1940s (COSA Planning Department 2024; Latimore 2020; National Association for Latino Community Asset Builders [NALCAB] 2021). While racially restrictive covenants were determined unenforceable in 1948, the practice was not outlawed until the Fair Housing Act was passed in 1968. Racial and socioeconomic segregation continued to impact the area due to disparities in development zoning, public education, housing, tax policy, and infrastructure spending priorities (COSA Planning Department 2024). Denver and Jefferson Heights were one of the few locations African Americans could live outside of downtown during this period (Arthur 2025). Despite this, the African American community flourished in the Eastside, with Denver Heights fostering a large middle class throughout the mid-twentieth century and founding San Antonio's National Association for the Advancement of Colored People (NAACP) chapter (Quinn et al. 2022; Salazar 2023).

The construction of highways and interstates in the Eastside between the 1950s and 1970s and the widening of streets to accommodate increased automobile traffic improved mobility in the area but also physically divided, displaced, and/or destroyed neighborhoods and local commercial and community assets (COSA OHP 2012; COSA Planning Department 2024). Regional transportation system expansion also facilitated financial investment and people to areas beyond the inner neighborhoods of the city during this period. At present, the Eastside is recognized for its deep connection to San Antonio's vibrant Black heritage and has seen a resurgence of investment into and development and preservation of the area. The area includes some of San Antonio's most prominent African American communities and landmarks, including vibrant business and religious and civic places. San Antonio holds an annual Martin Luther King, Jr. March and Celebration through the Eastside that attracts approximately 200,000 participants each year (Torres 2025). Although the Eastside still has a large African American community, the Hispanic/Latino population is the area's largest demographic today (NALCAB 2021). The Eastside neighborhoods intersected by the APE include Dignowity Hill, Harvard Place Eastlawn, and Jefferson Heights.

6.3.6.1 Dignowity Hill Neighborhood and Local Historic District
Dignowity Hill was initially settled in 1854 by Czech immigrant Dr. Anthony Michael Dignowity,
who moved to San Antonio in 1846 (COSA OHP 2012). Dr. Dignowity was a physician, writer,

and public official, who supported human rights and anti-slavery beliefs. Dignowity Hill is located east of downtown San Antonio on a hill 80 feet above the elevation of the Alamo. Dignowity Hill became the first exclusive, upper class residential neighborhood in San Antonio as it became fashionable among the very affluent to acquire entire one-block sites to build their homes (COSA OHP 2012; COSA Planning and Development Services Department 2009). With the Southern Pacific Railroad tracks lain along the northern and western perimeter of the area in 1877, the exclusivity of the neighborhood dwindled as industry and smaller houses encroached the area. Most construction in the neighborhood occurred between c. 1877 and c. 1940 resulting in a range of architectural styles from Folk Victorian to Queen Anne to Craftsman. Building materials are similarly diverse, though most residential properties are constructed of wood and the majority of non-residential properties are masonry (COSA OHP 2012). By 1930, many of the original homeowners moved from the neighborhood, and their houses were either demolished or subdivided into apartments (COSA Planning and Development Services Department 2009). The Dignowity Hill Local Historic District is located within the neighborhood and bound by Sherman Street to the north, Commerce and Paso Hondo Streets to the south, Palmetto Street to the east, and Cherry Street to the west.

### 6.3.6.2 Harvard Place Eastlawn Neighborhood

Like Jefferson Heights, Harvard Place Eastlawn first developed between the early and midtwentieth century. The neighborhood's earliest section is the southernmost block adjacent to New Braunfels Avenue, which was platted before 1920. The houses west of Walter Street and in close proximity to Houston Street were widely built in the 1920s and 1930s, while the majority of the remaining residences were constructed between 1940 and 1960 (COSA Planning Department 2022). The residential architecture encompasses the era of streetcar communities to the World War II production and post-World War II period. Harvard Place Eastlawn is generally bounded by East Houston Street to the south, North Onslow Street to the east, Gabriel Street to the north, and North New Braunfels Avenue to the west. Locally designated historic Individual Landmarks within the neighborhood are largely associated with the African American community, such as the Wheatley Middle School Historic Site, the Mt. Calvary Baptist Church, the Antioch Missionary Baptist Church, and the New Mount Pleasant Baptist Church (COSA Planning Department 2022). This collection of buildings demonstrates the long and rich history the community built within the neighborhood. Pleasant Grove Missionary Baptist Church is thought to be a modified late nineteenth century building, and the Antioch Baptist Church was first formed in 1935 (Antioch Missionary Baptist Church 2024; Huddleston 2017). Both churches are still active and presently serving the local African American community. The Wheatley

Middle School Historic Site was the local all-black high school, Phillis Wheatley High, and the pride of the community. The school chose not to merge with the San Antonio Independent School District when it desegregated in 1955, remaining open until the end of the 1969-70 school year (Orsborn 2015). Today, Harvard Place Eastlawn is home to diverse, mixed-income housing with a population of about 4,500 people (COSA Planning Department 2022).

#### 6.3.6.3 Jefferson Heights Neighborhood

As the streetcar line extension was completed, construction began on the earliest sections of the Jefferson Heights neighborhood to the west of New Braunfels Avenue (COSA Planning Department 2022; COSA Planning Department 2024). These first properties are composed of small blocks with narrow lots and narrow shotgun homes, duplex, and triplex housing types. San Antonio's military presence increased during WWI with the expansion of Fort Sam Houston. The ongoing construction and training of approximately a quarter-million troops drastically increased the city's population (COSA 2025e; Latimore 2020). Then, during WWII, San Antonio saw another large influx of people related to war production and military mobilization and training. As a result, residential development pushed further and further east. Many of the houses within Jefferson Heights were built between 1910 and 1930, and by the late 1940s, the neighborhood was densely populated, extending as far as North Onslow Street (COSA Planning Department 2022). The residential architecture represents the transition from the era of streetcar communities to the World War II production and post-World War II housing demands. The houses consist of small, single level, one family or duplex homes. Jefferson Heights is generally bounded by East Houston Street to the north, I-10 to the east, East Commerce Street to the south, and Saint James Street to the west. A section of the commercial center at Houston Street and New Braunfels Avenue, a section of the Historic Eastside Cemeteries, Dawson Park, and Lincoln Park and its community centers are all located within the neighborhood. The Tried Stone Baptist Church, a locally designated historic Individual Landmark, is also found within the neighborhood.

In 2005, Jefferson Heights was designated as a local Cultural Heritage District for its representation of the Civil Rights movement in San Antonio and African American homeownership with an architectural period of significance from the earliest plat date of 1919 to 1930 (COSA Planning Department 2022). According to a *San Antonio Express-News* article, the neighborhood was a "restricted white area in the 1920s" but later transitioned to an African American enclave (Conchas 2003). A 1960 NAACP demonstration demanding equal job opportunities was held outside a Handy Andy, a former business located at New Braunfels

Avenue and East Houston Street in the vicinity of the northwestern corner of the neighborhood and the southwest corner of Harvard Place Eastlawn Neighborhood (Latimore 2020; Salinas 2020). A monument honoring Martin Luther King, Jr. and the Civil Rights movement is located within the median of this intersection and is known as the Martin Luther King Plaza (COSA 2025g). Reverend Raymond Callies, founding member of the MLK March in San Antonio, raised money for the statue and it was erected in April 1981 (Callies 2024; Levy 2012; Davila 2019; Medina 2021). Dr. Jose A. Torres, one of the original marchers, designed the statue (Trevino 2013). While always an active member of his community following the death of Martin Luther King, Jr., Callies pushed for community improvement in Eastside, such as streetlights and the construction of Freedom Bridge (Medina 2021). He led the first MLK street march in San Antonio in 1972 with a small group of friends and family, following Houston Street from the Alamo to New Braunfels Avenue.

#### 6.3.6.4 Merchants Ice & Cold Storage Company Historic District

Merchants Ice and Cold Storage Company is located east of downtown San Antonio and is bounded by Dawson Street on the north, North Cherry Street on the east, East Houston Street on the south, and railroad tracks on the west. The buildings composing the district are constructed of brick, concrete and clay tile, built between 1909 and 1957, and are strictly utilitarian with no significant detailing (Pfeiffer 2002). Merchants Ice Company (later Merchants Ice and Cold Storage) was chartered in 1909 by a partnership led by Henry Vogt, a manufacturer of commercial ice making equipment. The company initially focused on the production and sale of ice, but transitioned to cold storage as home refrigeration became popular and attainable (Pfeiffer 2002). By the late 1920s, zero-degree storage was added, and freezer space was increased during World War II to accommodate government needs. After the war, Merchants constructed additional warehouses and to meet building needs quickly and economically, the company utilized the lift-slab construction technique pioneered by San Antonio engineer, Tom Slick (Pfeiffer 2002). The Merchants Ice & Cold Storage Company Historic District was listed in the NRHP in 2002 under Criteria A and C for significance in the areas of Industry and Engineering. The district includes four contributing resources and has a period of significance between 1909 and 1957 (Pfeiffer 2002).

#### 6.3.6.5 St. Paul Square Local Historic District

Located east of downtown San Antonio, the St. Paul Square Local Historic District is roughly bounded by Center Street to the north, Montana Street to the south, railroad tracks to the east, and I-37 to the west. The district is named for the Gothic Revival church located in the northern

portion of the district, Old St. Paul Methodist Episcopal Church, which was built between 1870 and 1880. Most of the development in the district occurred in the late nineteenth and early twentieth centuries with the arrival of the Galveston, Harrisburg, and San Antonio railroad in 1877 and the "Cemetery Line" of San Antonio's streetcar system in the 1890s. The streetcar line ran down East Commerce Street, which served as the commercial corridor's primary artery (COSA OHP 2025d). The Southern Pacific Passenger Depot (listed in the NRHP in 1975) was built in 1902 in the Mission Revival Style. The construction of the depot greatly increased the amount of commercial activity and development in the area and many of the extant commercial buildings in the district were constructed during this period. They housed a variety of businesses, mostly focused on trade and transportation. Architectural styles embodied by these buildings include Italianate and Art Deco. Brick and stucco are the principal exterior materials and buildings range in scale (COSA OHP 2012). Although ethnically diverse from its earliest days, the area encompassed by the district developed into a bustling African American community by the early to mid-twentieth century. St. Paul Square reached its zenith during World War II and the Korean War despite segregation, but the increased use of automobiles and the construction of I-37 saw the area decline in the 1960s and 1970s. Today, the restoration of many of the historic buildings and use of the Sunset Station for dining and entertainment venues has prompted the reemergence of the area as an entertainment district (COSA OHP 2025d).

#### 6.3.6.6 Southern Pacific Depot Historic District

Located east of downtown San Antonio, the Southern Pacific Depot Historic District is comprised mostly of commercial buildings and encompasses an area of approximately 20 acres. According to its NRHP nomination form, "the Southern Pacific Depot Historic District is significant as an architecturally cohesive group of primarily commercial buildings in an area that became prominent as a result of transportation related activities being established there" (Anderson and Moore 1978, 8). In 1877, the Galveston, Harrisburg, and San Antonio railroad established a line in the area and in 1902 the Southern Pacific Depot, also known as the "Sunset Station," was constructed in the vicinity of Dignowity Hill. The station earned its moniker due to its servicing of the transcontinental Sunset Line route. After the opening of the depot, many Germans and eastern Europeans moved into the area and African Americans who worked on the railways began settling along the tracks. With the coming of the station and new residents, the area around the station became a busy commercial district. Most of the buildings in the area were constructed during the early twentieth century and the introduction of the depot transformed the area into an active, diverse urban area (Anderson and Moore 1978). The

buildings have housed hotels, saloons, night clubs, retail stores, and boarding houses and were used by visitors arriving to the city via train (COSA Planning and Development Services Department 2009). The Southern Pacific Depot Historic District was listed in the NRHP in 1979 for significance in the areas of Architecture, Commerce, Industry, Religion and Transportation. The district includes 25 contributing resources and has a period of significance between the nineteenth and twentieth centuries (Anderson and Moore 1978). The district is irregular in shape but is roughly outlined by North Center Street to the north, the rail lines to the east, I-37 Access Road to the west, and Hoefgen Avenue to the south. There are portions that extend to include industrial buildings to the northeast and structures related to the station to the south.

### 6.4 Public Transit in San Antonio

The history of public transit in San Antonio begins in the late nineteenth century, when horse-drawn omnibuses began running along Commerce Street in 1871 (Texas Transportation Museum 2025). The arrival of railroad service in the area in 1877 enabled the establishment of the first horse-drawn streetcar service by the San Antonio Street Railway Company in 1878, which dramatically influenced the shape of the city as well as its population and industrial growth (Cambridge Systematics 2016). Residential and commercial development sprung up along streetcar lines through the early twentieth century as the lines began to extend beyond downtown and the streetcar system was electrified in the 1890s (Cambridge Systematics 2016; Marquez 2020).

As the twentieth century progressed, increasing growth, demand for public transit, and the need for more service coverage led to the implementation of new technologies such as the motor bus. In 1917, the first bus route was established in the city by the San Antonio Public Service Company (Cambridge Systematics 2016). While investment in the bus service grew, streetcar service reached its peak in 1926 and declined until it was discontinued in 1933 (Cambridge Systematics 2016; Texas Transportation Museum 2025). The construction of interstates during and after WWII reflected and bolstered the growing dependence upon the personal automobile while improving San Antonio's transportation system (Cambridge Systematics 2016; Jasinski 2023). By the 1950s, as with many other cities in the postwar period, bus ridership had begun to decline and in 1959, the city took ownership of the system, renaming the service the San Antonio Transit System (SATS) (Cambridge Systematics 2016). After nearly 20 years of operation, voters in Bexar County elected to create the VIA Metropolitan Transit Authority in 1977 to meet the demand for transportation in underserved areas of Bexar County (Cambridge Systematics 2016).

VIA services began in 1978, utilizing the existing SATS routes as well as new crosstown and express interstate routes (Cambridge Systematics 2016). Coinciding with an era of rapid population growth which continues today, the creation of VIA launched a new period in the history of public transportation in the area. By 1981, VIA served 34.5 million riders and operated over 13 million vehicle miles (Cambridge Systematics 2016). The same year, VIA announced plans for a downtown streetcar service after years of work and coordination with the San Antonio Conservation Society and the Historic Review Board and launched the service in 1983 (VIA Metropolitan Transit 2025). In 1990, VIA received recognition by the American Public Transportation Association (APTA) as the Best Transit System in North America (VIA Metropolitan Transit 2025). Through the end of the twentieth and beginning of the twenty-first century, VIA continued to focus on improving rider safety and accessibility while reducing environmental impact and increasing service. In 2024, VIA was awarded the Outstanding Metropolitan Transit Authority in Texas award by the Texas Transit Association (TTA), which recognized VIA as the best transit system in Texas (VIA Metropolitan Transit 2025). As of January 2025, VIA services 97 routes, 516 buses, and 29 million passenger trips (VIA Metropolitan Transit 2025).

# 6.5 El Camino Real de los Tejas

El Camino Real de los Tejas extends approximately 2,500 miles from colonial Mexico City through Texas and terminates in Natchitoches, Louisiana (NPS 2024). The El Camino Real De los Tejas intersects the APE at six different locations: Buena Vista Street near South Frio Street, West Commerce Street near I-35, Dolorosa Street near East Main Plaza, East Commerce Street near East Main Plaza, East Market Street at North Presa Street, and East Commerce Street at North Presa Street. The period of significance for the Historic Resources of El Camino Real de los Tejas is limited to the period of Spanish colonial rule in Texas, c.1690 through 1821. According to the Historic Resources of El Camino Real de los Tejas National Historic Trail Multiple Property Documentation Form:

The primary areas of significance for historic properties nominated for their association with Camino Real are "Exploration/Settlement" (Criterion A) and "Archeology" (Criterion D), and this document will focus on those areas and criteria, although further research regarding each property may also support significance under Criteria B and C. Properties may also be eligible under additional areas of significance related to their historic function(s), including Commerce, Ethnic Heritage, Military, Politics/Government, and Religion), depending on the property's particular history. All of the intact missions in Texas associated with Camino Real (those in San Antonio) were evaluated and listed at the national level of significance, partly because their high level of integrity and

close proximity to one another ensured that they exemplified the ideals and community building philosophies of the Spanish Government during the colonial period [Sweeten McDonald and Scott 2011, F-29].

During the Late Archaic period, various Indigenous tribes established a vast network of routes used for trade, cultural exchange, and warfare across present day Texas. These routes evolved to link major Indigenous settlements, notably the Caddo. Additional tribes moved into Texas during the seventeenth and eighteenth centuries, including the Apache, Cherokee, Choctaw, Comanche, Kiowa largely as a result of displacement from traditional lands north and east of Texas (Sweeten McDonald and Scott 2011). As Spanish colonialism extended into North America, many 'royal roads'—or caminos reales—were established to tie distant regions of the empire to Mexico City. One collection of indigenous trails and trade routes was known as El Camino Real de los Tejas and served as the primary overland route for the colonization of what would become Texas and northwestern Louisiana (NPS 2020).

The name of the trail is attributed both to its geographic extent and some of its original users, a group of Caddo Indians known by the Spanish as the 'Tejas' (NPS 2020). The use of the trail by the Spanish began in 1690, when a Spanish explorer, Alonso de León, crossed the Rio Grande heading north to establish missions in what is today considered eastern Texas. The next year additional missionaries followed the route under the leadership of Domingo Terán de los Ríos. In addition to missions, the Spanish utilized the trail to build presidios for the protection of Spanish territory against French intrusion along with trading posts and ranches (NPS 2024).

El Camino Real de los Tejas played a significant role in a cycle of Spanish population and abandonment of Texas. The foundation of San Juan Bautista on the Río Grande and the settlement of San Fernando de Béxar and San Antonio de Valero in the early eighteenth century highlight that El Camino Real de los Tejas was becoming a major route of travel during the Spanish colonial period. Additional expeditions and the establishment of the East Texas missions closer to the fortifications along the frontier of New Spain resulted in a well-established link that enabled trade and movement between the Spanish and French territories in Texas and Louisiana (Gonzales 2024).

By the early 1800s, trade between San Antonio and Mexico increased, and the desire for a shorter route resulted in the establishment of the Laredo Road Route. The new route became San Antonio's main thoroughfare leading towards the Rio Grande to the south (Pfeiffer and Haynes 2022). The establishment of this new route through the city encouraged commercial and residential development on the west side of San Pedro Creek, which was predominately Mexican American.

The period of significance for the Historic Resources of El Camino Real de los Tejas is limited to the period of Spanish colonial rule in Texas, but the trail retained its importance even after Mexican independence (Sweeten McDonald and Scott 2011; NPS 2020). Ranchers moved cattle along the route and established large ranches along the Rio Grande. Large numbers of Anglo settlers used the trail as they moved west into new homes in Texas. In 1845 with the annexation of Texas by the United States, use of the original route diminished. El Camino Real de los Tejas served to link a variety of cultural and linguistic groups, becoming an agent of cultural diffusion, biological exchange, and communication and a conduit for exploration, trade, migration, settlement, and livestock drives. Spanish, Mexican, French, American, Black, and Indigenous travelers utilizing the route resulted in a palimpsest of traditions, laws, and cultures that is reflected in all aspects of the character of Texas today (NPS 2020).

## 6.6 Historic Churches of San Antonio

The 1883 San Antonio City Directory records 23 churches, which are located primarily in the downtown area or on the eastern, western, and northern peripheries of the historic core (COSA Historic and Design Review Commission 2017). By 1905, the number of churches in San Antonio was 53. Other congregations, such as Mount Zion Baptist Church were already established, but were located outside of the boundaries of the city. Working class German, Hispanic, and Black Americans were among the first property owners in the ethnically diverse communities containing these religious institutions. This diversity is captured in the variety of denominations represented by German Baptist, Evangelical, Methodist, Black Baptist, Christian, Catholic, and Methodist congregations.

The architecture of these buildings reflects the diversity of ethnic and religious affiliations in working-class San Antonio communities. Styles seen in the historic churches of the city include Gothic Revival, Spanish Eclectic, Colonial, Neo-Classical, and Mid-Century Modern. By the midtwentieth century, churches began to incorporate modern elements such as asymmetrical facades and low-slung height while retaining traditional building methods. Of the Mid-century designs, Antioch Baptist Church, located on the Eastside is the most notable. With its divided gabled sanctuary, shed roof, freestanding campanile, and chevron-stained glass windows, the building is modern and grand in design, yet retains elements of the vernacular architecture characteristic of the Eastside. The expressive characteristics and vernacular traditions incorporated into these buildings illustrate both the need for churches designed and built by local community members, and architectural aesthetics that mirrored the social values of the parishioners. The communal aspect of working-class church design and construction

underscores the relationship between heritage, spiritual life, and design during the late nineteenth and early twentieth century.

The Historic and Design Review Commission Context Statement for San Antonio Churches (COSA Historic and Design Review Commission 2017) states that historic San Antonio churches are potentially eligible for local designation when they:

- a. serve as a reminder of the cultural heritage of San Antonio, the community, or a national event;
- b. identify a person or persons who significantly contributed to the development of the community, county, state, or nation;
- c. are the work of a master builder, designer, architect, or landscape architect whose individual work has influenced the development of the community, county, state, or nation;
- d. embody distinguishing architectural characteristics reflecting the diverse social heritage of spiritual and cultural communities in San Antonio;
- e. maintain a high level of historical, architectural, and cultural integrity;
- f. exemplify the cultural and religious heritage of San Antonio;
- g. bear an important and significant relationship to the area;
- h. represent a significant resource, which greatly contributes to the character of the community; and/or
- i. otherwise possess cultural and historical value and contribute to the overall quality and character of the City.

## 7. RESULTS

WSP documented 444 historic-age resources within the APE: 432 within land parcels and 12 within roadways. Of these, 44 resources have been previously determined eligible for, or listed in, the NRHP. For these resources, current conditions were recorded and NRHP status affirmed. For each of the remaining 400 resources, THC Historic Resources survey forms (**See Appendix C**) were completed that included evaluation of NRHP eligibility for each resource. Most parcels included a mix of historic-age and non-historic-age buildings, structures, and objects. Resources not of historic-age located on a parcel with one or more historic-age resource are included in survey forms but are not described in this report.

As a result of the survey, five resources are recommended individually eligible for listing in the NRHP. Additionally, 26 are recommended contributing to historic districts listed or previously determined eligible for the NRHP. Three San Antonio OHP local historic districts are recommended eligible for listing in the NRHP including one boundary expansion. A boundary expansion is recommended for one existing NRHP-eligible historic district (Buena Vista Historic District). Furthermore, one new historic district, Harvard Place Eastlawn – Jefferson Heights, is recommended eligible for listing in the NRHP, including 69 properties contributing to the district within the Project APE. Finally, two bridges were recommended exempt from Section 106 per Program Comment 77 FR 68790:

- Resource 050: a 1975 concrete continuous slab bridge carrying West Commerce Street over Apache Creek
- Resource 201: a 1963 concrete continuous slab bridge carrying West Commerce Street over Alazan Creek

While El Camino Real de los Tejas National Historic Trail crosses the Project APE at six locations, all are at roadways and none contain associated historic sites listed in the NRHP (**Appendix B, Figure 2d**). There are no significant buildings, sites, structures, or districts within these segments of the trail that are thematically associated with the historic significance of the trail. Therefore, no resources within the trail are evaluated for this study.

The remaining 267 resources are recommended not eligible for the NRHP. The resources recommended not eligible for the NRHP are listed in **Appendix D** and those recommended eligible are listed in **Appendix E**.

# 7.1 Resources Recommended Not Eligible for the NRHP

WSP recommends 267 historic-age resources not eligible for listing in the NRHP individually or as part of a historic district due to lack of historic or architectural significance or lack of integrity to convey such significance. These resources are listed in the table in **Appendix D** and eligibility evaluations for each are included in their respective survey forms in **Appendix C**.

# 7.2 Resources Recommended Individually Eligible for the NRHP

**Resource 263** is a north-facing, two-story Italianate, early twentieth-century commercial building. The building's original two-story brick block was constructed before 1904, and the two-story brick section on the west side of the building was added between 1904 and 1912. A one-story addition was added to the building on the east elevation between 1912 and 1939, which is now in poor condition with only the façade and side walls intact. The resource was previously determined contributing to a COSA local historic district, the Cattleman Square Historic District.

This resource is recommended as individually eligible for listing in the NRHP under Criterion A in the areas of Commerce, Industry, and Community Planning and Development at the local and regional level. Under Criterion A, this resource is associated with late nineteenth century establishment of the Gebhardt Chili Company in San Antonio, marketing their chili powder as "Eagle Brand Chili Powder." The company expanded quickly, growing into an international business by the early twentieth century, and remained an important manufacturer within San Antonio into the late twentieth century. The Gebhardt Chili Company helped launch Tex-Mex cuisine, expanding the definition of authentic Mexican food via their marketing campaign and products. Resource 263's direct association with the company likely extends from 1894 to c. 1910, when the company expanded and moved operations to behind Resource 263.

Although the building has ties to William Gebhardt, the founder of the Gebhardt Chili Company, and Albert Kronkosky, who served as head of the Gebhardt Chili Powder Company, the association between the building and the two men does not meet significance under Criterion B. No evidence indicates that either man lived within the building, and both men operated business out of several other locations. Furthermore, the building housed several other unaffiliated businesses, like the Alamo Dry Goods Company, Glenn Hotel, Meier's Pharmacy, and the Estrada Hardware store. The building is also associated with Charles Graebner, a prominent early twentieth century businessman and civic leader in San Antonio, whose firm, Graebner Strohmeyer, purchased the property in 1871. Graebner likely had the building constructed but this is not certain and is only one of several properties Graebner developed within San Antonio.

As Ayres & Ayres designed several buildings for Graebner, the group may have also designed the original building, but this is also uncertain and would be one of many they designed.

Although the resource does retain some distinctive characteristics of its type and period, the building has undergone unsympathetic alterations, resulting in loss of integrity of materials. As a result, the resource is recommended as not eligible under Criterion C.

Under Criterion D, this resource is not likely to yield information important in prehistory or history.

The period of significance extends from c. 1894 to c. 1910 to encompass its association with the establishment of the Gebhardt Chili Company. The NRHP boundary is recommended as the parcel boundary.

The resource was previously determined to be a contributing resource to the Cattleman Square Historic District, a local/potential district recommended for listing in the NRHP under Criterion A for Community Planning and Development, Commerce, and Industry and Criterion C for Architecture. Despite unsympathetic alterations, the resource retains sufficient historical and physical integrity and its eligibility determination and contributing status to the to the Cattleman Square Historic District is affirmed (See Appendix B, Figure 4b).

Resource 282 is the O. Henry House, built c. 1855 by German immigrant John Kush. The resource is a one-story hall-and-parlor building containing two rooms. In 1895-1896, nationally renowned short story writer William Sydney Porter (later known by the pen name O. Henry) lived in the house and issued a weekly newspaper, *The Rolling Stone* (Clark et al. 1975). The newspaper, originally published in Austin in 1894, was humorous in nature and meant more for entertainment than news (Cox 1995). In 1960, the building was relocated to the grounds of the Lone Star Brewing Company to save it from demolition, was restored, and served as a gift and curio shop (COSA OHP 1962). The building was designated a Recorded Texas Landmark in 1964 and was listed in the NRHP as part of the Missions Parkway Historic District in 1975 (Clark et al. 1975; COSA OHP 1962). The building was moved again in 1997 to the corner of South Laredo and Dolorosa Streets and opened as a museum in 1999, following a second restoration utilizing materials akin to the original construction (Conservation Society of San Antonio 2024). In 2024, the building was relocated to its current location on property owned by University of Texas San Antonio (UTSA), which will care for the building.

This resource is recommended eligible for listing individually at the local level under Criterion B for its association with notable American writer William Sydney Porter (pen name O. Henry).

The resource served as the author's domicile during his time in San Antonio and the location where he published issues of his newspaper, *The Rolling Stone*. Although the building has been relocated and restored, it retains sufficient integrity to convey its significance. Furthermore, though Resource 282 has been moved, it meets Criteria Consideration B as the building most importantly associated with William Sydney Porter's time in San Antonio writing short stories and issuing *The Rolling Stone*. Under Criterion A, this resource is recommended not eligible because it has no association to any historic events in the region, state, or nation. Under Criterion C, this resource does not embody characteristics that would make it a distinguishing example of its architectural type, and it is not the work of a master builder or craftsperson. Under Criterion D, this resource is not likely to yield information important in prehistory or history. A recommended period of significance is 1895-1896 to encompass the period O. Henry occupied the house, and the building footprint is recommended as the NRHP boundary. The recommended boundary reflects the extent of the significant building and excludes the surrounding parcel, which is a parking lot not historically associated with the resource (See Appendix B, Figure 4c).

Resource 321A is the Lila Cockrell Theater, first known as the Convention Center Theatre. It was constructed for the 1968 San Antonio World's Fair ("HemisFair '68") and was one of three main facilities constructed as part of the convention center complex. The theater was constructed as the performing arts venue for the fair and to provide a purpose-built performing arts facility for the growing City of San Antonio, which had previously been using partly converted movie palaces for this need. During the fair, the theater was venue to artists such as Jimmy Dean, Bob Newhart, and Ravi Shankar. After the fair, the theater was renamed for Lila May Banks, the first female mayor of San Antonio.

The building was designed by San Antonio architects Phelps & Simmons and constructed as part of the original convention center by Darragh & Lyda Inc. and H.A. Lott Inc., two Texan general contractors (Midtexmod 2022). Following suit of previous world's fairs, the event facilities were designed in the theme of the fair as well as popular architectural styles of the time. Thus, the design of the theater used a mix of Mid-Century Modern and regional Mission influences. The mosaic across the frieze of the west elevation was created by Juan O'Gorman, a notable artist and architect from Mexico. O'Gorman is most notable for his large-scale murals for institutional buildings in Mexico City and is association with Frida Kahlo and Diego Rivera (Morgan 2017).

This resource (321A) is recommended individually eligible for listing in the NRHP under Criterion A in the area of Entertainment and C in the area of Architecture at the local level. The resource has been an important entertainment venue for the surrounding community since its construction for the 1968 World's Fair (HemisFair) and continues to serve this function today. The resource is also a unique local and regional example of eclectic/modern mission architecture applied to a theater building and its exterior mural was created by a notable artist and architect. It retains good integrity despite being surrounded on three sides by modern construction. Under Criterion B, this resource has been recommended not eligible because no ties or links were found between the resource and anyone with cultural or historic significance on a regional, state, or national level. Under Criterion D, this resource is not likely to yield information important in prehistory or history. The recommended boundary for this historic property is the footprint of the theatre and the recommended period of significance is 1967-1975 to include the construction of the theatre, its contribution to the 1968 World's Fair, and its contribution to entertainment in the City of San Antonio through 50 years ago. The recommended boundary excludes the non-historic building, the Henry B. Gonzalez Convention Center, which is located on the same parcel as Resource 321A but does not convey the historic significance embodied by Resource 321A (See Appendix B, Figure 4d).

Resource 352 is Tucker's Kozy Corner, a commercial building constructed in 1958. Tucker's Kozy Korner, or Tucker's Lounge, began in 1948 as a small wood paneled store owned by John Tucker. He sold hots dogs, burgers, and BBQ from the store until he constructed the current building in 1958. Located near the west edge of San Antonio's Eastside, Tucker's Lounge catered to San Antonio's African American communities in the Eastside and quickly became a community hot spot offering cocktails, food, live music, and community events (Marquez 2019). Tucker's is described as the first "black" bar in San Antonio and played a pivotal role in the local jazz scene (Wendland 2015).

This resource is recommended eligible for listing individually under Criterion A in the areas of Community Development and Ethnic Heritage at the local level for its association with the formative African American settlement on the east side of San Antonio. The building retains all aspects of integrity and effectively conveys this significance. Under Criterion B, this resource has been recommended not eligible because no ties or links were found between the resource and anyone with cultural or historic significance on a regional, state, or national level. Under Criterion C, this resource does not embody characteristics that would make it a distinguishing example of its architectural type, and it is not the work of a master builder or craftsperson.

Under Criterion D, this resource is not likely to yield information important in prehistory or history. A recommended period of significance is 1958 to c. 1970 to encompass the establishment of Tucker's Kozy Korner and its significance to the African American community of San Antonio's Eastside through history. The parcel boundary is recommended as the NRHP property boundary in order to encompass the attached patio, parking lot, and associated signage which worked together to serve the community in its early settlement, thus contributing to the historic significance of this resource (See Appendix B, Figure 4e).

**Resource 466A** is the Freeman Coliseum, constructed by Joe and Harry Freeman, brothers who lived in San Antonio and made their fortunes in cotton, oil, ranching, real estate and Chevrolet dealerships. Construction of the Coliseum began in 1947 and was completed by 1950. Since its opening, Freeman Coliseum has hosted the San Antonio Rodeo as well as concerts performed by notable artists such as Elvis Presley, Johnny Cash, Aretha Franklin, the Rolling Stones, and many more (Freeman Coliseum 2025) (**See Appendix B, Figure 4f**).

This resource (466A) is recommended individually eligible for listing in the NRHP under Criterion A in the Area of Entertainment and Recreation and Community Planning and Development and under Criterion C in the Area of Architecture at the local level. The resource has been an important entertainment venue for the surrounding community since the midtwentieth century when it first hosted the San Antonio Rodeo and continues in this function today. The resource is also a good local and regional example of Art Deco architecture, often applied to large-scale recreational facilities during the mid-twentieth century. Although associated with the Freeman brothers, this relationship does not meet the level of significance required under Criterion B. Under Criterion D, this resource is not likely to yield information important in prehistory or history. The recommended period of significance for this resource is 1947-1975 to include the construction of the Coliseum and its contribution to entertainment in the COSA through 50 years ago. The recommended NRHP boundary for this resource includes everything within the footprint of the building and entrance plaza. It excludes the remainder of the parcel which has been significantly developed and/or altered within the last 50 years and does not convey the historic significance embodied by Resource 466A.

# 7.3 Historic District NRHP Eligibility Recommendations

# 7.3.1 Historic Districts Previously Listed or Determined Eligible for NRHP

#### 7.3.1.1 Alamo Plaza

The Alamo Plaza Historic District was listed in the NRHP in 1977 for its significance in the areas of Community Planning and Development, Commerce, Military, Religion, Transportation, and

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Architecture with no criteria indicated at the time of its publication. Situated within downtown San Antonio, the district includes the Alamo chapel which was established in 1724 and buildings dating from the late nineteenth and early twentieth centuries. The prominent architectural styles include Spanish Vernacular, Renaissance Revival, and Art Deco. The Alamo Plaza Historic District is bounded by East Travis and 3<sup>rd</sup> Street on the north, Bonham on the east, East Commerce Street on the south, and Losoya Street on the west. The contributing status of the following surveyed resources in the NRHP–listed Alamo Plaza Historic District was affirmed:

Resource 315; an 1888 late-nineteenth century commercial building

#### 7.3.1.2 Buena Vista

The Buena Vista Historic District was previously determined eligible for listing in the NRHP under Criterion A in the areas of Community Planning and Development and Ethnic Heritage/Hispanic, at the local level, as a significant intact example of a streetcar suburb and an early enclave of the Hispanic community. The historic district boundary roughly follows South Zarzamora Street to the west, West Commerce Street and Buena Vista Street to the north, South Brazos Street to the east, and César E. Chávez Boulevard to the south with a period of significance from 1884 to c.1950. Twenty-one surveyed resources within the APE are recommended contributing to the potential historic district and were constructed within the period of significance and are similar to other buildings in the district. The previous historic district boundary follows South Zarzamora Street to the west, West Commerce Street and Buena Vista Street to the north, South Brazos Street to the east, and César E. Chávez Boulevard to the south. WSP recommends an expansion of the existing boundary to encompass the south side of West Commerce Street between South Nueces Street and South Trinity Street. This would allow the inclusion of resources 180, 181, and 182 that each contribute to the existing district's significance within its period of significance.

The surveyed resources recommended contributing to the district are:

- Resource 159A; a 1915 duplex bungalow with Craftsman influence
- Resource 160; a 1910 bungalow with Craftsman influence
- Resource 161A&B; a 1948 Minimal Traditional dwelling and secondary residence
- Resource 162A-C; a 1910 Folk Victorian dwelling and outbuildings
- Resource 167; a 1902 Folk Victorian dwelling
- Resource 168A; a 1925 bungalow

- Resource 169A; a 1910 National Folk dwelling
- Resource 170A&B; a 1910 Folk Victorian dwelling and outbuilding
- Resource 171A&B; a 1912 Queen Anne former dwelling (religious facility) and outbuilding
- Resource 180A&B; a 1935 bungalow with Craftsman influence and outbuilding
- Resource 181; a c. 1907 early twentieth-century former dwelling (commercial)
- Resource 182; a c. 1904 Neoclassical former dwelling (commercial)
- Resource 183; a 1925 Folk Victorian dwelling
- Resource 184; a 1925 early twentieth-century commercial building
- Resource 645A; a 1925 pyramidal-form dwelling

Because the local district extends well beyond the VIA APE, full evaluation of the district to make comprehensive NRHP contributing/noncontributing classifications was outside of the scope of this Project.

#### 7.3.1.3 Main and Military Plazas

The Main and Military Plazas Historic District was originally listed in the NRHP in 1979 with Architecture, Commerce, Exploration and Settlement, Military, Politics and Government, and Religion as the areas of significance and no criteria indicated at the time of its publication. The district is bounded by West Houston Street to the north, the San Antonio River to the east, West Nueva to the south, and South Laredo Street to the west after being revised in 2019 (COSA OHP 2012). The updated nomination listed the Main and Military Plazas Historic District as eligible under Criterions A and C with a period of significance from 1722 to 1973. The district represents the continued growth of San Antonio and the growing importance of its government and banking industries. Architectural styles include Renaissance Revival, Richardsonian, Spanish Colonial, Classical Revival, Art Deco, and Streamlined Moderne. As a result of the survey, the contributing status of the following surveyed resources in the NRHP–listed Main and Military Plazas Historic District was affirmed:

- Resource 275; a c. 1912 early twentieth-century commercial building
- Resource 280; a c. 1920 early twentieth-century commercial building
- Resource 281A; a c. 1800 Folk Victorian building
- Resource 281B; a c. 1920 early twentieth-century commercial building

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### 7.3.1.4 Merchants Ice and Cold Storage Company

The Merchants Ice and Cold Storage Company Historic District was listed in the NRHP in 2002 under Criteria A and C for significance in the areas of Industry and Engineering and a period of significance between 1909 and 1957 (Pfeiffer 2002). The district is bounded by Dawson Street on the north, North Cherry Street on the east, East Houston Street on the south, and railroad tracks on the west. As a result of the survey, the contributing status of the following surveyed resource in the NRHP-listed Merchants Ice and Cold Storage Company Historic District was affirmed:

Resource 347; a 1944 industrial warehouse building

#### 7.3.1.5 Prospect Hill

The Prospect Hill Historic District was previously recommended as eligible for listing in the NRHP under Criterion A in the area of Community Planning and Development, at the local level, as an intact example of a streetcar suburb that retains integrity as a district with a concentration of historical properties that convey the development patterns of streetcar suburban growth in San Antonio. The district's period of significance was recommended as 1910 to c.1945. The COSA local historic district boundary follows South Hamilton Street to the west, West Commerce Street to the north, South Zarzamora Street to the east, and the south alley of Saunders Avenue to the south. The boundaries of the NRHP-eligible historic district are recommended to conform to the COSA local historic district boundary. The five surveyed resources recommended contributing to the NRHP-eligible historic district were constructed within the period of significance and are similar to other buildings in the district.

The surveyed resources recommended contributing to the district are:

- Resource 627A; a 1920 Craftsman bungalow
- Resource 628A; a 1920 Craftsman bungalow
- Resource 637A; a 1916 bungalow with Craftsman influence
- Resource 638A&B; a 1920 bungalow and outbuilding

Because the local district extends well beyond the VIA APE, full evaluation of the district to make comprehensive NRHP contributing/noncontributing classifications and an NRHP boundary recommendation was outside the scope of this Project. However, no further study of the district is recommended for this Project, as the district resources within APE lack any potential for adverse effects.

#### 7.3.1.6 San Antonio Downtown and River Walk

San Antonio Downtown and River Walk Historic District was listed in the NRHP in 2018 under Criteria A and C for significance in the areas of Architecture, Community Planning and Development, and Commerce. The district is roughly bounded by Camaron Street to the west, the San Antonio River to the west and north, Augusta and 6<sup>th</sup> Street to the north, Loyosa and Bonham Street to the east, and Tolle Place to the south with a period of significance for the district from 1854 to 1970. The district encompasses much of the city's central business district and reflects nearly three centuries of the settlement and commercial, physical, and architectural development. Buildings within the district served a variety of functions, and express San Antonio's rapid growth from a frontier town to the fastest-growing city in the state with paved streets, an active business district, and a streetcar system.

The contributing status of the following surveyed resources in the NRHP–listed San Antonio Downtown and River Walk Historic District was affirmed:

- Resource 287; a 1929 Art Deco commercial building
- Resource 295; a 1927 concrete continuous T-Beam bridge
- Resource 297; a 1925 concrete continuous T-Beam bridge
- Resource 303A; an 1894 Renaissance Revival commercial building
- Resource 303B; an 1891 Richardsonian Romanesque commercial building
- Resource 306; a c. 1920 early twentieth-century commercial building with Italianate influence
- Resource 307; a c. 1927 early twentieth-century commercial building with Italianate influence
- Resource 308; an 1880 late nineteenth-century commercial building with Italianate influence
- Resource 309; a 1905-1910 early twentieth-century commercial building
- Resource 310; a 1902 Renaissance Revival commercial building
- Resource 312; a c. 1900 Italianate courtyard
- Resource 313; a 1914 concrete continuous T-Beam bridge
- Resource 314; a 1926 concrete continuous T-Beam bridge

#### 7.3.1.7 Southern Pacific Depot

Southern Pacific Depot Historic District is comprised mostly of commercial buildings and encompasses an area of approximately 20 acres. The district is irregular in shape but is roughly outlined by North Center Street to the north, the rail lines to the east, I-37 Access Road to the west, and Hoefgen Avenue to the south. According to its NRHP nomination form, "the Southern Pacific Depot Historic District is significant as an architecturally cohesive group of primarily commercial buildings in an area that became prominent as a result of transportation related activities being established there" (Anderson and Moore 1978, pg. 8). The district was listed in the NRHP in 1979 for significance in the areas of Architecture, Commerce, Industry, Religion and Transportation and no criteria indicated at the time of its publication. The contributing status of the following surveyed resources was affirmed:

- Resource 322; an 1890 late nineteenth-century hotel
- Resource 323; a 1940 commercial building with an Art Moderne influence
- Resource 325; an 1884 religious facility with a Gothic Revival influence
- Resource 326; a 1940 mid-twentieth-century commercial building
- Resource 327; an 1876 late nineteenth-century commercial building
- Resource 328; a 1968 mid-twentieth-century commercial building
- Resource 329; a 1940 mid-twentieth-century commercial building
- Resource 330; a 1940 mid-twentieth-century commercial building
- Resource 331; a 1930 early twentieth-century commercial building
- Resource 332; a 1940 mid-twentieth-century commercial building
- Resource 333; a 1967 mid-twentieth-century commercial building
- Resource 335; a 1950 mid-twentieth-century commercial building
- Resource 336; a 1930 early twentieth-century commercial building (formerly hotel)
- Resource 337; a 1930 early twentieth-century commercial building
- Resource 338; a 1940 mid-twentieth-century commercial building
- Resource 339; a 1930 early twentieth-century commercial building
- Resource 340; a 1970 late twentieth-century commercial building

- Resource 341; a 1930 early twentieth-century commercial building
- Resource 342; a 1940 mid-twentieth-century commercial building
- Resource 344; a 1930 early twentieth-century commercial building
- Resource 345; a 1930 early twentieth-century commercial building (formerly hotel)
- Resource 346; a 1902 Mission Railroad Depot

## 7.3.2 Districts Potentially Eligible for the NRHP

### 7.3.2.1 Cattleman Square

The Cattleman Square Local Historic District is comprised of a collection of streets located west of downtown San Antonio and I-35, along the Union Pacific Railroad tracks. Extant buildings consist of commercial and industrial types primarily constructed between c. 1880 and c. 1910 and most buildings in the district are vernacular in style and constructed of brick. The one exception is the three-story railroad station designed with elements of the Mission Revival and Romanesque Revival styles.

The district is a local San Antonio Historic District and is recommended eligible for the NRHP under Criterion A in the area of Community Planning and Development, Commerce, and Industry for its associations with the former I&GN and the railway's local economic impact, which resulted in rapid industrial and commercial development in the late nineteenth and early twentieth century. Its period of significance is recommended as 1880 to 1930. Surveyed resources recommended contributing to the potential historic district were constructed within the period of significance and are similar to other buildings in the district. The four resources within the APE that are recommended as contributing to a potential district include:

- Resource 260A, the Whitt Building, a c. 1930 commercial building
- Resource 262; the Grand Central Hotel, a c. 1910 commercial building
- Resource 263; a c. 1900 Italianate two-part commercial block building
- Resource 264; a c. 1920 commercial building

Because the local district extends well beyond the VIA APE, full evaluation of the district to make comprehensive NRHP contributing/noncontributing classifications was outside of the scope of this Project. The COSA local historic district is roughly bounded on the north by Travis and Martin Streets, on the south by Buena Vista and Commerce Streets, on the east by Pecos La Trinidad (I-35), and on the west by the railroad tracks. The boundaries of the historic district

are recommended to conform with what COSA has identified as the local district boundary (**See Appendix B, Figure 6a**).

#### 7.3.2.2 Dignowity Hill

Dignowity Hill Local Historic District and is recommended eligible for the NRHP under Criterion A in the area of Community Planning and Development for its associations with early local suburban development. A mix of late nineteenth to mid-twentieth-century Victorian, eclectic, and American Modern architectural styles, as well as simple vernacular forms, are present within the neighborhood, providing the potential for eligibility under Criterion C for Architecture. A preliminary period of significance is recommended as c. 1890 to c. 1955, which captures the primary period of development for the residential properties within the Dignowity Hill neighborhood. Surveyed resources recommended contributing to the potential historic district were constructed within the period of significance and are similar to other buildings in the district. Twenty-six resources within the APE within the Dignowity Hill neighborhood are recommended as contributing to a potential district.

The surveyed resources recommended contributing to the district are:

- Resource 363A; a c. 1939 Minimal Traditional dwelling
- Resource 372B; a 1920 Craftsman bungalow
- Resource 373; a 1940 commercial building
- Resource 375; a 1915 Craftsman bungalow
- Resource 376; a 1900 bungalow
- Resource 379A; a 1915 bungalow with Craftsman influence
- Resource 381; a 1927 side-passage dwelling
- Resource 382A&B; a 1927 side-passage dwelling with Colonial Revival influence and outbuilding
- Resource 383; a 1910 side-passage dwelling
- Resource 384; a 1910 bungalow
- Resource 385; a 1920 shotgun dwelling
- Resource 386; a 1920 shotgun dwelling
- Resource 665; a 1930 Queen Anne dwelling

- Resource 668A&B; a c. 1908 Craftsman bungalow and outbuilding
- Resource 669A&B; a c. 1925 bungalow and outbuilding
- Resource 671; a c. 1925 dwelling with Craftsman and Queen Anne influences
- Resource 678; a c. 1908 Hipped cross-gable dwelling
- Resource 680; a c. 1910 bungalow with Craftsman influence
- Resource 681; a c. 1910 bungalow with Craftsman influence
- Resource 683A; a pyramidal-form Folk Victorian dwelling constructed prior to 1912
- Resource 684; a 1932 rectangular dwelling with Prairie influence
- Resource 685A; a 1905 Queen Anne dwelling
- Resource 686; a 1905 Folk Victorian dwelling

Because the local district extends well beyond the VIA APE, full evaluation of the district to make comprehensive NRHP contributing/noncontributing classifications and an NRHP boundary recommendation was outside the scope of this Project. The COSA local historic district defines the district as generally bounded by Sherman Street to the north, Commerce Street and Paso Hondo to the south, Palmetto Street to the east, and Cherry Street to the west. The boundaries of the historic district are recommended to conform with what COSA has identified as the local district boundary (See Appendix B, Figure 6b).

#### 7.3.2.3 HemisFair

The HemisFair Local Historic District is recommended eligible for the NRHP under Criterion A in the area of Traditional Cultural History and Entertainment/Recreation for its associations with San Antonio's 1968 HemisFair and under Criterion C in the area of Architecture. Its period of significance is recommended as 1700 to 1968. The COSA local historic district boundary encompasses the grounds of the "HemisFair '68" international exhibition, which extend to East Market Street to the north, South Bowie Street and I-37 Access Road to the east, East Cesar E. Chavez Boulevard to the south, and South Alamo Street to the west. WSP recommends an expansion of the existing boundary to encompass the Market Street Bridge (Resource 500) which was constructed as part of the design of the fair, allowing extension of the San Antonio River into the fairgrounds without interruption of Market St. Surveyed resources recommended contributing to the potential historic district were constructed within the period of significance

and are similar to other resources in the district. Two resources within the APE are recommended as contributing to a potential district.

The surveyed resources recommended contributing to the district are:

- Resource 321A, the 1967 Lila Cockrell Theater within the Henry B. Gonzalez Convention Center
- Resource 500; a 1967 prestressed concrete bridge

Because the local district extends well beyond the VIA APE, full evaluation of the district to make comprehensive NRHP contributing/noncontributing classifications was outside the scope of this Project (**See Appendix B, Figure 6c**).

#### 7.3.2.4 Harvard Place Eastlawn – Jefferson Heights

East Houston Street emerged as a thriving suburban area as the streetcar network extended beyond New Braunfels Avenue in the early twentieth century and residential development pushed further and further eastward (COSA Planning Department 2024). By the late 1940s, densely populated residential subdivisions, known today as Harvard Place Eastlawn and Jefferson Heights, had developed and expanded along East Houston Street, extending as far east as North Onslow Street. Harvard Place-Eastlawn is generally bounded by East Houston Street to the south, North Onslow Street to the east, Gabriel Street to the north, and North New Braunfels Avenue to the west. Jefferson Heights is generally bounded by East Houston Street to the north, North Onslow Street to the east, East Commerce Street to the south, and North New Braunfels Avenue to the west. The residential architecture within reflects the transition from the era of streetcar communities to the World War II production and post-World War II housing demands, with a proliferation of small, single level, one family or duplex homes.

The district is not currently listed in the NRHP or as a local historic district, but it is likely that an eligible historic district is present within the boundaries of the neighborhood described above. This district is recommended eligible for the NRHP under Criterion A in the area of Community Planning and Development and Social History for its associations with early suburban development, the local African American community, and the Civil Rights movement in San Antonio. A mix of early and mid-twentieth-century eclectic and American Modern architectural styles, as well as simple vernacular forms, are present within the neighborhood, providing the potential for eligibility under Criteria C for Architecture. A preliminary period of significance is recommended as c. 1890 to c. 1955, which captures the primary period of development for the residential properties within the Harvard Place Eastlawn-Jefferson Heights Historic District.

Surveyed resources recommended contributing to the potential historic district were constructed within the period of significance and are similar to other buildings in the district. Sixty-nine of the historic-age properties in the APE within the Harvard Place Eastlawn-Jefferson Heights Historic District are recommended as contributing to a potential district.

The surveyed resources recommended contributing to the district are:

- Resource 392A; a c. 1910 Craftsman bungalow
- Resource 393A; a c. 1910 Craftsman bungalow
- Resource 394A&B; a c. 1910 Craftsman bungalow and outbuilding
- Resource 399; a 1928 American vernacular dwelling
- Resource 402A&B; a 1955 Ranch dwelling and outbuilding
- Resource 403; a 1932 Craftsman bungalow duplex
- Resource 404; a c. 1910 bungalow duplex
- Resource 405; a c. 1910 bungalow duplex
- Resource 409A; a 1930 bungalow
- Resource 410A; a 1940 Spanish Revival dwelling
- Resource 411A&B; a 1948 Minimal Traditional dwelling and outbuilding
- Resource 412A; a 1945 Minimal Traditional dwelling
- Resource 413; a 1928 bungalow
- Resource 415A&B; a c. 1940 Minimal Traditional dwelling and outbuilding
- Resource 416A; a c. 1910 bungalow with Craftsman influence
- Resource 420; a c. 1932 cottage with Craftsman influence
- Resource 422; a 1922 bungalow
- Resource 423A&B; a 1929 cottage and outbuilding
- Resource 424; a 1929 bungalow
- Resource 426; a c. 1910 bungalow with Craftsman influence
- Resource 428; a c. 1930 Minimal Traditional dwelling
- Resource 429A; a c. 1930 Minimal Traditional dwelling

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- Resource 430; a c. 1930 Minimal Traditional dwelling
- Resource 433A&B; a c. 1930 bungalow with Craftsman influence and outbuilding
- Resource 434A; a c. 1930 Minimal Traditional dwelling
- Resource 436A; a c. 1930 Minimal Traditional dwelling
- Resource 437A; a 1940 Minimal Traditional dwelling
- Resource 439 A&B; a 1920 Tudor dwelling and outbuilding
- Resource 440A; a 1920 bungalow with Craftsman influence
- Resource 441A&B; a 1920 bungalow with Craftsman influence and outbuilding
- Resource 442A&B; a 1920 bungalow and outbuilding
- Resource 450; a 1925 bungalow with Craftsman influence
- Resource 451A-C; a 1949 Minimal Traditional dwelling and outbuildings
- Resource 454; a 1945 dwelling with no style
- Resource 455; a 1946 Minimal Traditional dwelling
- Resource 456A&B; a 1952 Minimal Traditional dwelling and outbuilding
- Resource 459A; a 1928 bungalow with Craftsman influence
- Resource 460A&B; a 1950 Minimal Traditional dwelling and outbuilding
- Resource 461A&B; a c. 1930 Minimal Traditional dwelling and outbuilding
- Resource 690; a c. 1947 bungalow
- Resource 694; a bungalow constructed prior to 1939
- Resource 696A; a bungalow constructed prior to 1939
- Resource 697A&B; a service garage constructed prior to 1939 and c. 1947 auxiliary building
- Resource 698A&B; a Craftsman bungalow constructed prior to 1939 and c. 1947 outbuilding
- Resource 699A; a Craftsman bungalow constructed prior to 1939
- Resource 700A&B; a c. 1947 Minimal Traditional dwelling and outbuilding

- Resource 701A&B; a 1925 Craftsman bungalow and c.1947 outbuilding
- Resource 703; a Craftsman bungalow constructed prior to 1939
- Resource 705; a 1931 commercial building with Spanish Revival influence
- Resource 710A&B; a c. 1954 Minimal Traditional dwelling and outbuilding
- Resource 711; a c. 1947 Cross-gable dwelling

Because the proposed local district extends well beyond the VIA APE, full evaluation of the district to make comprehensive NRHP contributing/noncontributing classifications and an NRHP boundary recommendation was outside the scope of this Project. The recommended boundaries for the historic district follow Gabriel Street to the north, North Onslow Street to the east, East Commerce Street to the south, and North New Braunfels and Saint James Street to the west (See Appendix B, Figure 6d)

### 7.3.2.5 St. Paul Square

The St. Paul Square Local Historic District is significant under NRHP Criteria A and C in the areas of history and architecture with a period of significance undefined. The district is roughly bounded by Center Street to the north, Montana Street to the south, railroad tracks to the east, and I-37 to the west. It overlaps the Southern Pacific Depot Historic District, which is listed in the NRHP under Criteria A and C in the areas of Commerce, Industry, Religion, Transportation, and Architecture and periods of significance form 1876 through 1899 and 1900 through 1924. The two districts share the same contributing resources composed of buildings and structures with architectural styles, such as Mission Revival, Italianate, and Art Deco, and with brick and stucco the predominate exterior materials. Thus, contributing resources to the St. Paul Square Local Historic District identified within the VIA APE are the same as those listed as contributing the Southern Pacific Depot Historic District.

Because the local district overlaps with an existing NRHP-listed district, the local district was not evaluated as a potential historic district.

#### 7.4 Effects

Per 36 CFR Part 800, adverse effects can occur when there is a "change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance" or "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." The potential for direct physical effects as well as indirect, cumulative or reasonably foreseeable effects for NRHP listed or eligible

resources and districts are discussed in the sections below. In conclusion, a determination of **no** adverse direct or indirect effects is recommended for this Project.

## 7.4.1 Direct Physical Effects

Potential direct physical effects may occur only within the construction footprint of the Project, resulting from construction of new stations, acquisition of land for new ROW, or other ground-disturbing activity at the roadway or sidewalks. For NRHP-eligible or listed properties or historic districts where new ROW, new station locations, or construction activities are proposed, WSP recommends a determination of no adverse direct physical effects for the Project. Effects to these properties are discussed below. For all other NRHP-eligible or listed properties, direct physical effects would not occur as a result of the Project.

Buena Vista Historic District is a local San Antonio Historic District and is recommended eligible for the NRHP under Criterion A in the areas of Community Planning and Development and Ethnic Heritage/Hispanic as a significant intact example of a streetcar suburb and an early enclave of the Hispanic community. The proposed Project would include construction of stations at the center of Buena Vista Street in two locations within this historic district: Buena Vista directly east of South Rosillo Street and Buena Vista directly east of South Trinity Street (Appendix B, Figures 3g, 3h, and 5b; Appendix F, photographs 1-3). These stations would be located entirely within the public ROW and would not physically affect any resources contributing to the district outside of the roadway. The Project would also require acquisition of ROW but only one acquisition would occur at a parcel containing a property that is recommended contributing to the historic district, Resource 167 (Appendix B, Figure 3g and **5b**; Appendix F, photographs 4 and 5). This acquisition, of approximately 0.01 acres along the northwest edge of this parcel, would physically affect only a small portion of the front yard, which is not a character-defining feature of the resource. Alterations to the roadway and sidewalks through the construction of the Project would not substantially affect the character of the district as a streetcar suburb or early enclave of the Hispanic community. A determination of no adverse direct physical effect is recommended.

Cattleman Square Historic District is a local San Antonio Historic District and is recommended eligible for the NRHP under Criterion A in the area of Community Planning and Development, Commerce, and Industry for its associations with the former I&GN and the railway's local economic impact, which fueled rapid industrial and commercial development in the late nineteenth and early twentieth century. The proposed Project would include construction of one station within this historic district, located on West Commerce Street directly

east of Frio Street (**Appendix B, Figure 6a; Appendix F, photograph 6**). This station would be located entirely within the public ROW and would not physically affect any resources contributing to the district outside of the roadway. Alterations to the roadway through the construction of these stations would not substantially affect the character of the district's associations with the former I&GN and the railway's local economic impact. A determination of **no adverse direct physical effect** is recommended.

Dignowity Hill Historic District is a local San Antonio Historic District and is recommended eligible for the NRHP under Criterion A in the area of Community Planning and Development for its associations with early local suburban development. The proposed Project would include construction of three stations within this historic district: one at the east side of Cherry between East Houston Street and East Crockett Street and two on either side of East Houston Street between North Olive Street and North Pine Street (Appendix B, Figures 3o, 3p, and 6b; F, photographs 7-9). All three stations would require acquisition of ROW for construction, but only one acquisition would occur at a parcel containing a property that is recommended contributing to the historic district, Resource 376 (Appendix B, Figures 3p and 6b; F, photographs 10 and 11). This acquisition, of approximately 0.02 acres, would be along the northeast edge of this parcel and would physically affect only a concrete curb and chain-link fence, which are not character-defining features of the resource. The Project would require acquisition of ROW for construction at two additional parcels containing properties that are recommended contributing to the historic district: Resource 372B (Appendix B, Figures 3p and 6b; F, photograph 12) and Resource 671 (B, Figures 3p and 6b; Appendix F, photograph 13). For Resource 372B, the acquisition, of less than 0.01 acres at the southeast corner of this parcel, would physically affect only a small portion of the front yard, which is not a character-defining feature of the resource. For **Resource 671**, the acquisition, of approximately 0.01 acres along the northeast corner of this parcel, would physically affect only a small portion of yard, which is not a character-defining feature of the resource. Furthermore, alterations to the roadway and sidewalks in the historic district resulting from construction of the Project would not substantially affect the character of the district's associations with early local suburban development. A determination of **no adverse direct physical effect** is recommended.

Harvard Place Eastlawn-Jefferson Heights Historic District is recommended eligible for the NRHP under Criterion A in the area of Community Planning and Development and Social History for its associations with early suburban development, the local African American community, and the Civil Rights movement in San Antonio. The proposed Project would include

construction of five stations within the historic district; one at the south side of East Houston Street directly east of New Braunfels, one at the north side of East Houston Street directly west of North Walters, one at the south side of East Houston Street directly east of North Walters, one at the south side of East Houston Street directly west of Mel Waiters Way, and one at the north side of East Houston Street directly east of Mel Waiters Way (Appendix B, Figures 3q, 3r, and 6d; Appendix F, photographs 14-17). Additionally, acquisition of ROW would be required at five parcels within the historic district. Only one of these acquisitions would occur at a parcel containing a property that would be contributing to the historic district, Resource 698 (Appendix B, Figures 3q and 6d; Appendix F, photographs 18 and 19). This acquisition, of less than 0.01 acres along the southwest corner of this parcel, would physically affect only a small portion of the yard and potentially one tree, neither of which are character-defining features of the resource. Furthermore, alterations to the roadway and sidewalks in the historic district resulting from construction of the Project would not substantially affect the character of the district's associations with early suburban development, the local African American community, and the Civil Rights movement in San Antonio. A determination of no adverse direct physical effect is recommended.

San Antonio Downtown and River Walk Historic District is listed in the NRHP under Criterion A for Community Planning and Development and Commerce, and Criterion C for Architecture. The proposed Project would include construction of two stations: one along the south edge of Market Street between the San Antonio River and South Saint Mary's Street and one at the northeast corner of East Commerce Street and Navarro Street (Appendix B, Figure 3I; Appendix F, photographs 20-21). These stations would be fully within the public ROW and would not physically affect any individual properties contributing to the district outside of the roadway. Alterations to the roadway through the construction of these stations will not substantially affect the character of the district under which it is eligible for the NRHP. A determination of no adverse direct physical effect is recommended.

Southern Pacific Depot Historic District is listed in the NRHP under Criterion A for Commerce, Industry, Religion, and Transportation, and Criterion C for Architecture. It largely overlaps the local historic district St. Paul Square which is significant under Criteria A and C for History and Architecture. The proposed Project would include construction of two stations along East Commerce Street between Chestnut Street/I-37 Access Road and North Hoefgen Avenue, one on the north side of Commerce and the other on the south (Appendix B, Figure 3n; Appendix F, photographs 22 and 23). These stations would fully be within the public ROW

and would not physically affect any individual properties contributing to the district outside of the roadway. Alterations to the roadway through the construction of these stations would not substantially affect the character of the district under which it is eligible for the NRHP. A determination of **no adverse direct physical effect** is recommended.

### 7.4.2 Visual, Indirect, Cumulative or Reasonably Foreseeable Effects

The Project would not introduce substantial visual, auditory, or vibratory elements that would diminish the integrity of location, design, setting, materials, workmanship, feeling, or association of any historic property or district within or overlapping the APE. The Project would introduce new ART stations into the Project area, which is an active urban corridor with numerous modern features that define its character, including existing transit stops, street lighting, traffic signals, signage, utility poles, and other common streetscape elements (**Appendix F: Project Area Photographs**). These features contribute to the Project area's already complex visual, auditory, and vibratory environment.

The Project will introduce 18 new or modified stations that will include platforms, shelters, canopies, seating, signage, lighting, and/or other streetscape improvements. The stations will remain along the roadway consistent with the placement of current VIA bus stops. New stations and transit traffic along the existing transportation corridor will not result in a substantive change in setting for the historic properties. **Figure 2** shows which stations will be side-running and those that will be in the center of the roadway. Conceptual renderings of side-running stations located curbside along existing sidewalks and potential ROW acquisition and center-running stations located in the center of the roadway are shown in **Figure 3** to **Figure 6**.

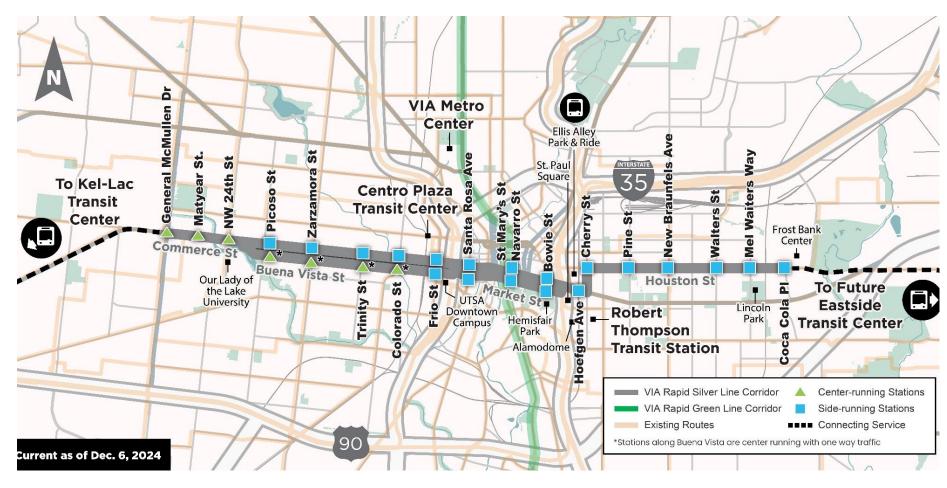


Figure 2: Stations configuration map

Source: VIA, 2024.



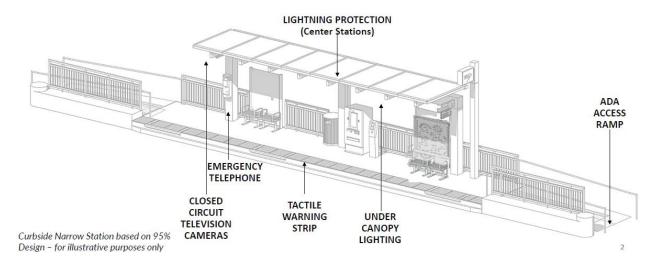
**Figure 3:** Example station rendering, side-running configuration in downtown (VIA 2024). This configuration is located on one side of the street along the curb. These stations would include a canopy. In some cases, the station platform would be raised and include a ramp at one or both ends.



**Figure 4:** Example station rendering, side-running configuration (VIA 2024). This example is similar to that in **Figure 3** but with slightly different amenities.



**Figure 5:** Example station rendering, center-running configuration on a road with two-way traffic outside downtown (VIA 2024). This configuration is located at the center of the street, allowing service from both sides. These stations would include a canopy, the station platform would be raised, and ramps would allow access at one or both ends.



**Figure 6:** Example station rendering, center-running configuration on a road with two-way traffic (VIA 2024). This example is similar to that in **Figure 5** but shown at a different location and from a different perspective.

To mitigate the visual impacts, VIA plans to do the following:

- VIA will use station designs standardized under VIA's first ART project, the ART North/South Corridor Project. For that project, the stations resemble standard shelter design with a minimal and light structural design, which are used throughout the transit system and have been granted Certificates of Appropriateness by COSA OHP for use throughout the city. VIA will seek a Certificate of Appropriateness for all stations. As part of this process, VIA will meet with community members in local historic districts to get their input on the proposed designs.
- Through the VIA Art in Transit program, windscreen panel designs will be solicited from students by working with the schools along the East/West corridor. The artwork for the panels can reflect the historic, cultural and artistic expressions of the specific station areas.
- In the Downtown segment, existing stops will be retrofitted with new equipment. In St. Paul Square (Hoefgen Station) and in the Zona Cultural (Frio Station), the existing approved shelter design will be used and there will be no platform or ramps. The Frio Station, along with several other stops in the Zona Cultural, will include artwork that aligns with the historic area's brand.

Overall, the proposed station design is a fairly transparent design with a cantilevered canopy that reduces the sense of enclosure. As such, the structure will offer components (windscreen art panels, horizontal structure band) that can reflect local station iconography, while allowing the existing historic fabric to 'read through' the station environment. Furthermore, the majority of new stations would be located curbside, consistent with the placement of existing VIA bus stations. The remaining stations would be located centrally in the roadway but would not substantially affect the setting of surrounding historic resources (**Figures 2-5**).

Additionally, noise and vibration impacts should not substantially increase as a result of the project and future changes in these levels would not inhibit the properties from conveying their significance. Furthermore, no reasonably foreseeable effects caused by the Project that may occur later in time, be farther removed in distance, or be cumulative were identified in this effects assessment. Thus, for the proposed Project, a determination of **no adverse visual**, **indirect, cumulative, or reasonably foreseeable effects** is recommended.

On July 31, 2025, THC concurred with FTA's eligibility determination. On October 8, 2025, THC concurred with FTA's determination that the Project will have no adverse effects on historic properties (see **Appendix A** for letters from THC).

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# 9. ACRONYMS

Acronym/Abbreviation	Definition
ADA	Americans with Disabilities Act of 1990
ART	Advanced Rapid Transit
APE	Area of Potential Effect
APTA	American Public Transportation Association
BAT	Business Access and Transit
CAD	County Appraisal District
CE	Categorical Exclusion
CFR	Code of Federal Regulations
COSA	City of San Antonio
E/W	East/West
FHWA	Federal Highway Administration
FR	Federal Register
FTA	Federal Transit Administration
N/S	North/South
NAACP	National Association for the Advancement of Colored People
NALCAB	National Association for Latino Community Asset Builders
NBI	National Bridge Inventory
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
OST 100	Old Spanish Trail Centennial
ROW	Right-of-Way
RTHL	Recorded Texas Historic Landmark
SAL	State Antiquities Landmark
SATS	San Antonio Transit System
SHPO	State Historic Preservation Office
SOI	Secretary of the Interior
THC	Texas Historical Commission
TTA	Texas Transit Authority
TxDOT	Texas Department of Transportation

Acronym/Abbreviation	Definition
USAA	United Services Automobile Association
UTSA	University of Texas San Antonio
VIA	VIA Metropolitan Transit
WDC	Westside Development Corporation
WPA	Westside Preservation Alliance



# Appendix A: THC and Consulting Parties Correspondence

Consulting Party Comments Response

**THC Coordination** 





Re: Response to Consulting Party Comments Under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas

THC Tracking #202512356

Phase	Reviewer	Organization	Date	Source	Comments	VIA Response	Action
Section 106 Initiation: Consulting Party Invitation	Dr. Vincent Michael	CSSA	6/4/2025	Email	In response to the invitation to be a consulting party for this Project, Dr. Michael stated that CSSA had previously provided comments on the project's zoning requirements in a letter to the city council on December 19, 2024. That letter was included in his correspondence with VIA.	VIA noted this previous correspondence with the City and CSSA's interest in the project.	No action required. The letter was related to the city's zoning ordinance for Transit-Oriented Development (TOD).
Consultation on Findings	Justin Kockritz	Texas Historical Commission (THC)	7/31/2025	Email	The THC History Programs Division, led by Justin Kockritz, has completed its review of the Above-Ground Historic Resources Survey Report (dated June 2025) and concurs with your determinations of National Register eligibility summarized in Table 2, Table 3, and Appendix C.	Noted.	No action required.
Consultation on Findings	Claudia Espinosa	THC	7/31/2025	Email	The THC Division of Architecture review staff, led by Claudia Espinosa, is requesting that project plans be submitted for review to gain a full understanding of the visual impact of the proposed stations and the historic aged structures.	VIA contacted THC to discuss further.	Additional explanation of the visual impacts of the proposed Project on historic properties including project plans, station booklet and additional renderings of stations were included in the consulting party presentation dated August 28, 2025, and attached to the response letter to THC.



Re: Response to Consulting Party Comments Under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas

THC Tracking #202512356

Phase	Reviewer	Organization	Date	Source	Comments	VIA Response	Action
Consultation on Findings	Dr. Emily Dylla	THC	7/31/2025	Email	Regarding archeology, the THC is unable to provide concurrence that archeological monitoring may be limited to the proposed locations without additional information. Please provide any available design or construction plans. If such plans are not yet available, the proposed unanticipated discoveries plan should be revised. Rather than identify specific areas for monitoring, the revised plan should clarify that monitoring will occur in high probability areas to be determined in consultation with the THC and COSA-OHP once the full extent of ground disturbances is identified through project plans.	Noted.	VIA has provided KMZ file of designs plans and updated the Construction Monitoring Plan to state that monitoring will be conducted in all high probability areas (in consultation with the THC).
Consultation on Findings	Dr. Emily Dylla	THC	7/31/2025	Email	Per THC, the proposed station on Commerce Street between Bowie and Elm Streets is situated in a high probability area for unmarked graves, and as such archeological scraping at this location will be required to ensure compliance with Chapter 711 of the Texas Health and Safety Code.	On August 19, 2025, VIA reached out to THC for clarification and THC responded on August 26, 2025.	THC requires backhoe scraping at the proposed WB Bowie Street Station location, because the Texas Health and Safety Code does not allow development on a cemetery that disturbs the cemetery until the graves/remains are exhumed. VIA has updated the Construction Monitoring Plan to include a backhoe scraping plan and the scraping will be carried out under a THC-issued permit before any construction starts in 2027.



# Re: Response to Consulting Party Comments Under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas

THC Tracking #202512356

Phase	Reviewer	Organization	Date	Source	Comments	VIA Response	Action
Consulting Parties Meeting: Discussion of Findings	Matthew Elverson	City of San Antonio Office of Historic Preservation (COSA OHP)	8/28/2025	Consulting Party Meeting	During the consulting party meeting, Mattew Elverson (COSA OHP) described knowledge of human remains discoveries in the general area of the vicinity cemetery, stating that there are likely several separate instances of such and likely covers a large area. He also described several other sites that may be adjacent to or overlapping the APE and recommended VIA reach out to him to coordinate finalization of results.	VIA reached out to Mattew Elverson and Amy Fulkerson with COSA OHP via email to coordinate additional information for the Project on August 28 and September 5, 2025	On August 28, 2025, COSA OHP responded that they were meeting internally to review the APE for the project, their survey data, and additional research. Additional information was provided on September 18, 2025. This data was reviewed and added to the archeological desktop overview and will be incorporated in any future probability analyses of the APE.
Consulting Parties Meeting: Discussion of Findings	Dr. Vincent Michael	Conservation Society of San Antonio (CSSA)	8/28/2025	Consulting Party Meeting	Dr. Vincent Michael, PhD asked what information the team has on the historic period cemetery near the cooling facility on Market Street.	VIA replied that it's a vicinity cemetery to which purported graves are located, but there is little other information on it. The Texas Health and Safety Code doesn't allow development on any cemetery.	VIA will be proactive in investigations to determine where there are internments at any proposed construction location where there is proposed development or excavation.
Consulting Parties Meeting: Discussion of Findings	Amita Thomas	Downtown Neighborhood Association	8/28/2025	Consulting Party Meeting	Amita Thomas asked what the difference is between being determined eligible for the National Register of Historic Places (NRHP), vs being listed in the NRHP, and if listing is desired, what that process would look like.	VIA responded that the scope of this Project is not to list any resources, but to understand which ones may be eligible so that they are treated as if they are listed in the NRHP in avoidance of adverse effects. The process for listing a property requires additional research, writing, and funding which often happens through the help of the city or other preservation organizations. Dr. Vincent Michael, PhD replied that this is something his organization often assists with.	No action required.



Re: Response to Consulting Party Comments Under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas

THC Tracking #202512356

Phase	Reviewer	Organization	Date	Source	Comments	VIA Response	Action
Phase Consulting Parties Meeting: Discussion of Findings	Reviewer  Matthew Elverson	Organization COSA OHP	<b>Date</b> 8/28/2025	Source Consulting Party Meeting	Comments  COSA OHP has recently worked on study of underrepresented communities in the city, resulting in their understanding of five neighborhoods with historic significance to African American communities which were previously recommended eligible for the NRHP, two of which are on the east side and at least one on the west side adjacent to the project APE. He stated he would share this	VIA Response  VIA reached out to Mattew Elverson and Amy Fulkerson with COSA OHP via email to coordinate additional information for the Project on August 28 and September 5, 2025	Action On August 28, 2025, COSA OHP responded that they were meeting internally to review the APE for the project, their survey data, and additional research. No additional information was provided by the deadline for comments on September 12, 2025. No further action taken.
Consulting Parties Meeting: Discussion of Findings	Amy Fulkerson	COSA OHP	8/28/2025	Consulting Party Meeting	information with VIA.  Amy Fulkerson (COSA OHP) stated that there are Westside enclaves running along West Commerce Street that are eligible for the Nation Register and associated with the African American Community. She stated she would share information on these with VIA as well.	VIA reached out to Mattew Elverson and Amy Fulkerson with COSA OHP via email to coordinate additional information for the Project on August 28 and September 5, 2025.	On August 28, 2025, COSA OHP responded that they were meeting internally to review the APE for the project, their survey data, and additional research. No additional information was provided by the deadline for comments on September 12, 2025. No further action taken.
Post-Meeting Comments from Consulting Parties	Matthew Elverson	COSA OHP	9/18/2025	Email	Please review the online OHP Acequia Maps. The APE crosses at least 5 different acequias, some of which are multiple branch locations.	VIA reviewed the Acequia Maps provided by OHP.	VIA has incorporated the information provided by OHP into the desktop overview. Please see the last paragraph of Section 4.10 on page 26 of the revised Archeological Desktop Overview Report.



Re: Response to Consulting Party Comments Under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas

THC Tracking #202512356

Phase	Reviewer	Organization	Date	Source	Comments	VIA Response	Action
Post-Meeting	Matthew	COSA OHP	9/18/2025	Email	Newspaper accounts and referenced	VIA reviewed the additional data	VIA has added the information to the
Comments	Elverson				polygons (approximate locations of	provided by OHP.	desktop overview. Please see Section
from					newspaper accounts) where human remains		4.7 of the revised Archeological
Consulting					and/or military-related artifacts were found		Desktop Overview Report.
Parties					along the APE. Due to the proximity of the		
					previous human remains discoveries,		These locations where human remains
					scraping may be required for the proposed		were discovered have been
					western-most station on Market near the		designated as high-probability areas
					intersection of Market and Bowie. You will		and will be used to determine specific
					need to reconstruct the original		locations for construction monitoring
					neighborhood layout via quite a few Sanborn		in consultation with THC and COSA
					maps to accurately georeference these		OHP.
					locations. All provided polygons are for		
					general reference only. I also attached		
					polygons and newspaper accounts for other		
					locations within or adjacent to the APE.		



Re: Response to Consulting Party Comments Under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas

THC Tracking #202512356

Phase	Reviewer	Organization	Date	Source	Comments	VIA Response	Action
Post-Meeting Comments from Consulting Parties	Matthew Elverson	COSA OHP	9/18/2025	Email	In addition, please find a chapter dedicated to researching the possible funeral pyre locations following the Battle of the Alamo. Many are along/within Commerce street in the APE.  The Battle of the Alazan battlefield general area also overlaps a portion of the APE to the west.  There are also modern military-related artifact discoveries adjacent to the eastern part of the APE that may be associated with a redoubt from the Battle of the Alamo. Do not share the names associated with these locations.  Also, I've included an exhibit that identifies the likely redoubt locations during the Battle of the Alamo (note several along/adjacent to the APE). This information is not to be shared. This exhibit doesn't take into account other redoubts and earthworks associated with earlier or later conflicts.	VIA reviewed the additional data provided by OHP regarding possible funeral pyre locations following the Battle of the Alamo.	VIA has incorporated the information provided by OHP regarding possible funeral pyre locations following the Battle of the Alamo. Please see the last paragraph of Section 4.5 of the revised Archeological Desktop Overview Report. These locations have been designated as high-probability areas and will be used to determine locations for construction monitoring in consultation with THC and COSA OHP.
Post-Meeting Comments from Consulting Parties	Matthew Elverson	COSA OHP	9/18/2025	Email	Please overlay the 1767 map of downtown San Antonio and see if any structures from this date fall within/adjacent to your APE.	VIA reviewed the 1767 map of downtown San Antonio	VIA has georeferenced the 1767 map of downtown San Antonio with the current APE and identified structures located within the APE. These locations have been designated as high-probability areas and will be used to determine locations for construction monitoring in consultation with THC and COSA OHP.



VIA Advanced Rapid Transit (ART) East/West Corridor Project
Re: Response to Consulting Party Comments Under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas

THC Tracking #202512356

Phase	Reviewer	Organization	Date	Source	Comments	VIA Response	Action
Phase Post-Meeting Comments from Consulting Parties		Organization COSA OHP	<b>Date</b> 9/18/2025	1	Comments  Please email me the SOW for review and comment along with the TAC permit application.	VIA Response Noted.	VIA replied to Matthew's email communicating the following plan: In early 2026, VIA will apply for Texas Antiquities Code (TAC) permit only where scraping is required. Complete construction only where scraping has occurred. Closer to completion of Final Design, likely late 2026, VIA will
							apply for a TAC permit for the rest of the project and then pursue construction for the rest of the project in 2027. Matthew should expect to receive a scope for review after January 1, 2026.
							Consultation with THC and COSA OHP will be conducted throughout the entire process.

or construction impacts downtown by including stops with limited amenities. Sidewalk improvements are planned to provide pedestrian and Americans with Disabilities Act access to the stations.

## Project Development

The Project is included in FTA's Capital Investment Grant Small Starts program. VIA selected the locally preferred alternative (LPA) in October 2018. The LPA was adopted into the fiscally constrained long-range transportation plan in September 2020. The Project entered Small Starts Project Development in October 2022. VIA is coordinating with FTA to ensure it provides all necessary documentation to request a Construction Grant Agreement from FTA in late 2026, with the start of revenue service scheduled for late 2029.

## Area of Potential Effects

To facilitate our consultation, we developed an Area of Potential Effects (APE) considering the Project's potential to both directly and indirectly affect historic resources. The APE reflects the characteristics of the Project, which would generally be limited to the existing right-of-way (ROW). Project activities outside the ROW are primarily at station locations and select intersections where small ROW acquisitions may be necessary to ensure safe bus turns. The APE for above-ground resources is the existing ROW, with a 150-foot buffer around proposed station locations and from areas where new ROW may be acquired. The APE for archeological resources includes all areas that may be directly impacted by the Project, including existing and proposed ROW and all station locations. We understand this project will also be subject to regulation under the Antiquities Code of Texas.

# Next Steps

Architectural Historians meeting the Secretary of the Interior's (SOI) Professional Qualifications Standards will survey the APE to identify historic-age properties and evaluate their eligibility for listing in the National Register of Historic Places (NRHP). A historic resources survey report will be submitted to THC, which will include eligibility and effects evaluations, including maps, photographs, and design exhibits.

To facilitate robust involvement in our Project planning, we compiled a list of potential consulting parties for your review (see Attachment 2). We have also identified six Indian tribes with whom we plan to consult. FTA and VIA plan to extensively engage these parties throughout the environmental review process, discussing concerns they may have regarding the Project's potential effect on historic and cultural resources. Likewise, we will continue to work with your office and are always open to your input and guidance. If you have any questions, please contact me at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

Terence Plaskon Environmental Protection Specialist Federal Transit Administration, Region VI

# Enclosures

Cc: Manjiri Akalkotkar, VIA Maricela Diaz-Wells, VIA Tony Ogboli, FTA

# **Attachment 1: Project Map**



Page 5

# **Attachment 2: Potential Consulting Parties**

# Public and Nonprofit Entities:

- Bexar County Historical Commission
- City of San Antonio Office of Historic Preservation and Certified Local Government
- Conservation Society of San Antonio

# Neighborhood Associations:

- Prospect Hill
- Las Palmas
- Historic Westside Residents
- Gardendale
- Downtown Neighborhood Association
- Dignowity Hill
- Denver Heights
- Jefferson Heights
- Harvard Place East Lawn
- Alamodome Gardens

#### Indian Tribes:

- Alabama-Coushatta Tribe of Texas
- Apache Tribe of Oklahoma
- Comanche Nation, Oklahoma
- Coushatta Tribe of Louisiana
- Mescalero Apache Tribe of the Mescalero Reservation, New Mexico
- Tonkawa Tribe of Indians of Oklahoma

# Wang, Bin

From: Diaz-Wells, Maricela <maricela.diaz-wells@viainfo.net>

Sent: Monday, March 10, 2025 8:46 AM

To: Wang, Bin; Christy Haven

Cc: Weyer, Chris

Subject: Fw: VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project

### as info

From: Plaskon, Terence (FTA) < Terence. Plaskon@dot.gov>

Sent: Monday, March 10, 2025 7:40 AM

To: Diaz-Wells, Maricela <maricela.diaz-wells@viainfo.net>

Cc: Ogboli, Tony (FTA) < lkemefune.ogboli@dot.gov>; Akalkotkar, Manjiri < manjiri.akalkotkar@viainfo.net> Subject: [EXTERNAL] FW: VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project

FYI -

From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>

Sent: Friday, March 7, 2025 10:29 AM

To: Plaskon, Terence (FTA) <Terence.Plaskon@dot.gov>; reviews@thc.state.tx.us Subject: VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.



**Re:** Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

# **THC Tracking #202506261**

Date: 03/07/2025

VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project

San Antonio

**Description:** Updated station location.

Dear Terence Plaskon:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff, led by Justin Kockritz, Brad Jones and Emily Dylla, has completed its review and has made the following determinations based on the information submitted for review:

# **Archeology Comments**

THC/SHPO concurs with information provided.

We have the following comments: Thank you for providing the updated locations for the proposed stations. The THC will not require mechanical scraping in either proposed area.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: justin.kockritz@thc.texas.gov, brad.jones@thc.texas.gov, emily.dylla@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <a href="http://thc.texas.gov/etrac-system">http://thc.texas.gov/etrac-system</a>.

### Sincerely,



for Joseph Bell, State Historic Preservation Officer Executive Director, Texas Historical Commission Please do not respond to this email. From: Diaz-Wells, Maricela < maricela.diaz-wells@viainfo.net >

Sent: Friday, February 14, 2025 3:48 PM

To: justin.kockritz@thc.texas.gov < justin.kockritz@thc.texas.gov >; brad.jones@thc.texas.gov

<brad.jones@thc.texas.gov>; emily.dylla@thc.texas.gov <emily.dylla@thc.texas.gov>; Alexander.Shane@thc.texas.gov

<Alexander.Shane@thc.texas.gov>

Cc: Akalkotkar, Manjiri < manjiri.akalkotkar@viainfo.net >; Terence plaskon < Terence.plaskon@dot.gov >

Subject: Re: VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project

Ref: Section 106 Consultation for the VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project, San Antonio, Texas (THC Tracking # 202503232)

Hello,

On November 12, 2024, the Federal Transit Administration (FTA) initiated consultation with you for the VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project (the Project) in San Antonio, Texas (Texas Historical Commission (THC) Tracking # 202503232). VIA Metropolitan Transit Authority (VIA) and FTA received your comments on the Project on December 10, 2024. Thank you for your review.

The following are responses to your comments:

#### **Above-ground Resources**

VIA acknowledges THC's concurrence with the proposed Area of Potential Effect (APE) for the above-ground cultural resources. VIA will survey the APE to identify historic-age properties and evaluate their eligibility for listing in the National Register of Historic Places (NRHP).

Additionally, VIA acknowledges the additional properties that have been determined eligible for listing in the National Register through previous Section 106 consultation with the Texas Department, including:

- Prospect Hill Historic District,
- Buena Vista Historic District, and
- The West Commerce Street Bridge over the Union Pacific Railroad.

VIA will include these properties in the Project's effect assessment and consult with relevant stakeholders, including consulting parties and Native American Tribes, for further input.

#### **Archeology**

THC has recommended a construction monitoring and inadvertent discoveries plan for the Project. VIA will develop this plan in alignment with the approach used for the VIA ART North/South Corridor project.

THC commented that there is a planned station within the likely footprint of a historic cemetery. Please note that the station location identified by THC is based on an earlier conceptual layout for the Project. To avoid the impact to the historic cemetery, VIA has modified the Project design and proposed two alternative station locations. VIA will incorporate both options into the preliminary design, with the final site selection being made after the environmental review and Section 106 processes. With this modification, VIA believes proactive mechanical scraping would not be necessary. VIA proposes incorporating the updated station location into the archaeological monitoring plan and requests THC reconsider the requirement for proactive scraping in this area.

Ongoing Cultural Resources Efforts and Schedules
A historic resources survey report, which will include eligibility and effects evaluations, will be submitted to THC for review in summer 2025.
VIA is preparing an archaeological background desktop report to identify any archaeological resources that could be impacted by the proposed construction activities. VIA is committed to monitoring any ground disturbance during construction. To ensure this, VIA will develop a construction monitoring and inadvertent discoveries plan, which will outline procedures and steps during construction activities to be followed to monitor and protect archaeological and cultural resources. This plan will align with the approach used for the VIA ART North/South Corridor project. VIA will obtain a Texas Antiquities Permit from the Texas Historical Commission Archeology Division and assign qualified archaeologists to the project site to conduct monitoring, excavations, and address inadvertent discoveries.

We look forward to further consultation on this Project to aid in fostering historic preservation. If you have any questions or need further information about the Project, please do not hesitate to contact me.

Sincerely,

### Maricela Díaz-Wells, AICP

Special Projects Manager
VIA Metropolitan Transit
maricela.diaz-wells@viainfo.net

Cell: 210-740-2395

From: Plaskon, Terence (FTA) < Terence.Plaskon@dot.gov >

Sent: Tuesday, December 10, 2024 3:21 PM

To: Diaz-Wells, Maricela < maricela.diaz-wells@viainfo.net >

Cc: Ogboli, Tony (FTA) < <a href="mailto:lkemefune.ogboli@dot.gov">!kemefune.ogboli@dot.gov">: Akalkotkar, Manjiri</a>

<manjiri.akalkotkar@viainfo.net>; Christy Haven (chaven@HNTB.com) <chaven@HNTB.com>

Subject: [EXTERNAL] FW: VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project

From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>

Sent: Tuesday, December 10, 2024 2:29 PM

**To:** Plaskon, Terence (FTA) < <u>Terence.Plaskon@dot.gov</u>>; <u>reviews@thc.state.tx.us</u> **Subject:** VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.



Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities

Code of Texas

**THC Tracking #202503232** 

Date: 12/10/2024

VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project

San Antonio

San Antonio, TX 78207

**Description:** The Project is an approximately 7.3-mile bus rapid transit line, extending from General McMullen Drive, through downtown, to Coca Cola Place.

#### Dear Terence Plaskon:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff, led by Justin Kockritz, Brad Jones, Emily Dylla and Alexander Shane, has completed its review and has made the following determinations based on the information submitted for review:

#### **Above-Ground Resources**

• THC/SHPO concurs with information provided.

#### **Archeology Comments**

- Areas where ground disturbance will occur need to be monitored by a professional archeologist during construction. If cultural materials are encountered, the monitor will stop construction in the immediate vicinity and examine the discovery. Construction may take place beyond a 50 ft. buffer surrounding the find.
- An archeological survey is required. You may obtain lists of archeologists in Texas through the Council of Texas Archeologists and the Register of Professional Archaeologists. Please note that other qualified archeologists not included on these lists may be used. If this work will occur on land owned or controlled by a state agency or political subdivision of the state, a Texas Antiquities Permit must be obtained from this office prior to initiation of fieldwork. All fieldwork should meet the Archeological Survey Standards for Texas. A report of investigations is required and should be produced in conformance with the Secretary of the Interior's Guidelines for Archaeology and Historic Preservation and submitted to this office for review. Reports for a Texas Antiquities Permit should also meet the Council of Texas Archeologists Guidelines for Cultural Resources Management Reports and the Texas Administrative Code. In addition, any buildings 45 years old or older that are located on or adjacent to the tract should be documented with photographs and included in the report. To facilitate review and make project information available through the Texas Archeological Sites Atlas, we appreciate the submittal of survey area shapefiles via the Shapefile tab on eTRAC concurrently with submission of the draft report. Please note that while appreciated for Federal projects this is required for projects conducted under a Texas Antiquities

Permit. For questions on how to submit these, please visit our video training series at: <a href="https://www.youtube.com/playlist?list=PLONbbv2pt4cog5t6mCqZVaEAx3d0MkgQC">https://www.youtube.com/playlist?list=PLONbbv2pt4cog5t6mCqZVaEAx3d0MkgQC</a>

We have the following comments: The THC History Programs Division, led by Justin Kockritz, concurs that your proposed Area of Potential Effect for aboveground historic properties is appropriate. At this time, we have no additional potential consulting parties to add to your list. We look forward to further consultation, including reviewing the historic resources survey report, when available. As you know, the proposed route passes through or near numerous historic properties that have been previously identified. In addition to several historic districts and properties listed in the National Register of Historic Places or locally designated, we also note that the following properties have been determined eligible for listing in the National Register through previous Section 106 consultation with the Texas Department of Transportation: Prospect Hill Historic District, Buena Vista Historic District, and the West Commerce Street Bridge over the Union Pacific Railroad. Regarding archeology, similar to the document developed for the VIA Advanced Rapid Transit North/South Corridor Project we recommend developing a construction monitoring and inadvertent discoveries plan for the East/West Corridor Project. Additionally, per the Interactive Comment Map availble on the project website, there is a planned station within the likely footprint of a historical cemetery. To keep in compliance with the Texas Health and Safety Code (Chapter 711), proactive scraping will need to occur in this area to identify whether graves are present. All archeological work occurring within publicly-owned or -controlled property must be permitted through our Archeology Division, per the Texas Natural Resources Code (Chapter 191.054), prior to the commencement of fieldwork.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: <a href="mailto:justin.kockritz@thc.texas.gov">justin.kockritz@thc.texas.gov</a>, <a href="mailto:brad.jones@thc.texas.gov">brad.jones@thc.texas.gov</a>, <a href="mailto:emily.dylla@thc.texas.gov">emily.dylla@thc.texas.gov</a>, <a href="mailto:Alexander.Shane@thc.texas.gov">Alexander.Shane@thc.texas.gov</a>.

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Sincerely,

for Joseph Bell, State Historic Preservation Officer Executive Director, Texas Historical Commission

Please do not respond to this email.

# Wang, Bin

From: Diaz-Wells, Maricela <maricela.diaz-wells@viainfo.net>

Sent: Friday, August 1, 2025 8:57 AM To: Christy Haven; Wang, Bin

Cc: manjiri.akalkotkar; Herrera, Arturo; Toby Hemphill; Weyer, Chris; John Bonaparte

Subject: VIA Metropolitan Transit Advanced Rapid Transit

THC is asking for the design plans and brought up Bowie again. This will add an additional 30 days.

From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>

Sent: Thursday, July 31, 2025 4:08 PM

To: Diaz-Wells, Maricela < maricela. diaz-wells@viainfo.net>; reviews@thc.state.tx.us < reviews@thc.state.tx.us < reviews@thc.state.tx.us>; Terence plaskon < Terence.plaskon@dot.gov>; matthew.elverson@sanantonio.gov < matthew.elverson@sanantonio.gov>

Subject: [EXTERNAL] VIA Metropolitan Transit Advanced Rapid Transit

### This Message Is From an External Sender

This message came from outside your organization.



**Re:** Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

#### **THC Tracking #202512356**

**Date:** 07/31/2025

VIA Metropolitan Transit Advanced Rapid Transit

San Antonio San Antonio 78207

**Description:** VIA Metropolitan Transit (VIA), in cooperation with the Federal Transit Administration (FTA), is completing environmental studies for the VIA Advanced Rapid Transit (ART) East/West Corridor Project.

Dear Maricela Diaz-Wells:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff, led by Justin Kockritz, Brad Jones, Emily Dylla and Claudia Espinosa, has completed its review and has made the following determinations based on the information submitted for review:

#### Above-Ground Resources

• Property/properties are eligible for listing or already listed in the National Register of Historic Places.

• THC/SHPO unable to complete review at this time based on insufficient documentation. A supplemental review must be submitted, and the 30-day review period will begin upon receipt of adequate documentation.

## **Archeology Comments**

• THC/SHPO unable to complete review at this time based on insufficient documentation. A supplemental review must be submitted, and a new review period will begin upon receipt of adequate documentation.

We have the following comments: The THC History Programs Division, led by Justin Kockritz, has completed its review of the Above-Ground Historic Resources Survey Report (dated June 2025) and concurs with your determinations of National Register eligibility summarized in Table 2, Table 3, and Appendix C. The Division of Architecture review staff, led by Claudia Espinosa, is requesting that project plans be submitted for review to gain a full understanding of the visual impact of the proposed stations and the historic aged structures. Regarding archeology, the THC is unable to provide concurrence that archeological monitoring may be limited to the proposed locations without additional information. Please provide any available design or construction plans. If such plans are not yet available, the proposed unanticipated discoveries plan should be revised. Rather than identify specific areas for monitoring, the revised plan should clarify that monitoring will occur in high probability areas to be determined in consultation with the THC and COSA-OHP once the full extent of ground disturbances is identified through project plans. In addition, the proposed station on Commerce Street between Bowie and Elm Streets is situated in a high probability area for unmarked graves, and as such archeological scraping at this location will be required to ensure compliance with Chapter 711 of the Texas Health and Safety Code.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: justin.kockritz@thc.texas.gov, brad.jones@thc.texas.gov, emily.dylla@thc.texas.gov, claudia.espinosa@thc.texas.gov.

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for Joseph Bell, State Historic Preservation Officer Executive Director, Texas Historical Commission

Please do not respond to this email.

cc: terence.plaskon@dot.gov ,matthew.elverson@sanantonio.gov

From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>

Sent: Thursday, July 31, 2025 4:08 PM

To: Diaz-Wells, Maricela < maricela. diaz-wells@viainfo.net>; reviews@thc.state.tx.us < reviews@thc.state.tx.us < reviews@thc.state.tx.us>; Terence plaskon < Terence.plaskon@dot.gov>; matthew.elverson@sanantonio.gov < matthew.elverson@sanantonio.gov>

Subject: [EXTERNAL] VIA Metropolitan Transit Advanced Rapid Transit

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This message came from outside your organization.



**Re:** Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

#### **THC Tracking #202512356**

**Date:** 07/31/2025

VIA Metropolitan Transit Advanced Rapid Transit

San Antonio San Antonio 78207

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The review staff, led by Justin Kockritz, Brad Jones, Emily Dylla and Claudia Espinosa, has completed its review and has made the following determinations based on the information submitted for review:

#### **Above-Ground Resources**

• Property/properties are eligible for listing or already listed in the National Register of Historic Places.

• THC/SHPO unable to complete review at this time based on insufficient documentation. A supplemental review must be submitted, and the 30-day review period will begin upon receipt of adequate documentation.

## **Archeology Comments**

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We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: justin.kockritz@thc.texas.gov, brad.jones@thc.texas.gov, emily.dylla@thc.texas.gov, claudia.espinosa@thc.texas.gov.

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for Joseph Bell, State Historic Preservation Officer Executive Director, Texas Historical Commission

Please do not respond to this email.

cc: terence.plaskon@dot.gov ,matthew.elverson@sanantonio.gov

Ref: Section 106 Consultation for the VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project, San Antonio, Texas (THC Tracking # 202512356)

Maricela Diaz-Wells Special Projects Manager 123 N. Medina St. San Antonio, TX 78207

September 8, 2025

Joseph Bell State Historic Preservation Officer Executive Director, Texas Historical Commission (THC) P.O. Box 12276 Austin, TX 78711-2276

Attn: Justin Kockritz, Brad Jones, Emily Dylla and Claudia Espinosa

Ref: Section 106 Consultation for the VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project, San Antonio, Texas (THC Tracking # 202512356)

Dear Mr. Bell,

On July 1, 2025, VIA Metropolitan Transit Authority (VIA) and the Federal Transit Administration (FTA) submitted the following three documents to you for the VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project (the Project) in San Antonio, Texas:

- Aboveground Historic Survey
- Archaeological Desktop Review
- Archeological Construction Monitoring and Inadvertent Discovery Plan

VIA and FTA received your comments on the Project on July 31, 2025. VIA would like to thank you for your review and offer to meet, so that we may present the information provided in response to your comments. Each of the THC's comments is addressed as follows.

#### Above-Ground Resources

VIA acknowledges THC History Programs Division, led by Justin Kockritz concurs with the determinations of National Register eligibility. The Division of Architecture review staff, led by Claudia Espinosa, is requesting that project plans be submitted for review to gain a full understanding of the visual impact of the proposed stations and the historic aged structures.

#### **Existing Visual Conditions**

The Project corridor is an active urban street with numerous modern features that define its visual character, including existing transit stops, street lighting, traffic signals, signage, utility poles, and other common streetscape elements. These contribute to the corridor's already complex visual environment.

Adjacent land uses include commercial, residential, urban open space, and industrial areas. The inventory of visual resources considers the area of visual effect—the area where the Project corridor is visible—shaped by surrounding topography, vegetation, and structures.



Ref: Section 106 Consultation for the VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project, San Antonio, Texas (THC Tracking # 202512356)

#### Key Views and Viewer Groups

Key views within the corridor include both representative streetscapes and notable architectural landmarks—structures or features of aesthetic, artistic, cultural, or historical interest. Two primary viewer groups were considered:

- Neighbors: Viewing the corridor from adjacent properties
- Travelers: Experiencing the corridor while moving through it

#### **Proposed Visual Elements**

The Project will introduce 18 new or modified stations which will include platforms, shelters, canopies, seating, signage, lighting, and/or other streetscape improvements. The stations will remain along the roadway consistent with the placement of current VIA bus stops. New stations and transit traffic along the existing transportation corridor will not result in a substantive change in setting for the historic properties.

To optimize the visual impacts, VIA plans to do the following:

- VIA will use station designs standardized under VIA's first Bus Rapid Transit, locally known as
  Advanced Rapid Transit (ART), project, the ART North/South Corridor Project (Green Line). The Green
  Line stations resemble standard shelter design with a minimal and light structural design, which are
  used throughout the transit system. These shelters have been granted a Certificates of
  Appropriateness by the City of San Antonio's Office of Historic Preservation (COSA OHP) for use
  throughout the city.
- VIA will seek a Certificate of Appropriateness for all stations. As part of this process, VIA will meet with community members in Historic Districts.
- Through the VIA Art in Transit program, windscreen panel designs will be solicited from students, by working with the schools along the East/West corridor. The artwork for the panels can reflect the historic, cultural and artistic expressions of the specific station areas.
- Within most of the downtown segment, existing stops will be retrofitted with new equipment. In St. Paul Square (Hoefgen Station) and in the Zona Cultural (Frio Station), the existing approved shelter design will be used and there will be no platform or ramps. The Frio Station, along with several other stops in the Zona Cultural, will include artwork that aligns with the historic area's brand, as VIA previously coordinated the shelter design with the City of San Antonio.

Overall, the proposed station design is a fairly transparent design with a cantilevered canopy that reduces the sense of enclosure. As such, the appropriately modern structure will offer components (windscreen art panels, horizontal structure band) that can reflect local station iconography, while allowing the existing historic fabric to 'read through' the station environment. The station components are not anticipated to substantially alter the visual setting for either neighbors or travelers, nor disrupt any established architectural/landmark viewsheds.

#### **Design Status and Review Materials**

While the final station designs are not yet complete, VIA has provided sample designs from the Green Line project, which will serve as the general design model (see **Attachment A**). VIA has also provided preliminary sample designs from the East/West Corridor project (see **Attachment B**). Current design plans are also available in KMZ format (**Attachment C**), showing proposed station locations, along with maps (**Attachment D**) illustrating station proximity to properties recommended as eligible for the National Register of Historic Places (NRHP). VIA seeks the THC's determination that the Project will not cause adverse visual effects to nearby historic properties.

#### Archaeology



Ref: Section 106 Consultation for the VIA Metropolitan Transit Advanced Rapid Transit East/West Corridor Project, San Antonio, Texas (THC Tracking # 202512356)

#### **Construction Monitoring Plan**

Regarding the Construction Monitoring Plan, THC noted that they cannot provide concurrence on limiting archaeological monitoring to the proposed locations without additional information. THC requested any available design or construction plans. If such plans are not yet available, THC advised that the proposed Unanticipated Discoveries Plan be revised. Instead of identifying specific monitoring areas at this stage, the revised plan should state that monitoring will occur in high-probability areas, to be determined in consultation with THC and COSA OHP once the full extent of ground disturbances is known through project plans.

VIA acknowledges THC's comments and has updated the Unanticipated Discoveries Plan accordingly, noting that monitoring will take place in high-probability areas to be defined in consultation with THC and COSA OHP once project plans identify the full extent of ground disturbances. VIA also provided the current design plans (see Attachment C).

#### Archaeological Scraping

THC recommended archaeological scraping at the proposed westbound station on Commerce Street between Bowie and Elm Streets, as this location is considered a high-probability area for unmarked graves.

VIA, in coordination with FTA, plans to conduct archaeological scraping at this location. The existing stop will be retrofitted with new equipment and a bus pad in the roadway, which we do not anticipate disturbing any deeper than the existing roadway base. The Mechanical Scraping Plan includes the station area and any associated roadway work, covering locations where construction activities are planned. The scraping will be conducted under a THC-issued permit prior to the start of construction to ensure full compliance with Chapter 711 of the Texas Health and Safety Code. The areas for scraping will be defined in consultation with THC and COSA OHP once project plans identify the full extent of ground disturbances. VIA has incorporated this scraping plan into the Construction Monitoring Plan document (Attachment E), which outlines the procedures to be followed. VIA respectfully requests THC's concurrence with this proposed approach.

We look forward to further consultation on this Project. If you have any questions or need further information about the Project, please do not hesitate to contact me at 210-740-2395 or maricela.diaz-wells@viainfo.net.

Sincerely,

Maricela Diaz-Wells, Special Projects Manager VIA Metropolitan Transit

cc: Manjiri Akalkotkar, Major Capital Program Officer, VIA Metropolitan Transit Terence Plaskon, Environmental Protection Specialist, FTA Region VI

Attachments are located in a folder online at: For THC Review - Round 2

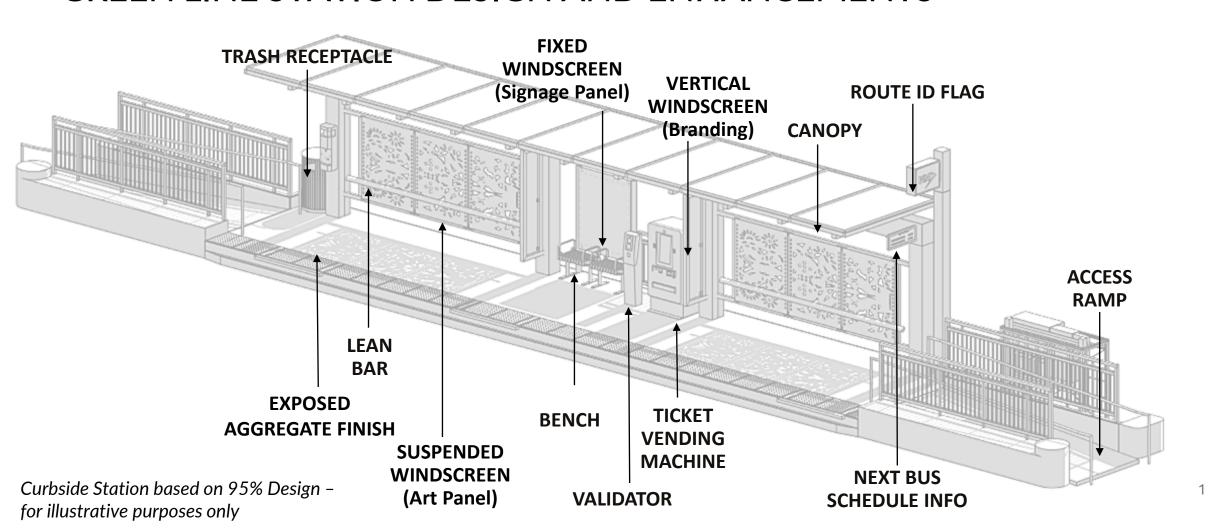
- Attachment A: Green Line Station Renderings
- Attachment B: East/West Corridor Project Station Renderings
- Attachment C: Design Plans
- Attachment D: Maps of Historic Properties and Station Locations
- Attachment E: Construction Monitoring, Mechanical Scraping and Inadvertent Discovery Plan





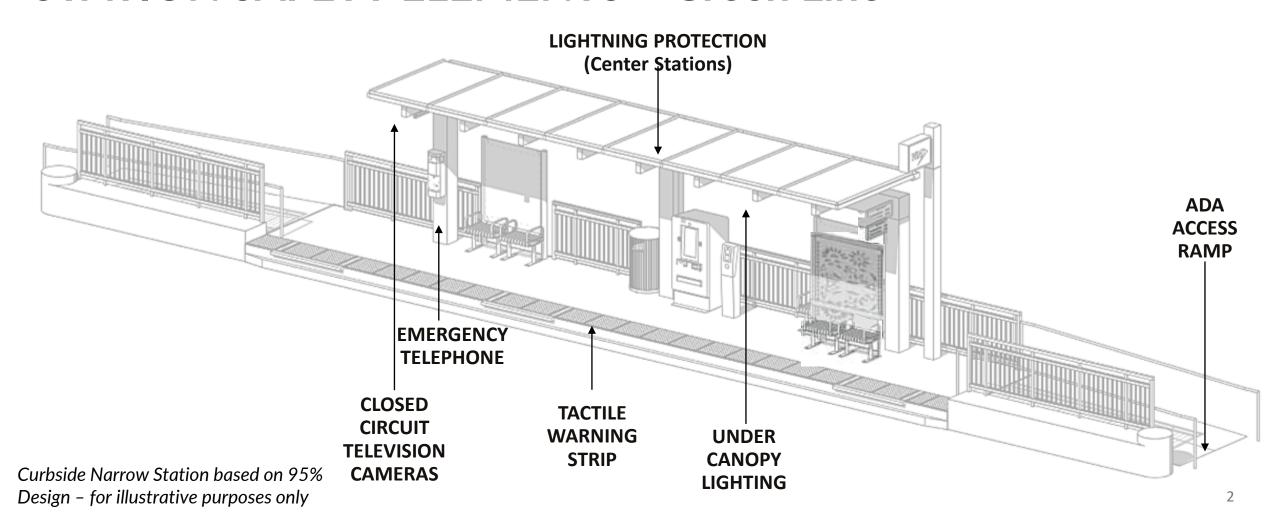


## **GREEN LINE STATION DESIGN AND ENHANCEMENTS**





## **STATION SAFETY ELEMENTS – Green Line**









#### **Attachment A: Silver Line Station Renderings**



**Figure 1:** Example station rendering, side-running configuration in downtown (VIA 2024). Existing stations would be retrofitted with new equipment.



**Figure 2:** Example station rendering, side-running configuration outside of downtown (VIA 2024). This configuration is located on one side of the street along the curb.



**Figure 3:** Example station rendering, center-running configuration on a road with two-way traffic outside downtown (VIA 2024). This configuration is located at the center of the street, allowing service from both sides.



-Recommended NRHP Boundary **Resource 263** 

Figure 4a

Legend

El Camino Real NHT

Station Location

Recommended National Register Boundary

San Antonio Hist District

Parcel Boundary

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

Documented Resource

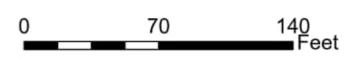


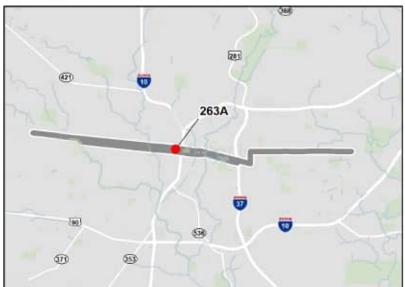
Contributing



Non-Contributing









-Recommended NRHP Boundary Resource 282

Figure 4b



Historical Markers

NRHP Contributing Resource

Station Location

NRHP Listed District

Recommended National Register Boundary

San Antonio Hist District

Parcel Boundary

E

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

Documented Resource



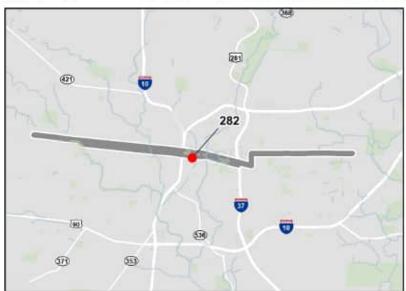
Contributing



Non-Contributing







Imagery: 2024 ESRI World Imagery - Maxar Vivid Advanced



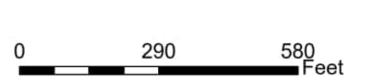
## -Recommended NRHP Boundary Figure 4c -Resource 321

-Resource 321

Legend

National Register Property
Historical Markers
NRHP Contributing Resource
NRHP Listed Resource
ROW Line
Existing Right-of-Way

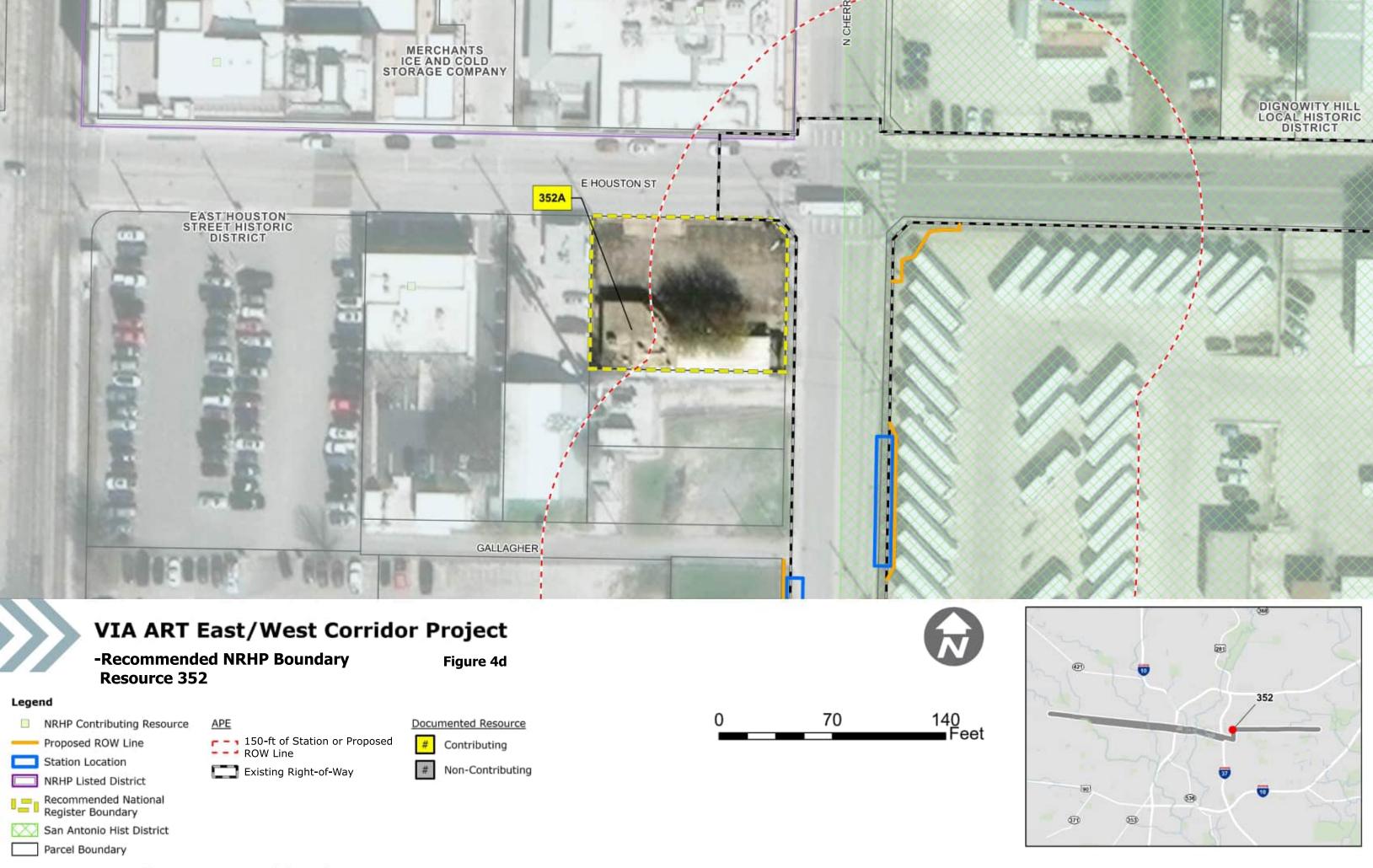
RTHL
SAL
Station Location
NRHP Listed District
Recommended National Register Boundary





Imagery: 2024 ESRI World Imagery - Maxar Vivid Advanced

San Antonio Hist District
Parcel Boundary



Imagery: 2024 ESRI World Imagery - Maxar Vivid Advanced



-Recommended NRHP Boundary **Resource 466** 

Figure 4e

Legend

Station Location

Recommended National Register Boundary

Parcel Boundary

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

Documented Resource



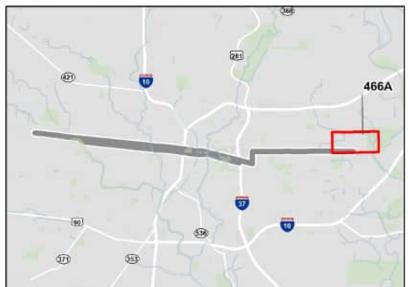
Contributing



# Non-Contributing



940 Feet 470







150-ft of Station or Proposed ROW Line

Existing Right-of-Way

-Previously Determined Eligible National Register District **Prospect Hill National Register Historic District** 



NRHP Contributing Resource

Proposed ROW Line

Station Location

Eligible National Register District

Parcel Boundary

Documented Resource



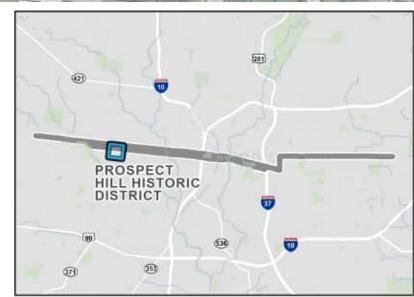
Contributing



# Non-Contributing

Figure 5a





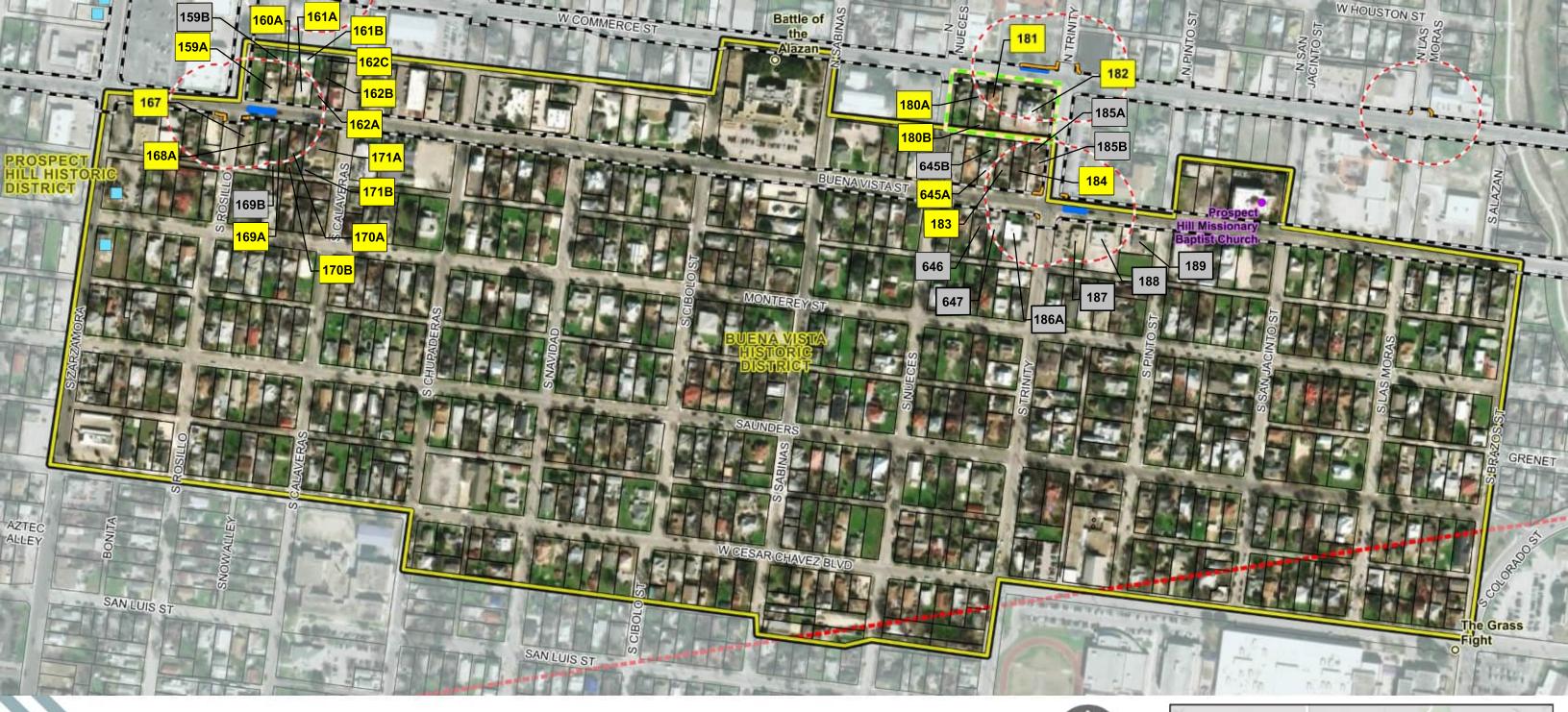


Figure 5b

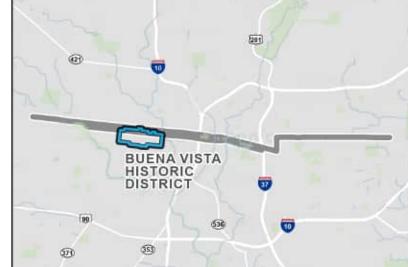
340

680 Feet

## **VIA ART East/West Corridor Project**

-Previously Determined Eligible National Register District, Boundary Expansion Buena Vista National Register Historic District

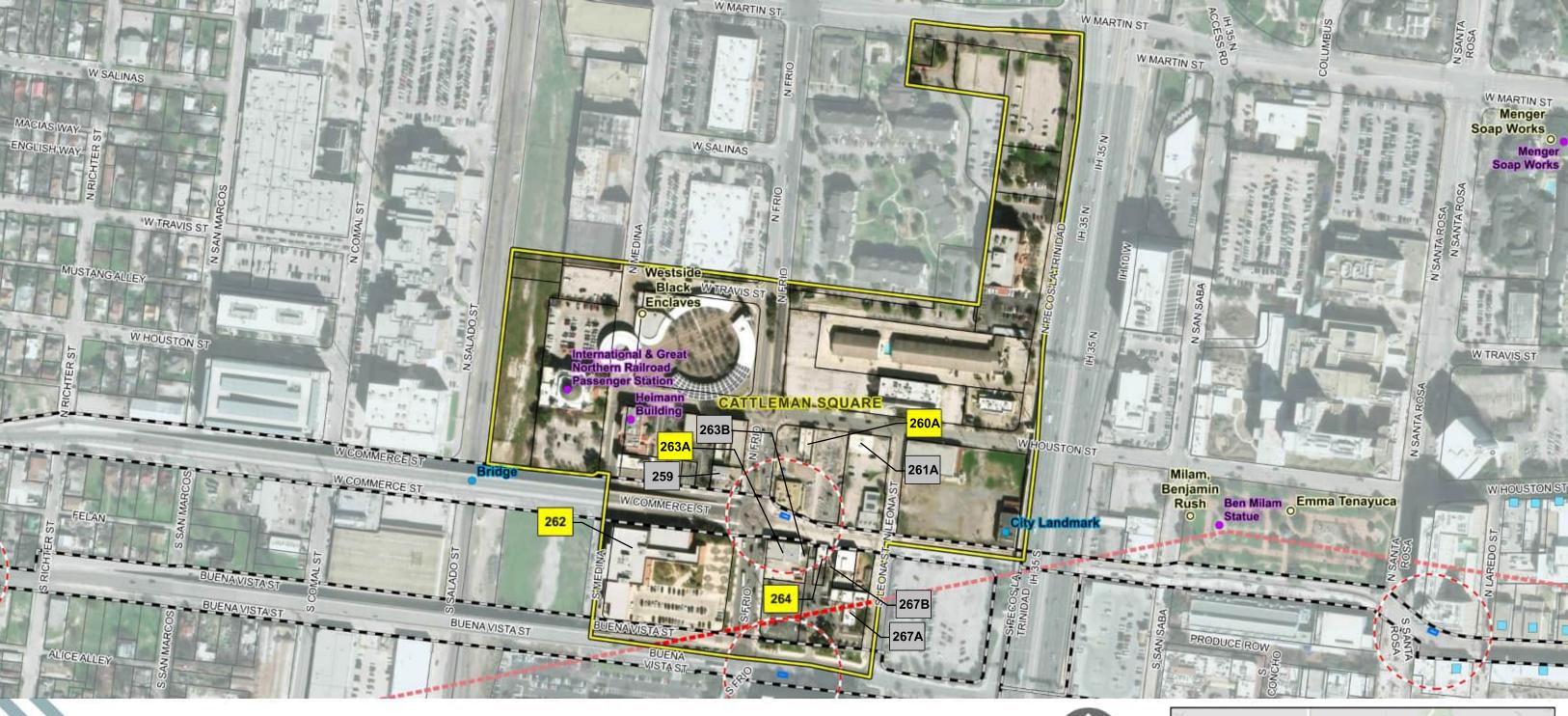
# O Historical Markers NRHP Listed Resource NRHP Contributing Resource ROW Line Proposed ROW Line El Camino Real NHT Station Location APE Documented Resource # Contributing When Contributing # Non-Contributing # Non-Contributing



Imagery: 2024 ESRI World Imagery - Maxar Vivid Advanced

Recommended District
Expansion
Eligible National Register
District

Parcel Boundary



-Local District Recommended Eligible for the National Register

Historical Markers

NRHP Eligible Resource

NRHP Listed Resource

NRHP Contributing Resource

El Camino Real NHT

Station Location

Potential National Register District (Existing City of San Antonio Historic District)

Parcel Boundary

**Cattleman Square Historic District** 

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

## Documented Resource

Contributing



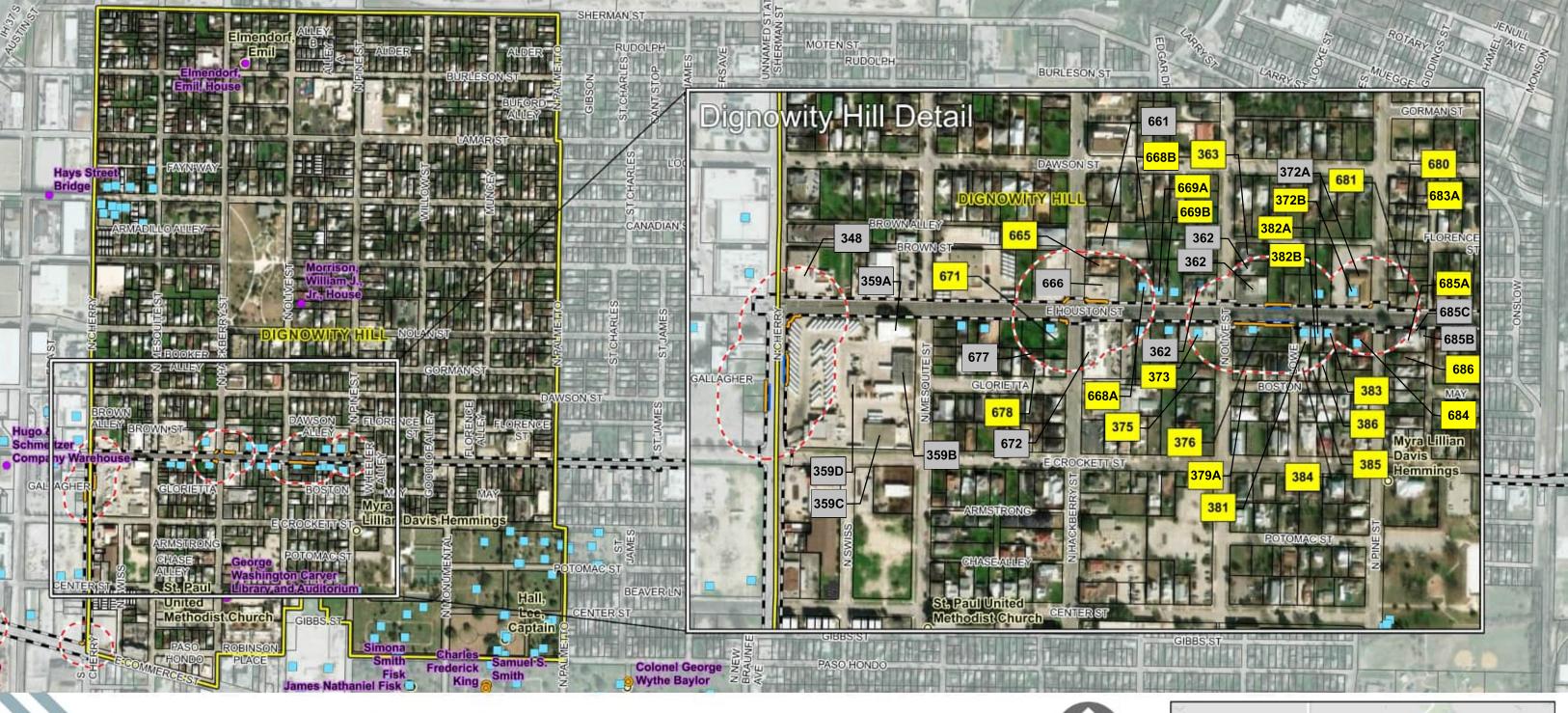
Non-Contributing





Figure 6a





-Local District Recommended Eligible for the National Register **Dignowity Hill Historic District** 

Centennial Marker

NRHP Listed Resource

NRHP Contributing Resource

San Antonio Landmark

Proposed ROW Line

Station Location

Potential National Register (Existing City of San Antonio Historic District)

Parcel Boundary

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

Documented Resource

Contributing

Non-Contributing



Figure 6b

1,000 1,500 Feet

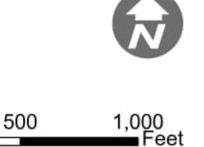




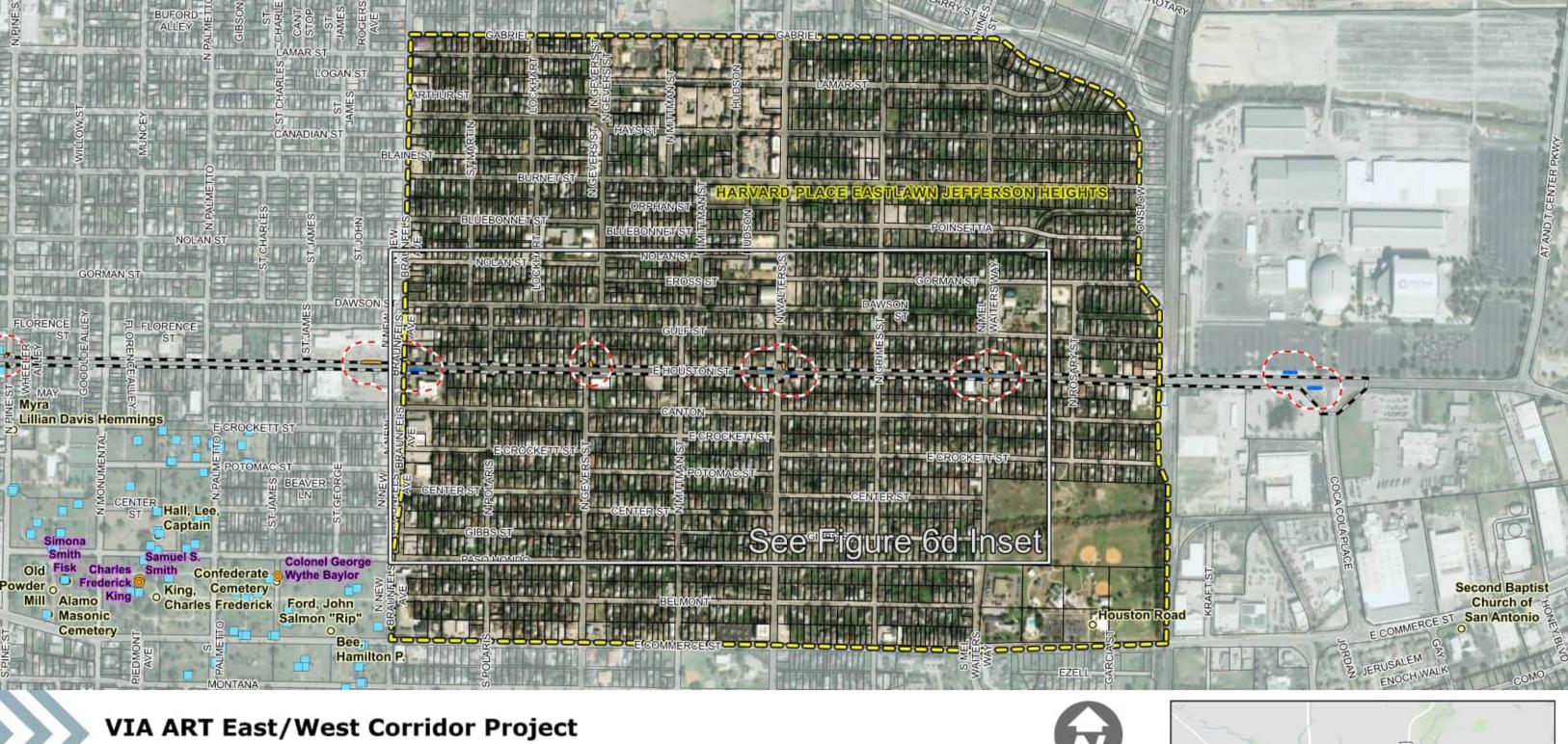
Figure 6c

-Local District Recommended Eligible for the National Register
HemisFair Historic District

#### HemisFair Historic District Proposed ROW Line Documented Resource 150-ft of Station or Proposed ROW Line ■■ El Camino Real NHT Contributing NRHP Eligible Resource Station Location Existing Right-of-Way NRHP Listed Resource Recommended District Non-Contributing Expansion; HemisFair HD NRHP Contributing Resource Potential National Register District (Existing City of San Antonio Historic District) State Landmark Parcel Boundary







-Newly Identified Potential National Register District Harvard Place Eastlawn - Jefferson Heights

- 150-ft of Station or Proposed

Existing Right-of-Way

- - - ROW Line

Documented Resource

Contributing

Non-Contributing

## Legend

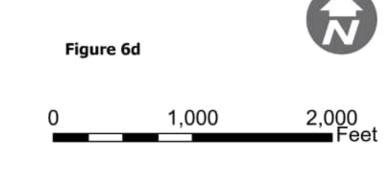
Historical Markers

Centennial Marker

NRHP Contributing Resource

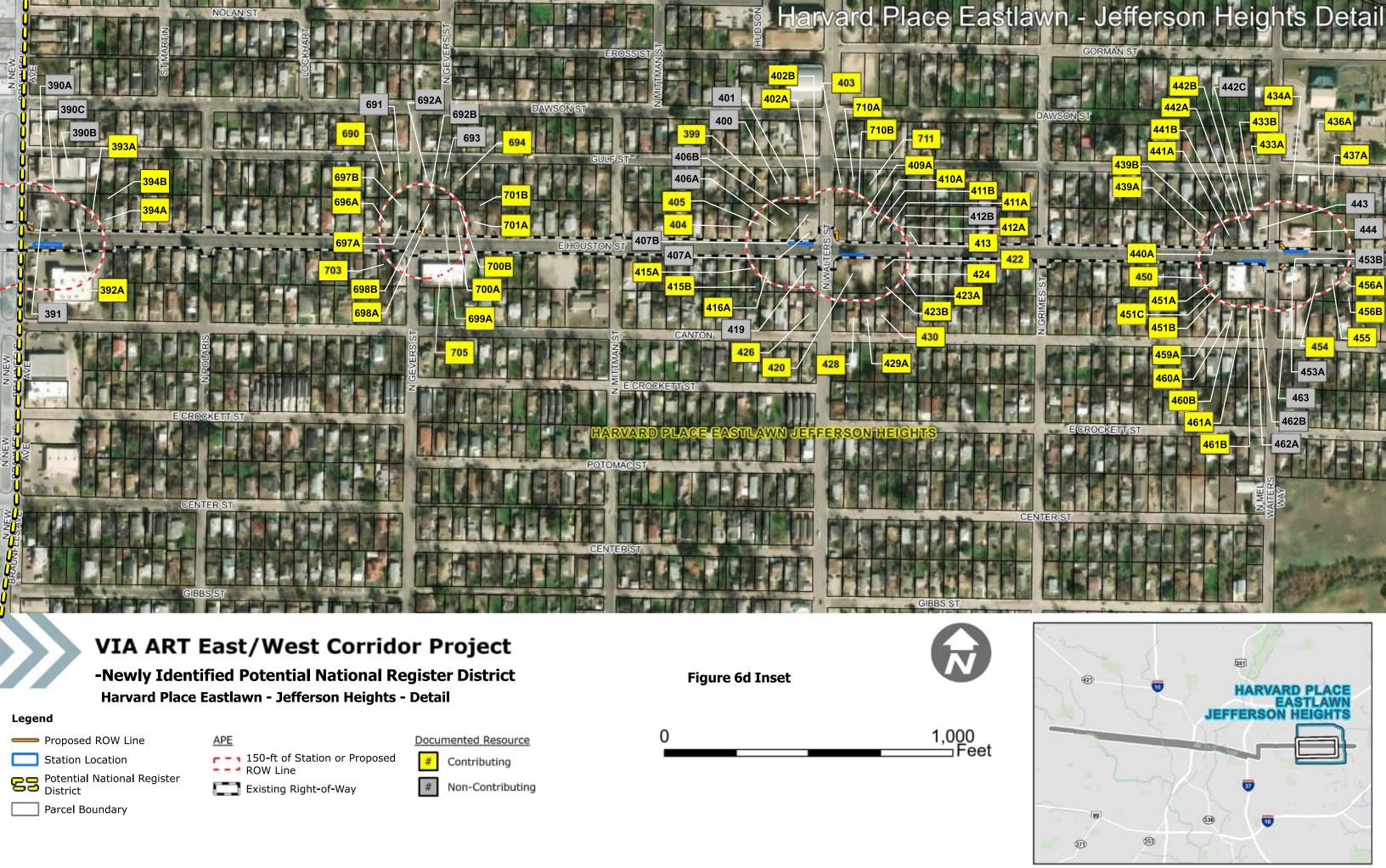
Proposed ROW Line

Station Location Rew Potential National Register District Parcel Boundary





Imagery: 2024 ESRI World Imagery - Maxar Vivid Advanced



≠ in f ©	

Re: Project Review under Section 106 of the National Historic Preservation Act

**THC Tracking #202600443** 

Date: 10/08/2025

VIA Metropolitan Transit Advanced Rapid Transit

San Antonio San Antonio 78207

**Description:** Please see the attached letter that addresses your comments. Due to size constraints, I have put all of the attachments/supplemental documents in a location online.

Dear Maricela Diaz-Wella:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff, led by Justin Kockritz, Emily Dylla and Claudia Espinosa, has completed its review and has made the following determinations based on the information submitted for review:

#### **Above-Ground Resources**

- Property/properties are eligible for listing or already listed in the National Register of Historic Places.
- No adverse effects on historic properties.

#### **Archeology Comments**

• THC/SHPO concurs with information provided.

We have the following comments: The Division of Architecture review staff, led by Claudia Espinosa, finds that there will be no adverse effects to the above-ground historic aged properties. Staff acknowledges that the current plans provided are at 40% completion and requests to review plans as plans proceed further (i.e. 60% or greater) via supplemental submission. Regarding archeology, the THC Archeology Division concurs with the recommendations for monitoring and scraping.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: <a href="mailto:justin.kockritz@thc.texas.gov">justin.kockritz@thc.texas.gov</a>, <a href="mailto:emailto:justin.kockritz@thc.texas.gov">emily.dylla@thc.texas.gov</a>, <a href="mailto:claudia.espinosa@thc.texas.gov">claudia.espinosa@thc.texas.gov</a>.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <a href="http://thc.texas.gov/etrac-system">http://thc.texas.gov/etrac-system</a>.

Sincerely,

Ta hady protesty para privacy, bloman h	Office procured administration devoked of the gloves than the trained			

for Joseph Bell, State Historic Preservation Officer Executive Director, Texas Historical Commission

Please do not respond to this email.

NOTICE: This communication and any attachments ("this message") may contain information which is privileged, confidential, proprietary or otherwise subject to restricted disclosure under applicable law. This message is for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on, this message is strictly prohibited. If you have received this message in error, or you are not an authorized or intended recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

-LAEmHhHzdJzBITWfa4Hgs7pbKI

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.







### Appendix B: Maps

Figure 1: Project Location Map

Figure 2: Overview of APE Maps

Figure 3: Survey Results Maps

Figure 4: Recommendation Maps: Individually Eligible

Resources

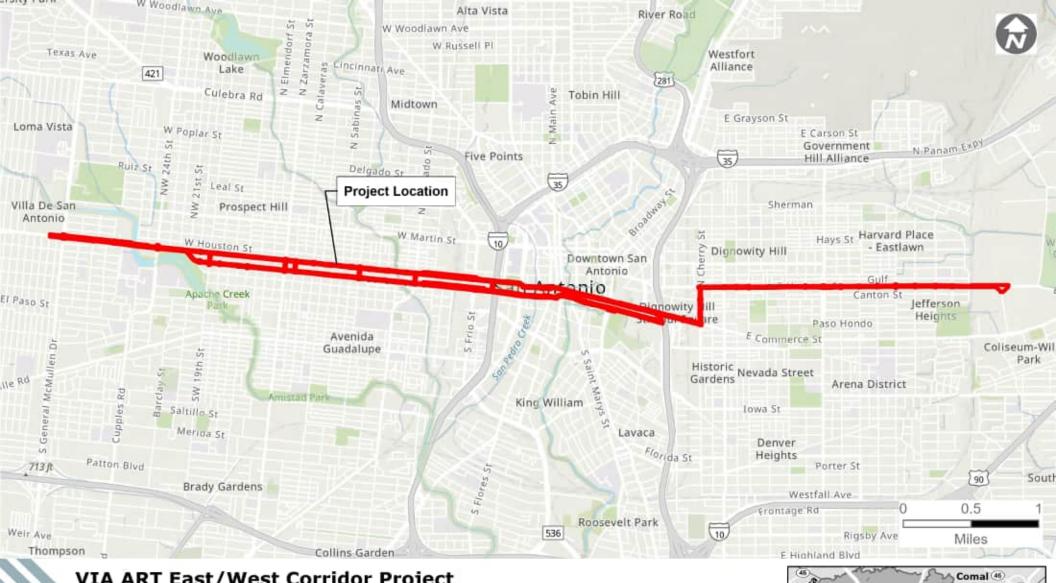
Figure 5: Recommendation Maps: Previously Determined

Eligible Historic Districts

Figure 6: Recommendation Maps: Potential Historic

**Districts** 





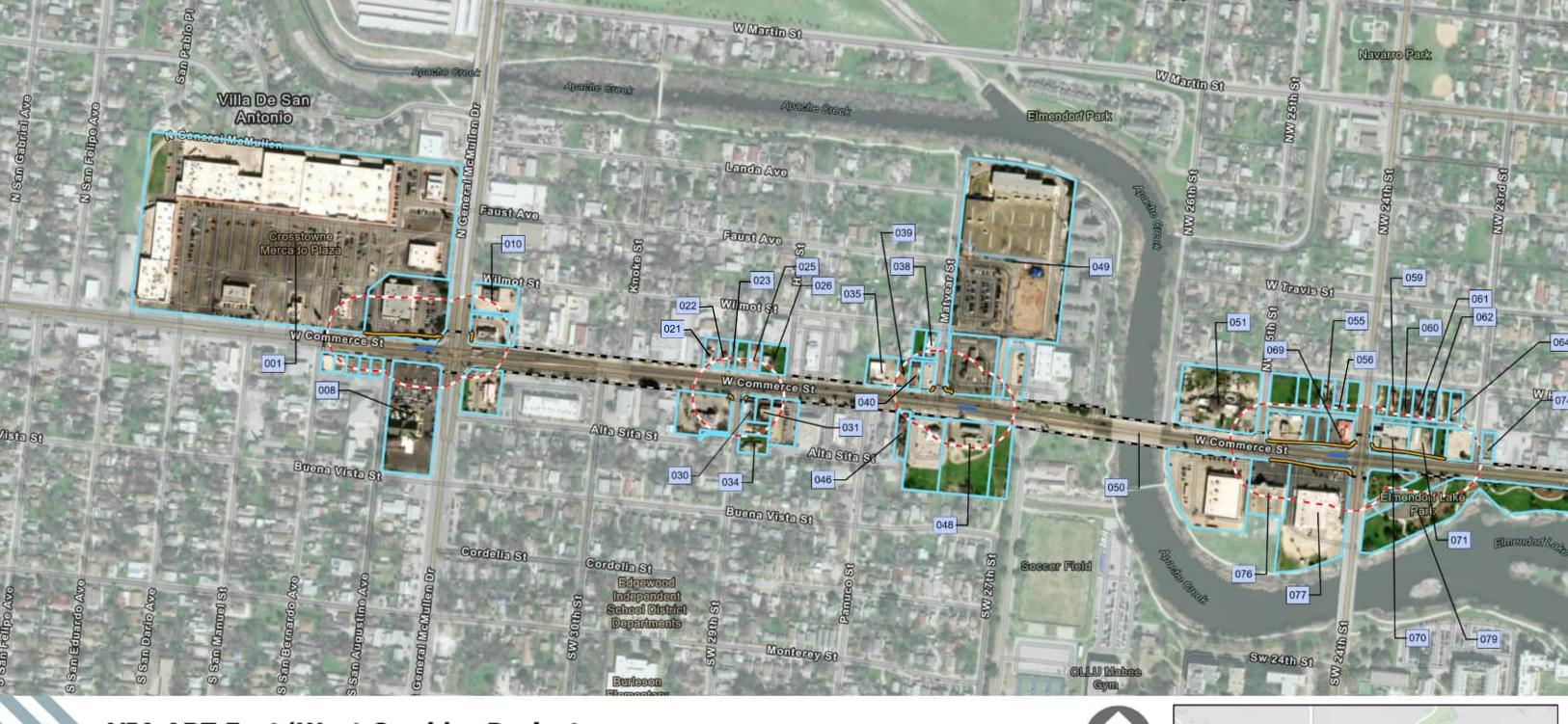
-Project Location

Figure 1

#### Legend

ART East/West Alignment



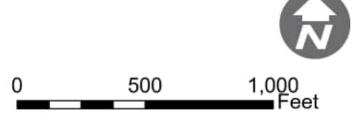


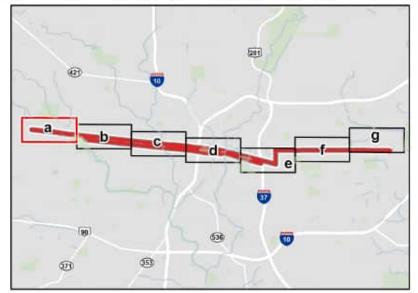


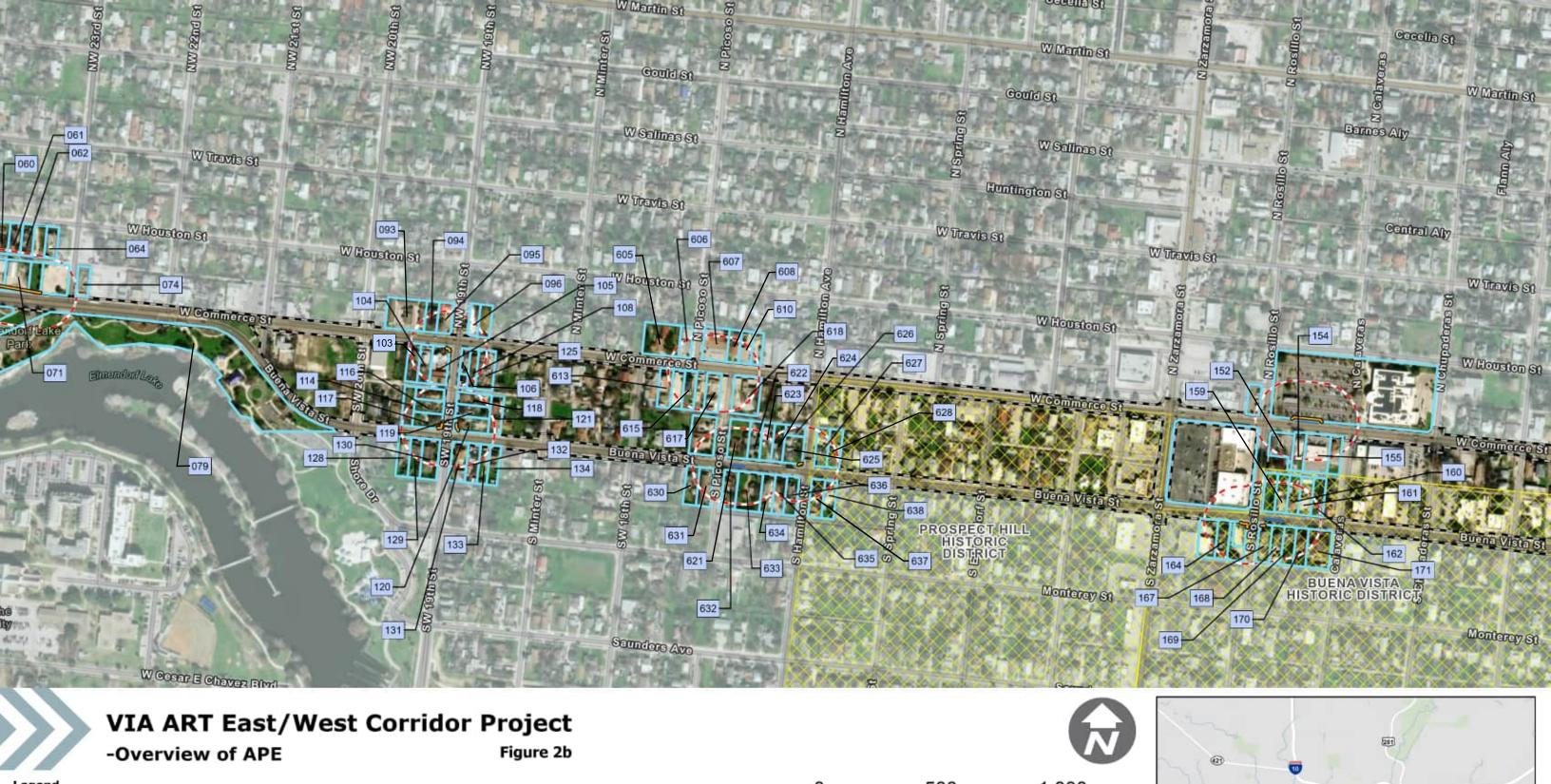
Proposed ROW Line
Station Location
Intersecting Parcel

150-ft of Station or Proposed ROW Line
Existing Right-of-Way

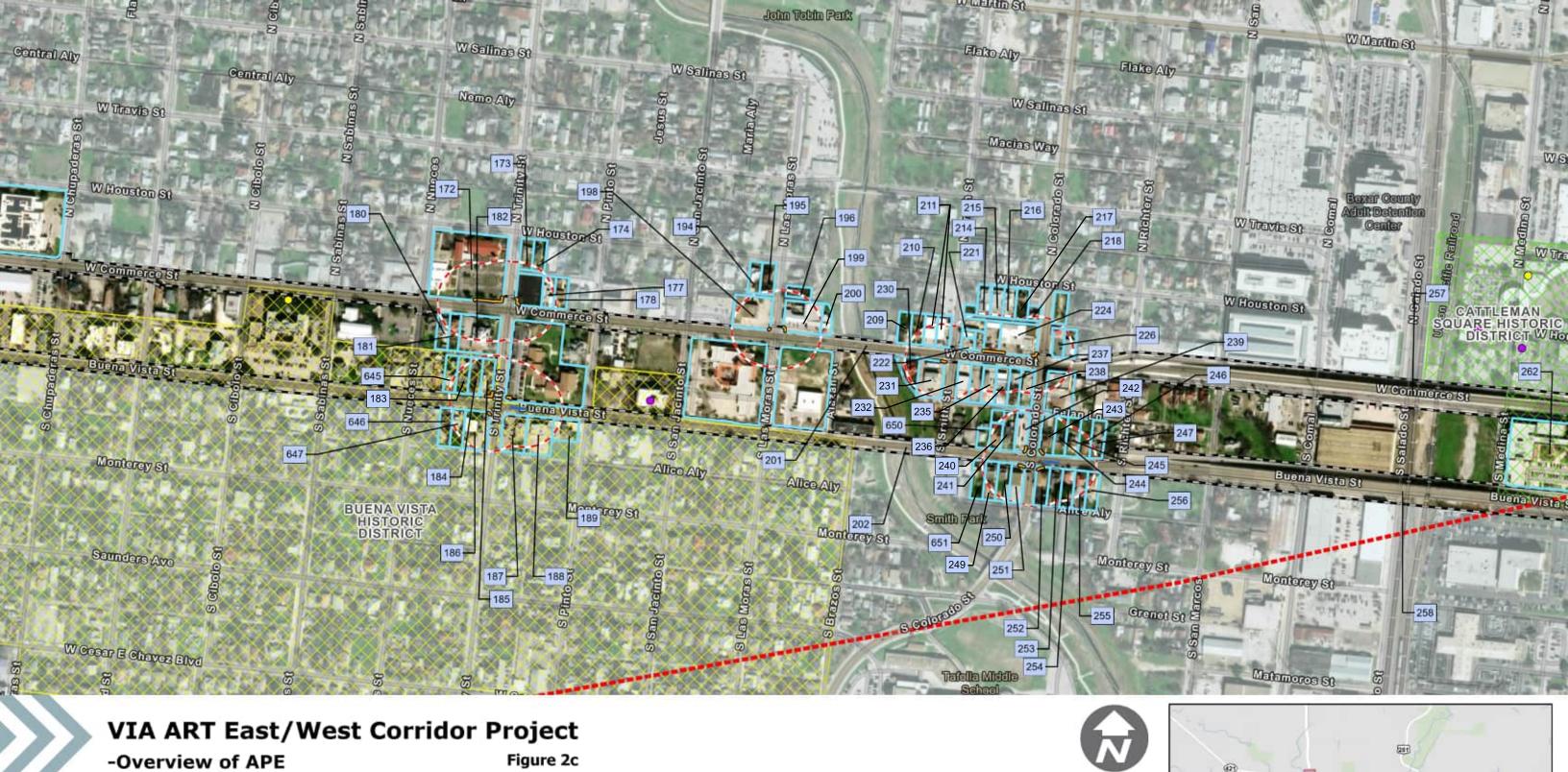
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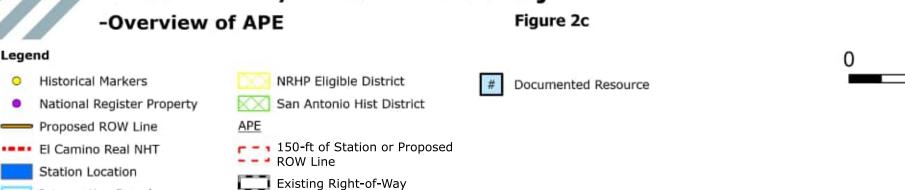














1,000 Feet

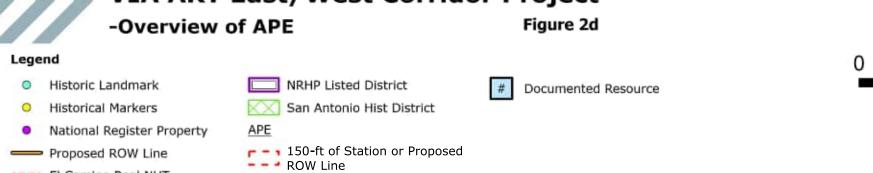
500

Intersecting Parcel



500

1,000 Feet



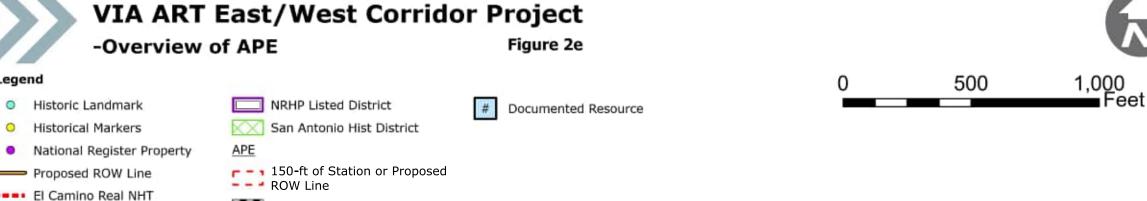
Existing Right-of-Way



Camino Real NHT

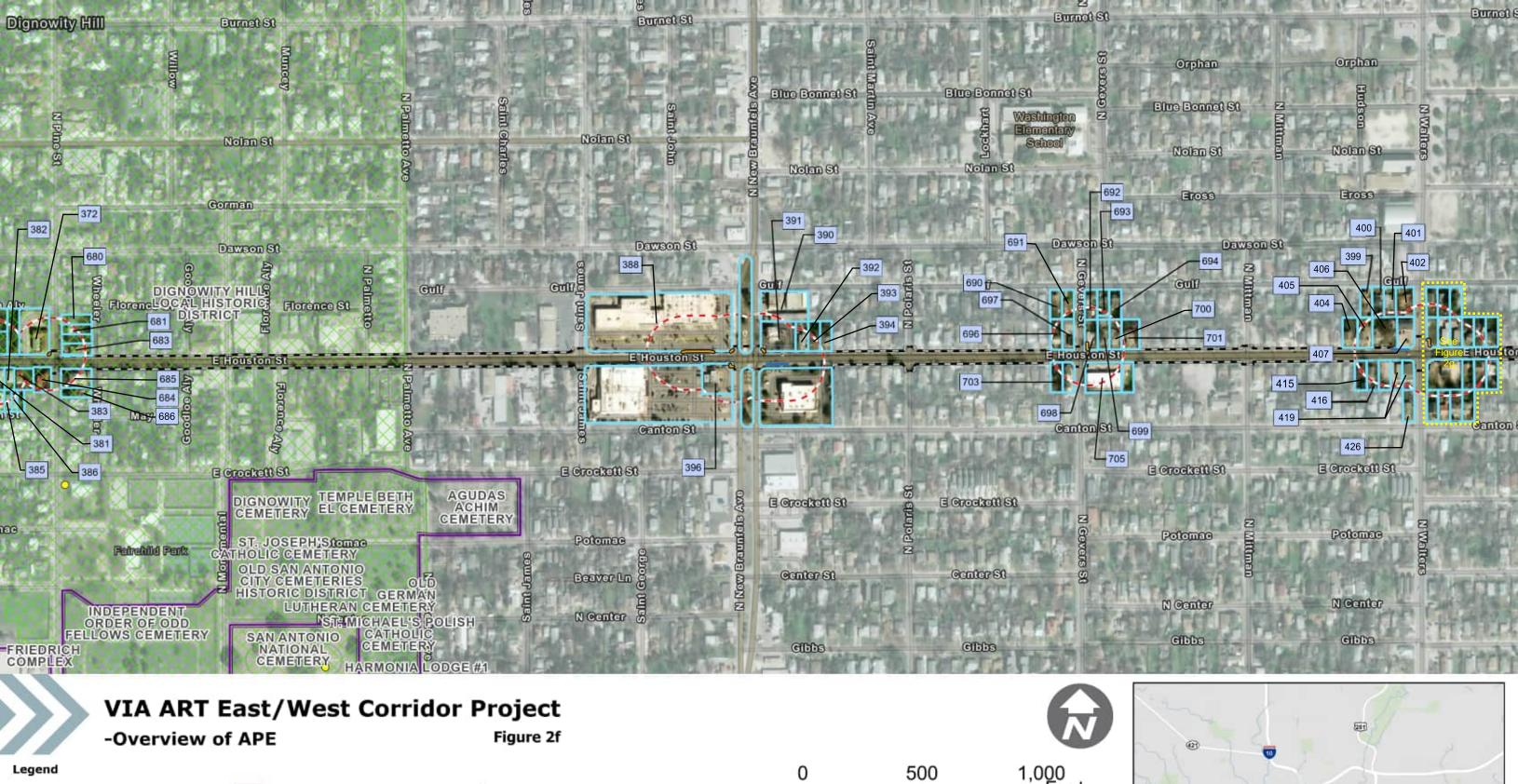
Station Location
Intersecting Parcel

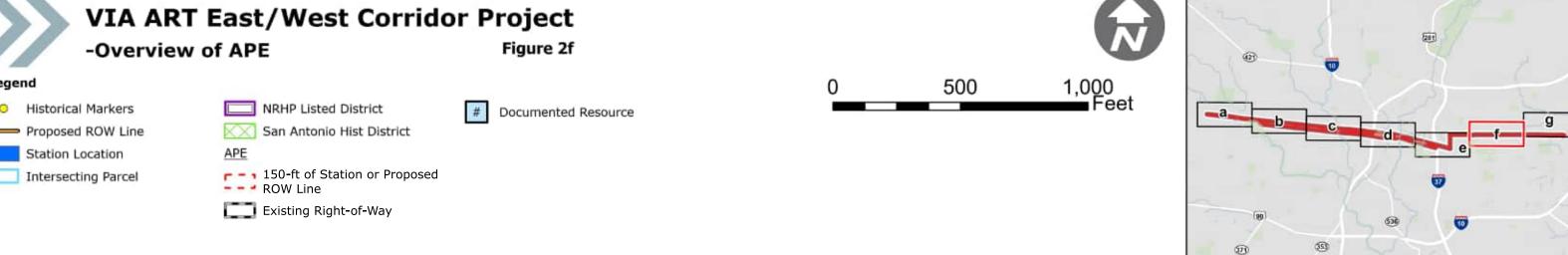


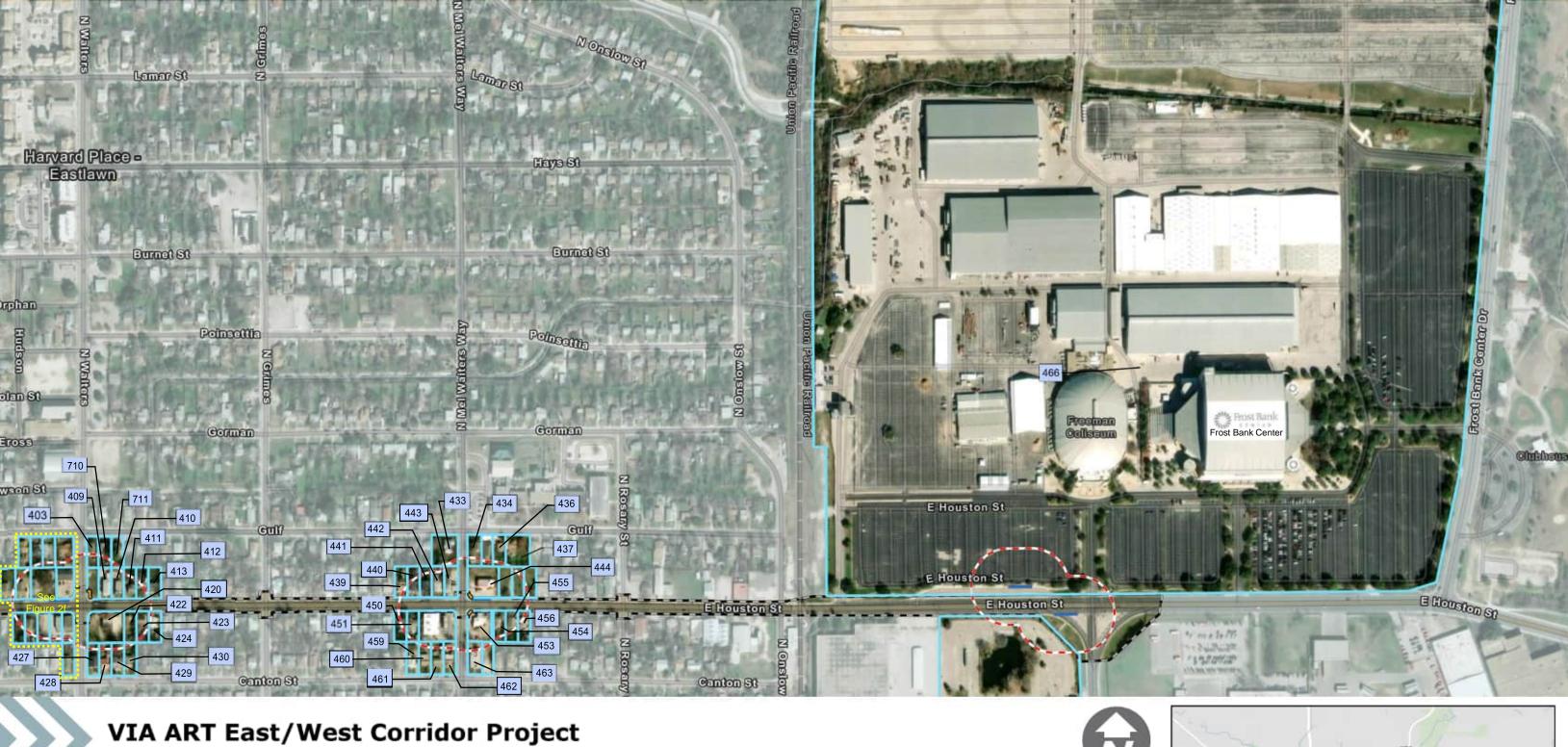


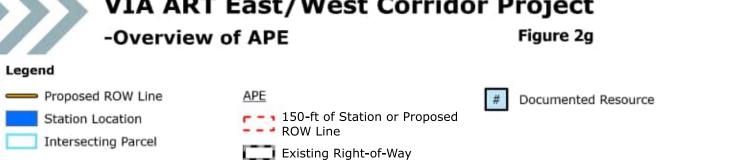


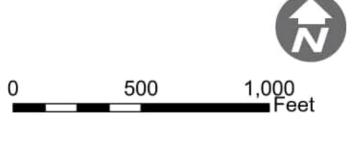
Station Location Intersecting Parcel Existing Right-of-Way



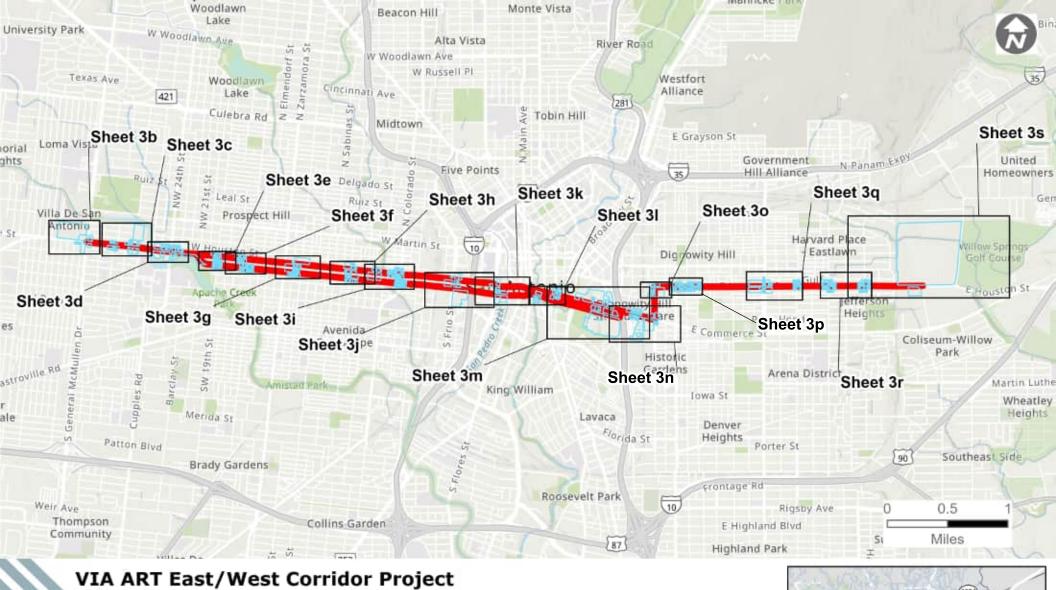












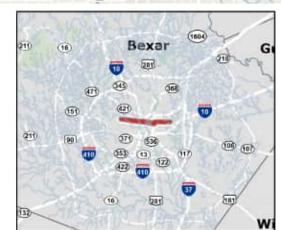
-Survey Results Figure 3a

#### Legend

ART East/West Alignment

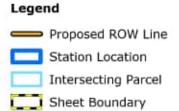
Parcel Intersecting the APE

Sheet Limits









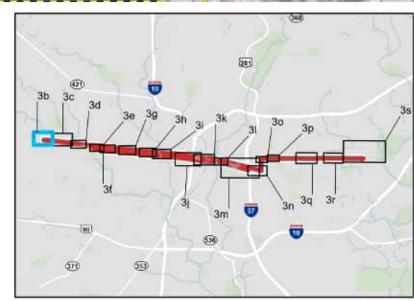
150-ft of Station or Proposed
ROW Line
Existing Right-of-Way

# Historic Age

# Not Historic Age

# Undetermined Age









Proposed ROW Line
Station Location
Intersecting Parcel
Sheet Boundary

APE

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

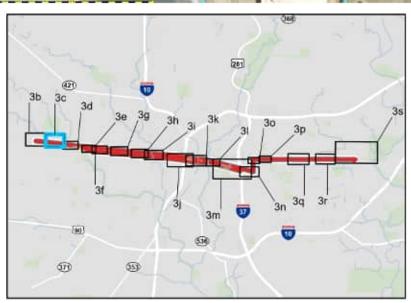
Documented Resource

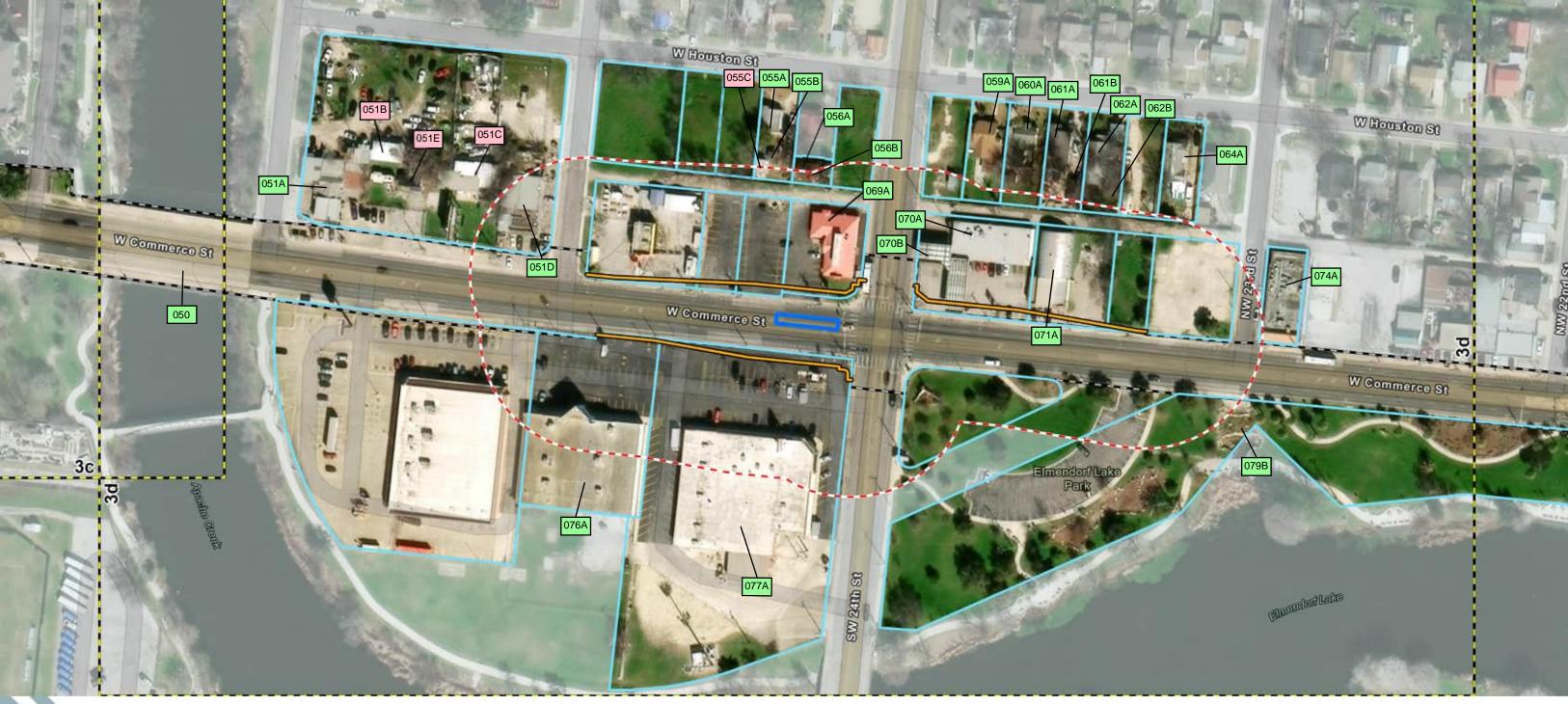
# Historic Age

# Not Historic Age

# Undetermined Age









Proposed ROW Line
Station Location
Intersecting Parcel
Sheet Boundary

PE

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

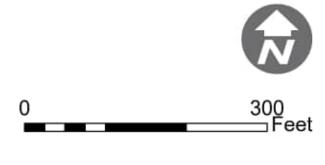
Documented Resource

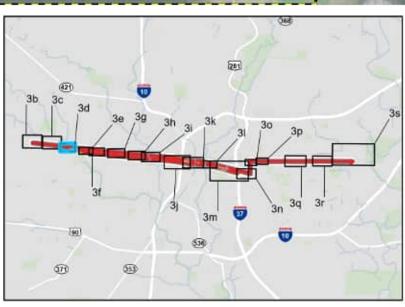
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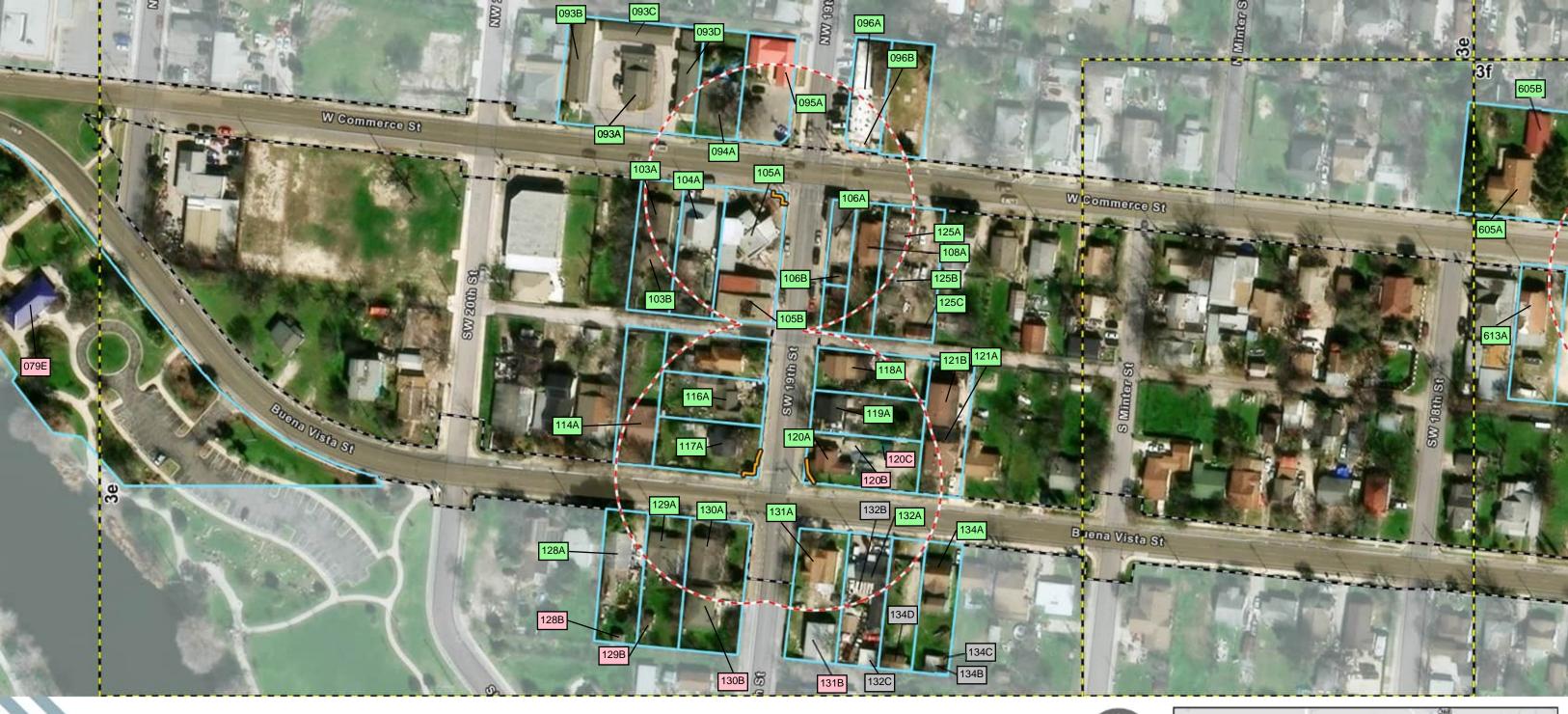
# Historic Age

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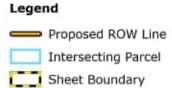
# Undetermined Age







## VIA ART East/West Corridor Project -Survey Results Figure 3e



<u>APE</u>

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

Documented Resource

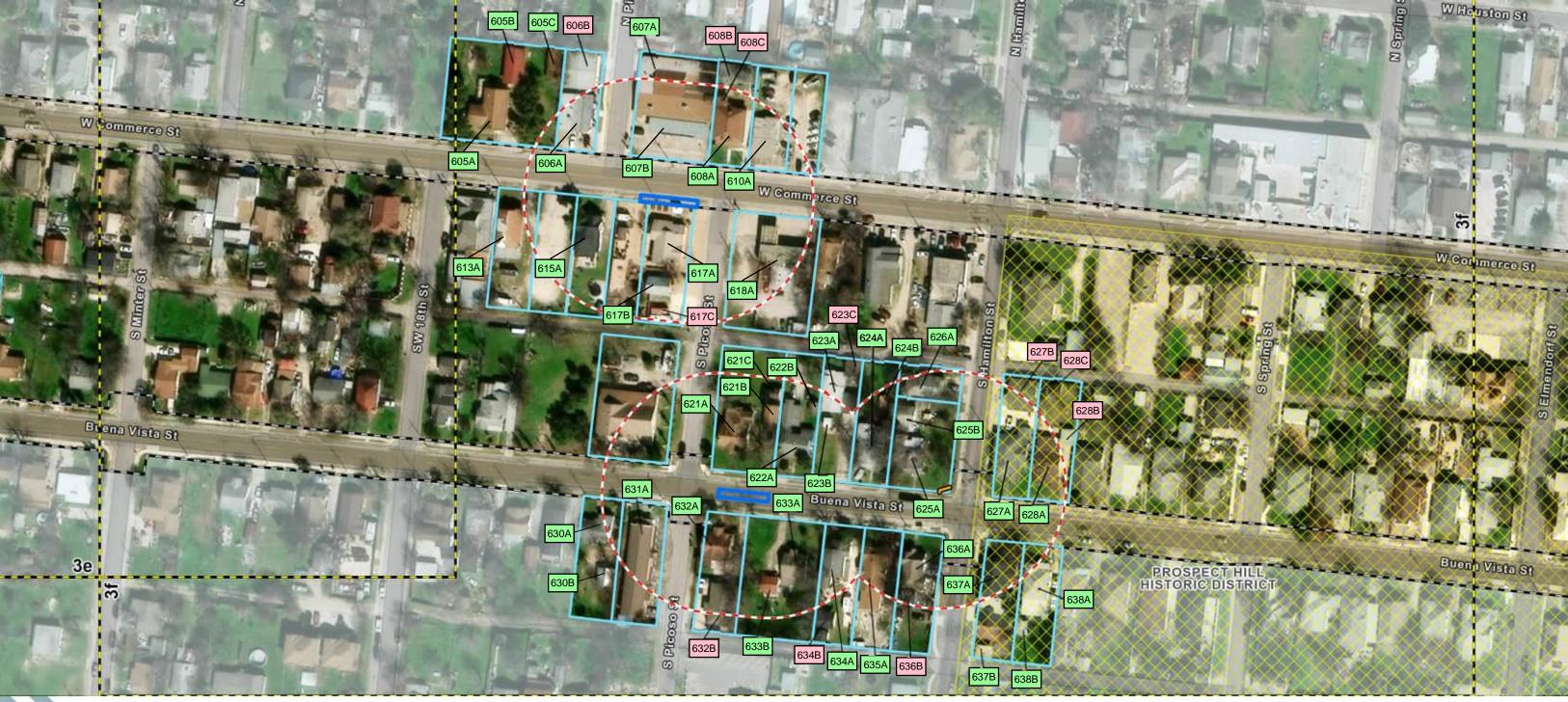
# Historic Age

# Not Historic Age

# Undetermined Age









- Proposed ROW Line Station Location Intersecting Parcel NRHP Eligible District Sheet Boundary

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

Documented Resource

# Historic Age

Not Historic Age

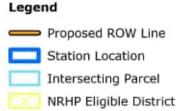
# Undetermined Age











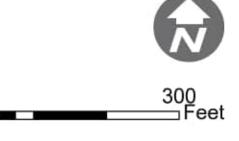
Sheet Boundary

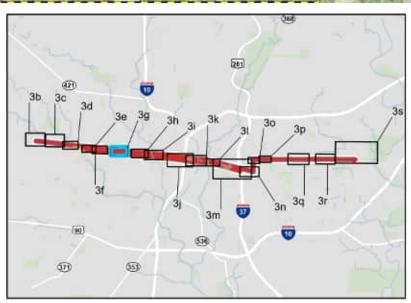
150-ft of Station or Proposed
ROW Line
Existing Right-of-Way

# Historic Age

# Not Historic Age

# Undetermined Age







# VIA ART East/West Corridor Project -Survey Results Figure 3h

#### Legend

National Register Property

Historical Marker

Proposed ROW Line

Station Location
Intersecting Parcel

NRHP Eligible District

Sheet Boundary

APE

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

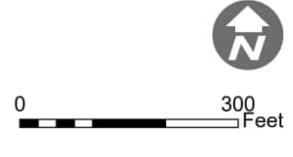
Documented Resource

# Historic Age

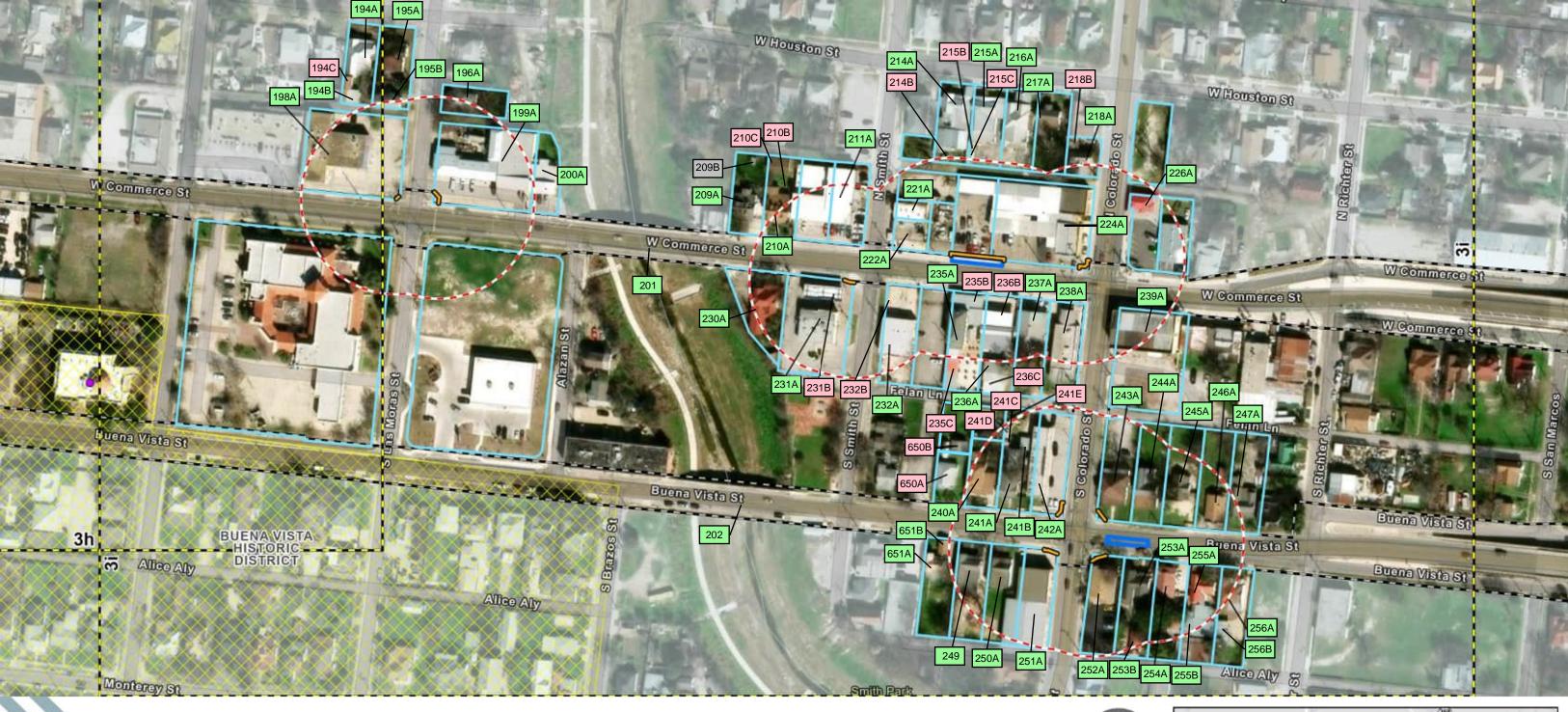
# Historic Age

# Not Historic Age

# Undetermined Age







### **VIA ART East/West Corridor Project** Figure 3i -Survey Results

Legend National Register Property Proposed ROW Line Station Location

Intersecting Parcel

NRHP Eligible District Sheet Boundary

APE

150-ft of Station or Proposed ROW Line

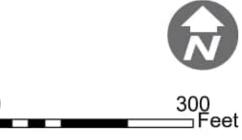
Existing Right-of-Way

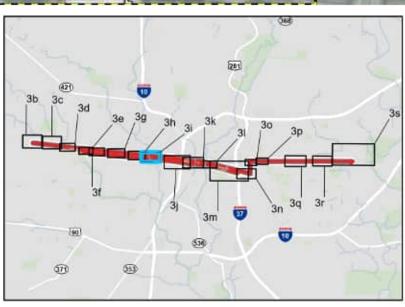
Documented Resource

Historic Age

Not Historic Age

Undetermined Age







## **VIA ART East/West Corridor Project** Figure 3j -Survey Results

Existing Right-of-Way

National Register Property

Historical Marker

El Camino Real NHT

Station Location

Intersecting Parcel

NRHP Listed District

San Antonio Hist District

Sheet Boundary

Documented Resource 150-ft of Station or Proposed ROW Line Historic Age Not Historic Age Undetermined Age



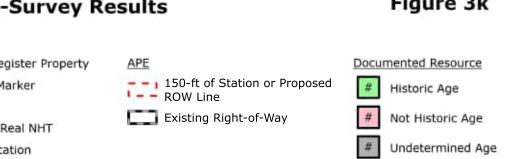




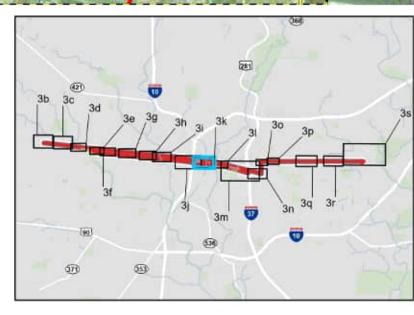


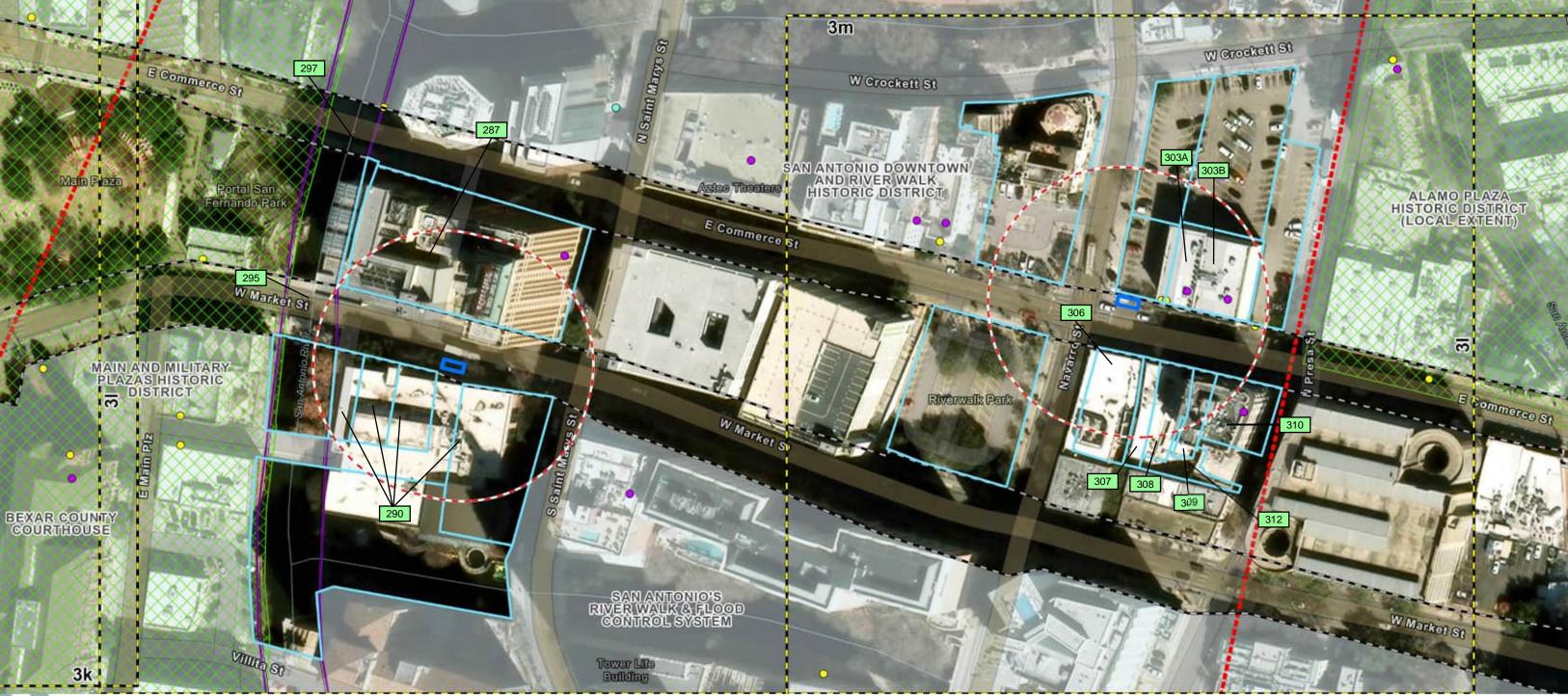
#### Legend

- National Register Property
- Historical Marker
- El Camino Real NHT
- Station Location
- Intersecting Parcel
- NRHP Listed District
- San Antonio Hist District
- Sheet Boundary











#### Legend

National Register Property

Historical Marker

El Camino Real NHT

Station Location

Intersecting Parcel

NRHP Listed District

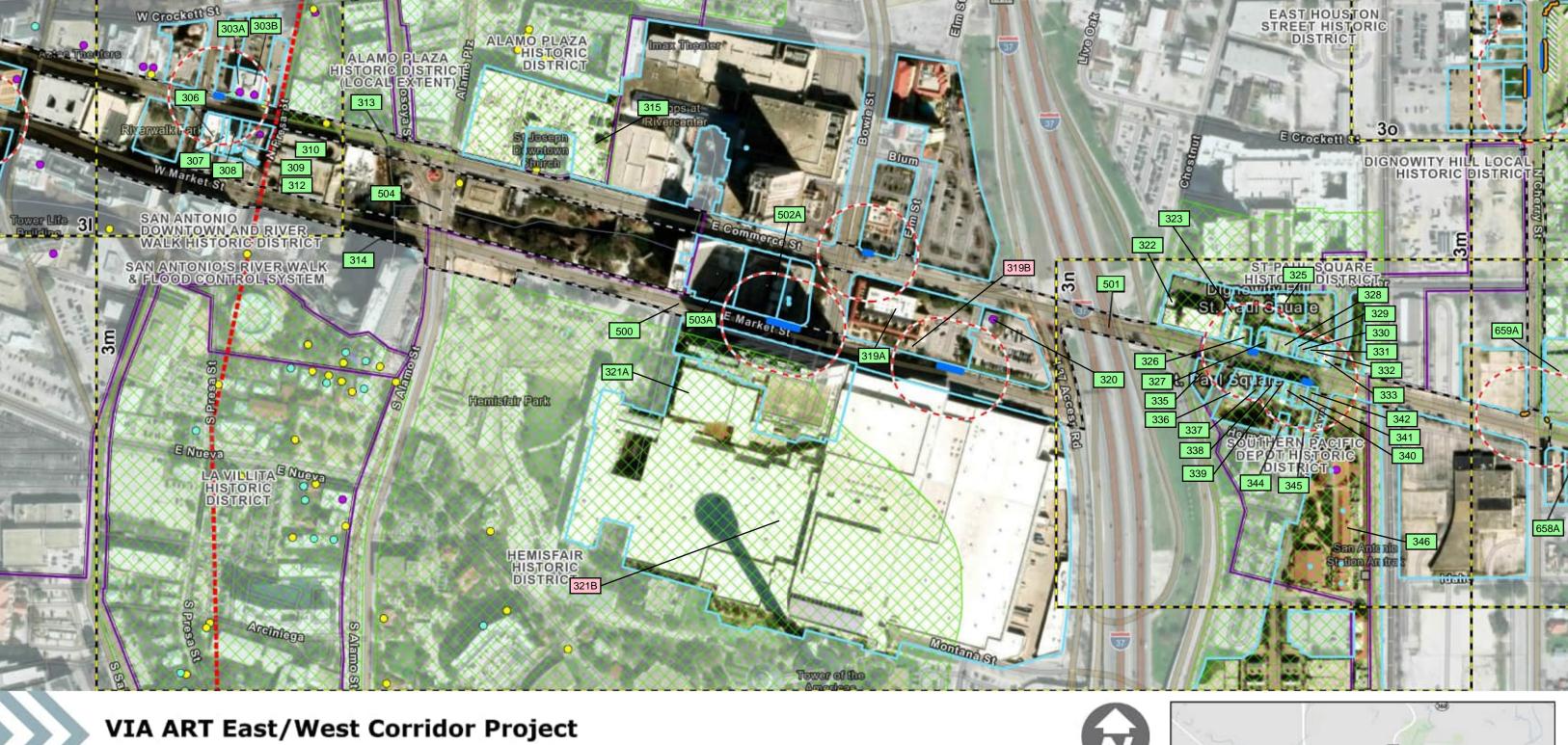
San Antonio Hist District

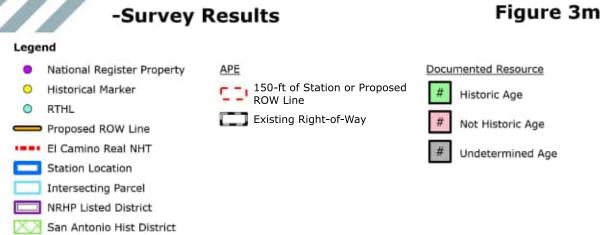
Sheet Boundary

Documented Resource 150-ft of Station or Proposed ROW Line Historic Age Existing Right-of-Way Not Historic Age Undetermined Age

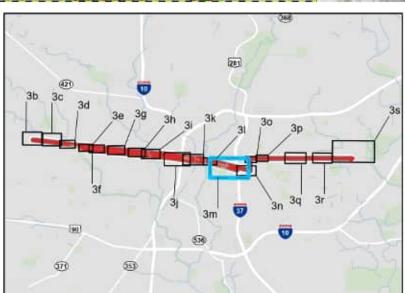








Sheet Boundary



800 Feet



#### **VIA ART East/West Corridor Project** Figure 3n -Survey Results

National Register Property

Historical Marker

Proposed ROW Line

Station Location Intersecting Parcel

NRHP Listed District

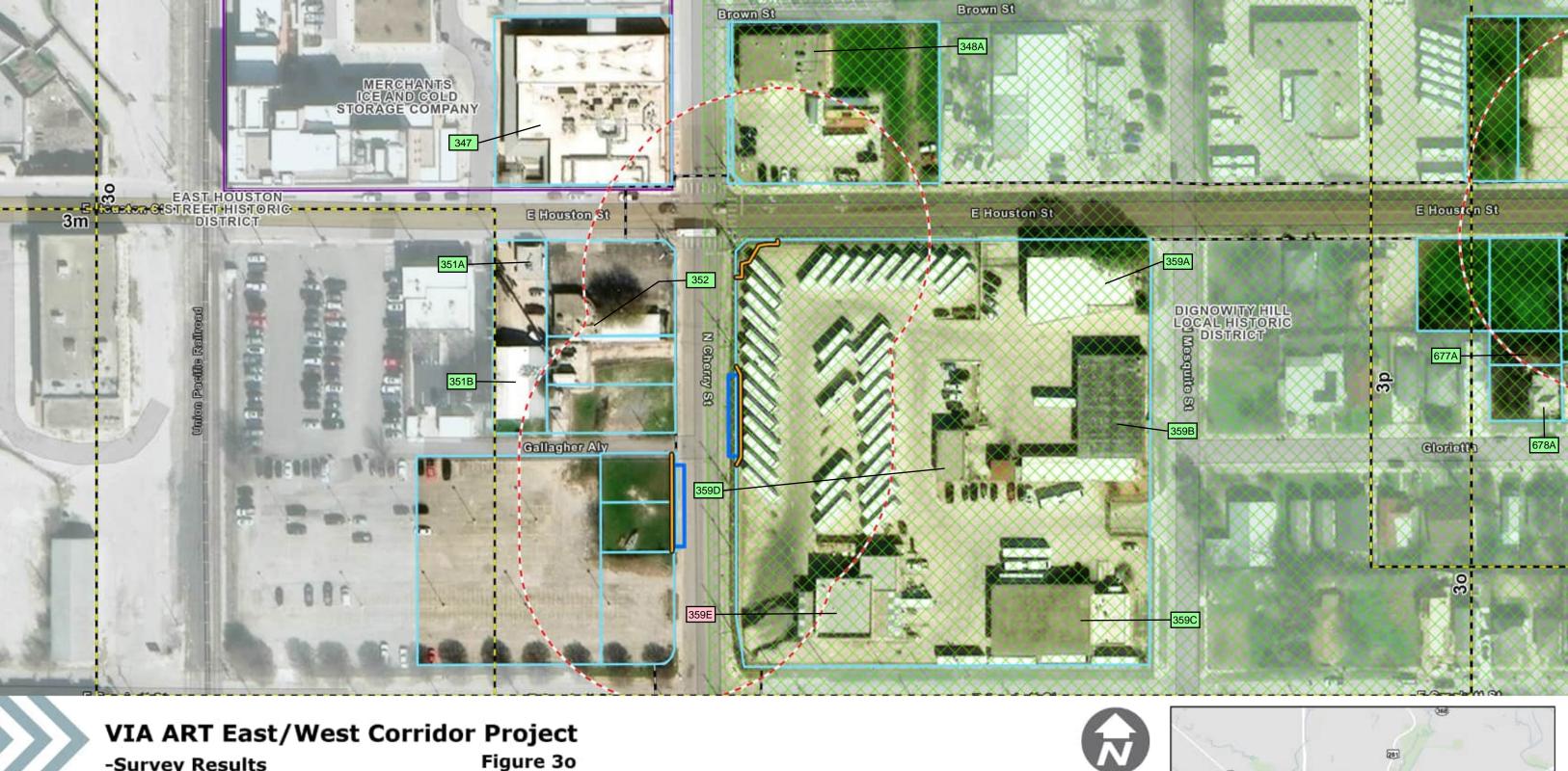
San Antonio Hist District

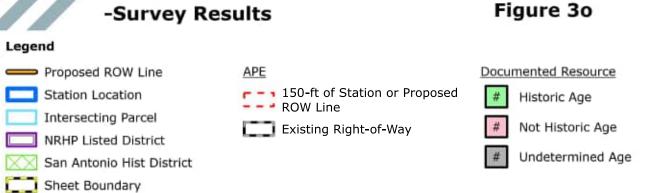
Sheet Boundary

Documented Resource 150-ft of Station or Proposed ROW Line Historic Age Not Historic Age Existing Right-of-Way Undetermined Age















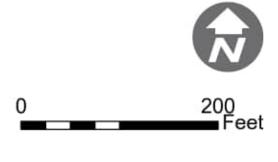
Proposed ROW Line
Station Location
Intersecting Parcel
San Antonio Hist District
Sheet Boundary

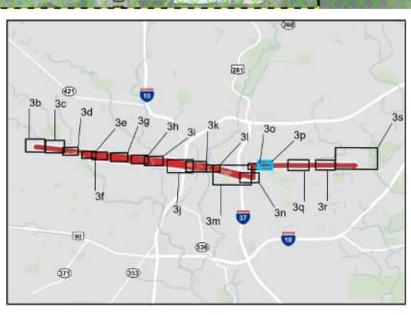
150-ft of Station or Proposed ROW Line
Existing Right-of-Way

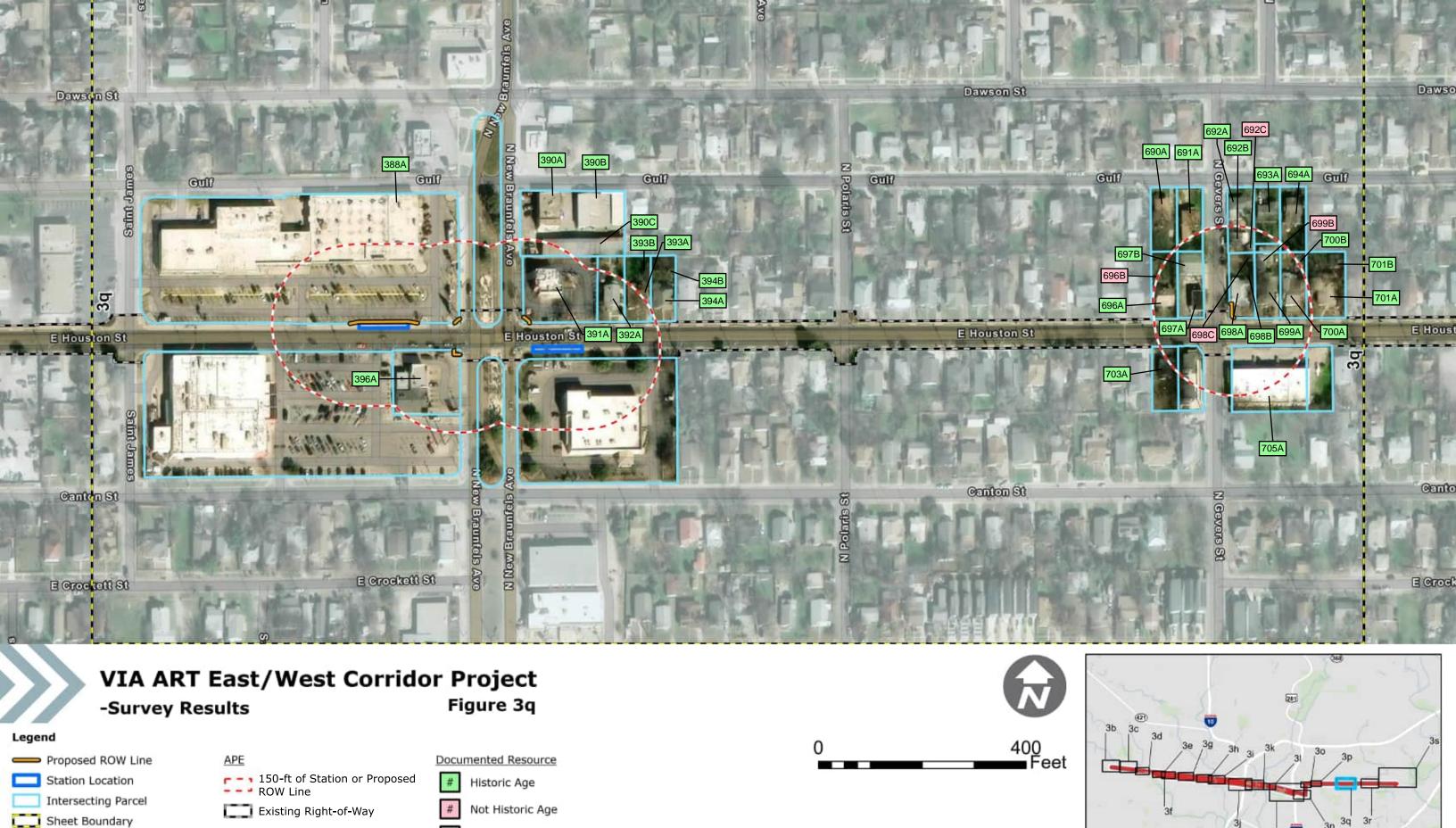
# Historic Age

# Not Historic Age

# Undetermined Age



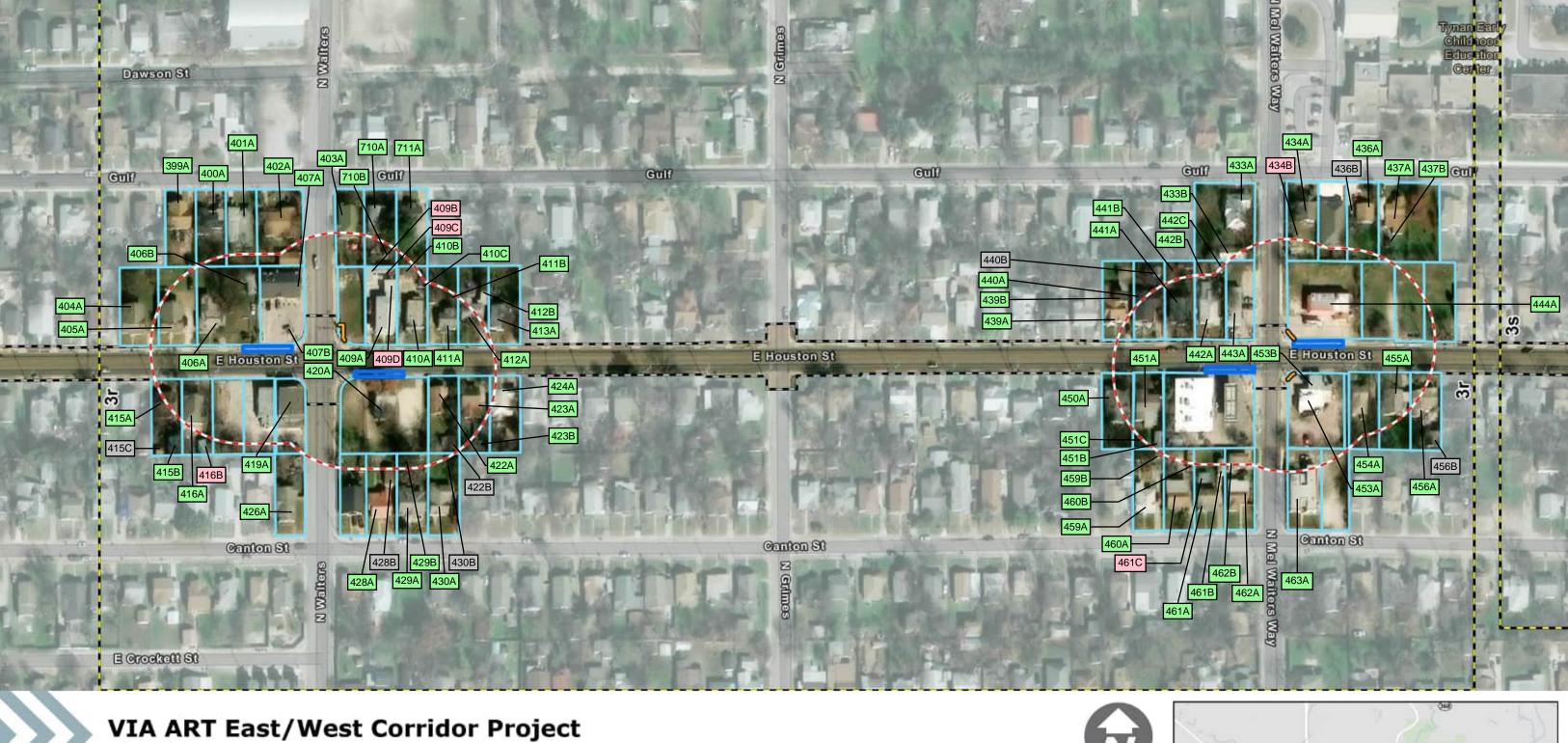


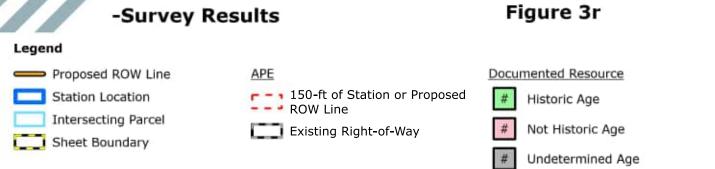


570



# Undetermined Age











Proposed ROW Line
Station Location
Intersecting Parcel
Sheet Boundary

APE

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

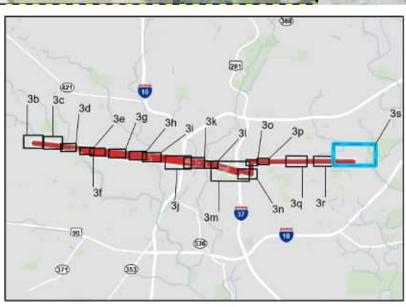
Documented Resource

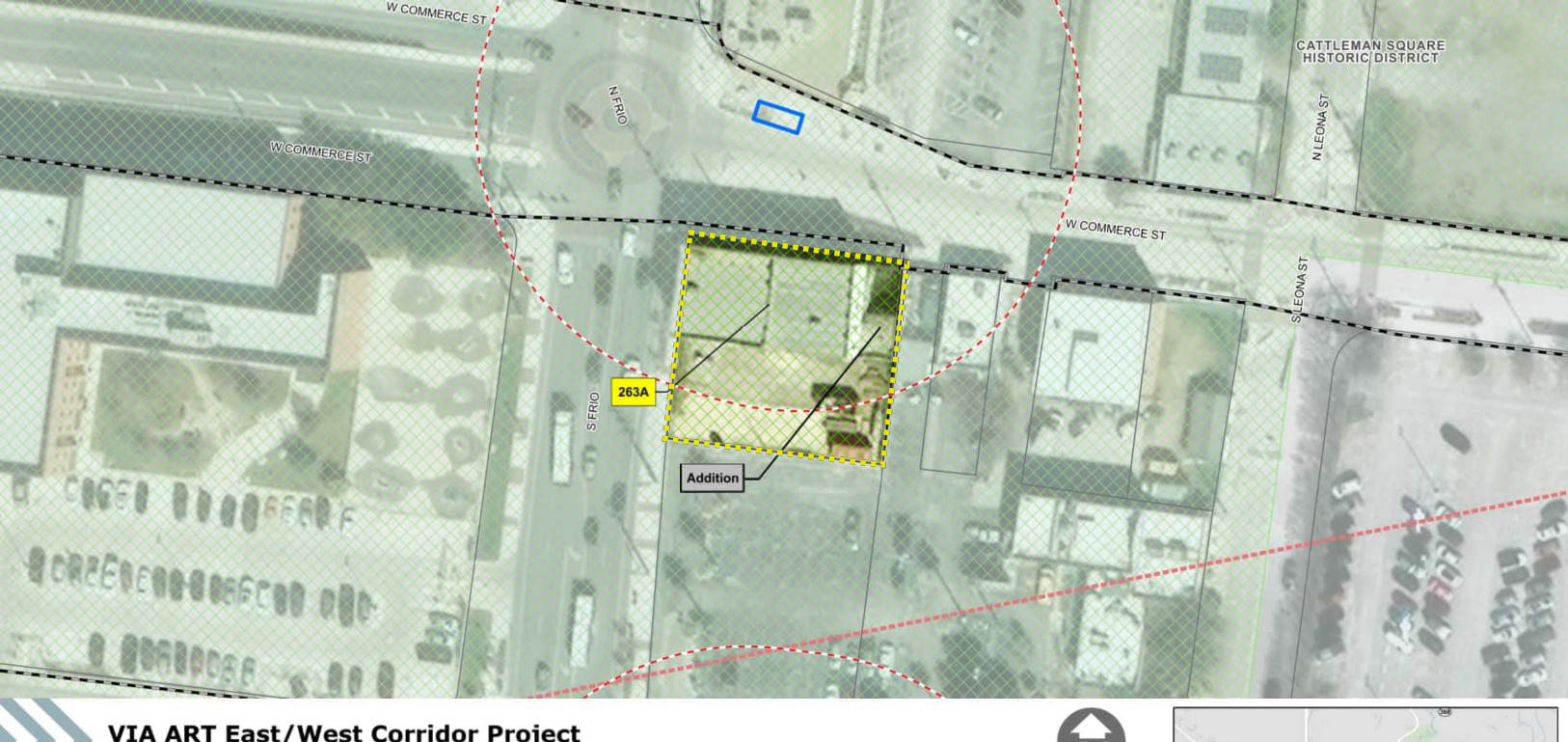
# Historic Age

# Not Historic Age

# Undetermined Age







## **VIA ART East/West Corridor Project**

-Recommended NRHP Boundary **Resource 263** 

Figure 4a

Legend

El Camino Real NHT

Station Location

Recommended National Register Boundary

San Antonio Hist District

Parcel Boundary

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

Documented Resource

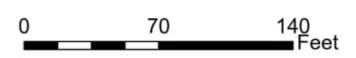


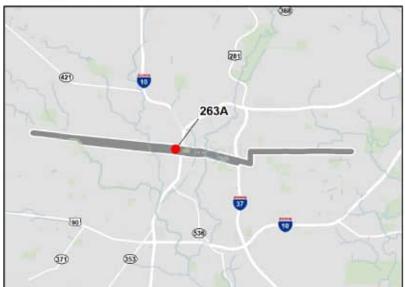
Contributing

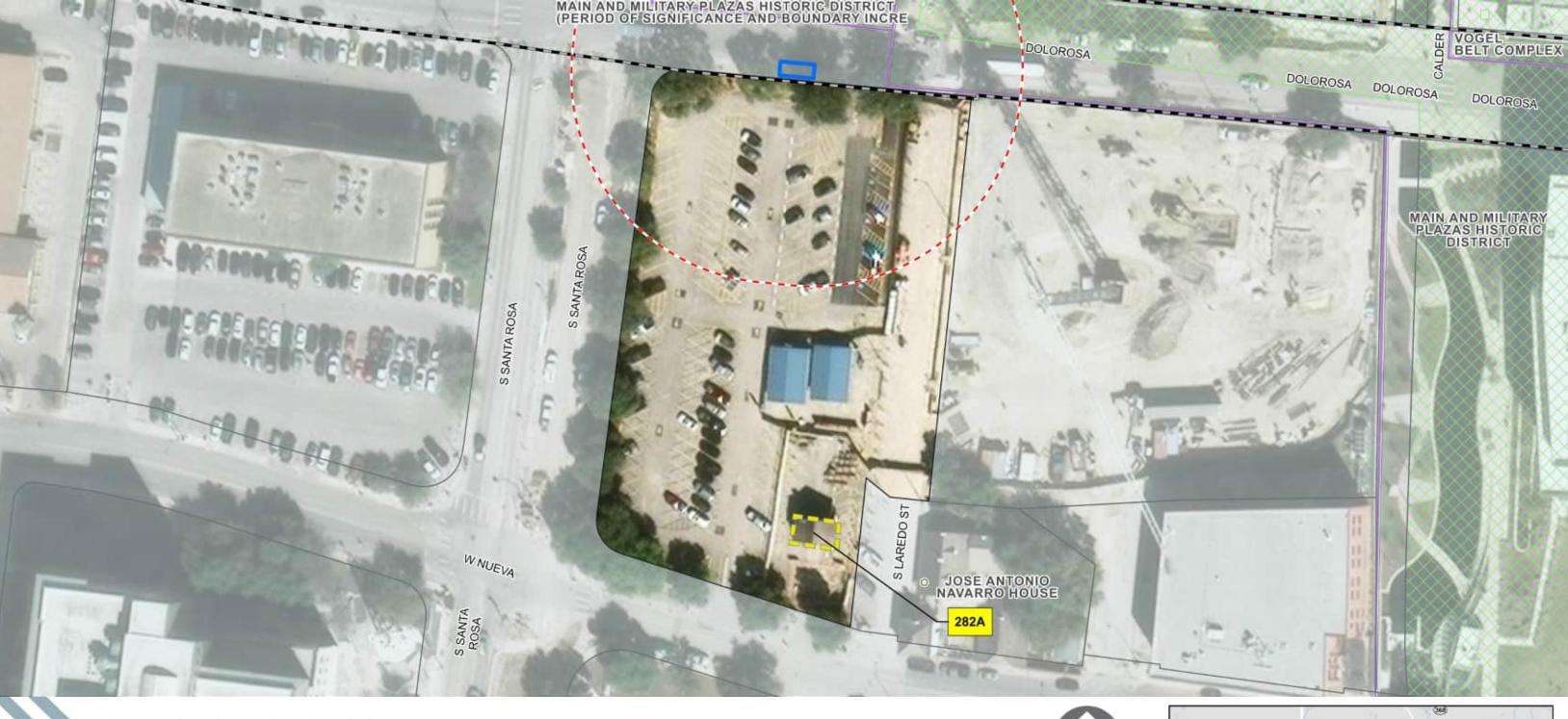


Non-Contributing









## **VIA ART East/West Corridor Project**

-Recommended NRHP Boundary Resource 282

Figure 4b



Historical Markers

NRHP Contributing Resource

Station Location

NRHP Listed District

Recommended National Register Boundary

San Antonio Hist District

Parcel Boundary

E

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

Documented Resource



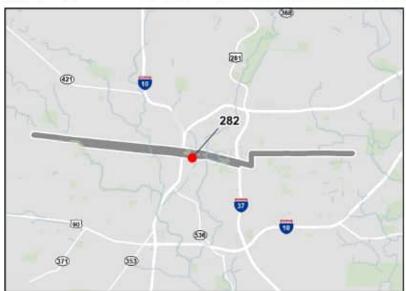
Contributing



Non-Contributing







Imagery: 2024 ESRI World Imagery - Maxar Vivid Advanced



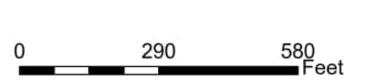
# -Recommended NRHP Boundary Figure 4c -Resource 321

-Resource 321

Legend

National Register Property
Historical Markers
NRHP Contributing Resource
NRHP Listed Resource
ROW Line
Existing Right-of-Way

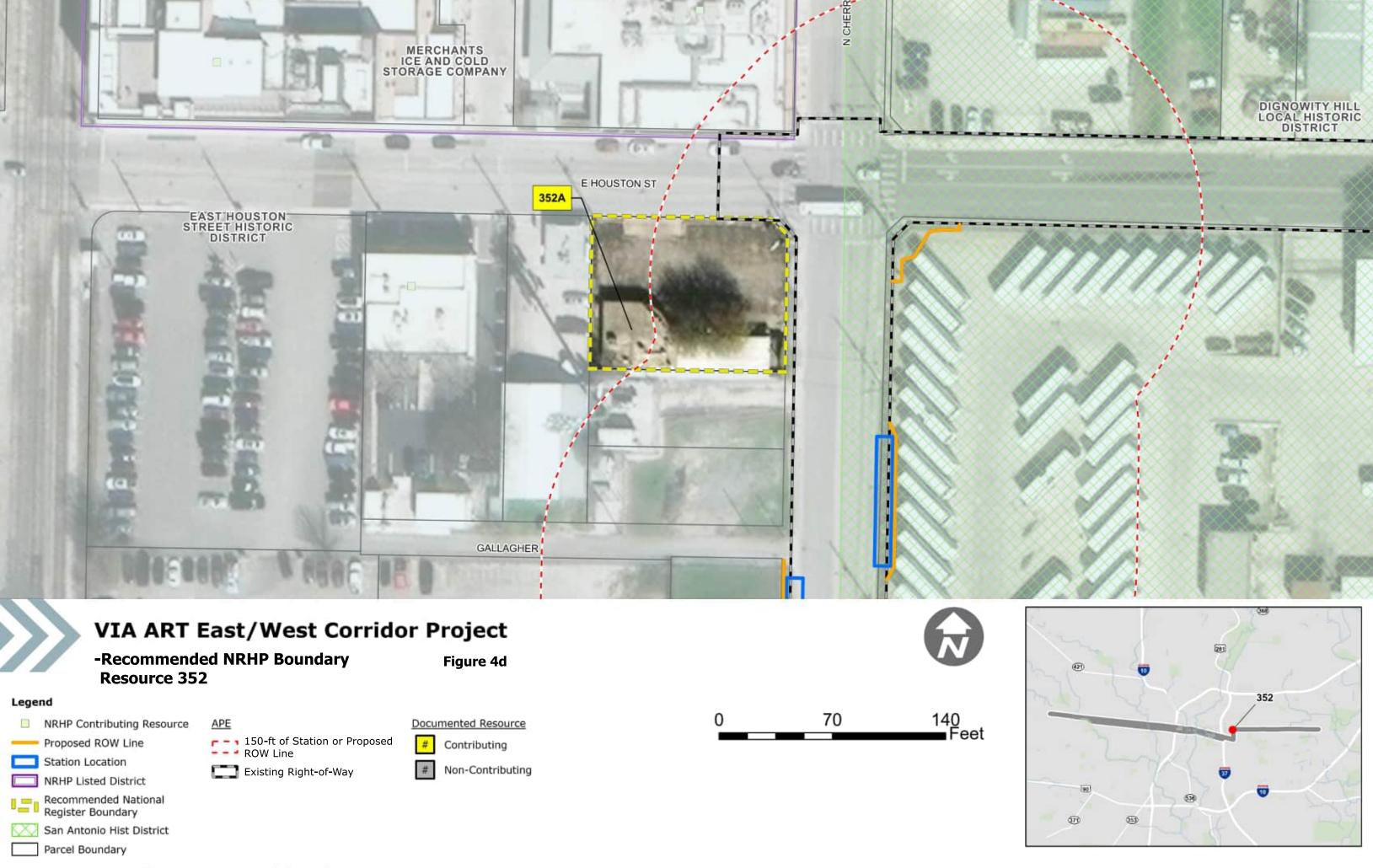
RTHL
SAL
Station Location
NRHP Listed District
Recommended National Register Boundary





Imagery: 2024 ESRI World Imagery - Maxar Vivid Advanced

San Antonio Hist District
Parcel Boundary



Imagery: 2024 ESRI World Imagery - Maxar Vivid Advanced



## **VIA ART East/West Corridor Project**

-Recommended NRHP Boundary **Resource 466** 

Figure 4e

Legend

Station Location

Recommended National Register Boundary

Parcel Boundary

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

Documented Resource



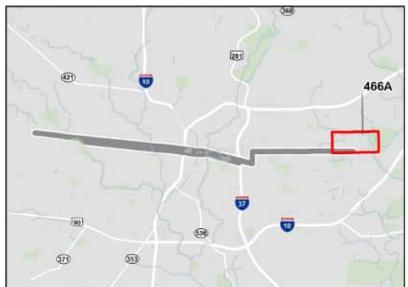
Contributing



# Non-Contributing



940 Feet 470







150-ft of Station or Proposed ROW Line

Existing Right-of-Way

-Previously Determined Eligible National Register District **Prospect Hill National Register Historic District** 



NRHP Contributing Resource

Proposed ROW Line

Station Location

Eligible National Register District

Parcel Boundary

Documented Resource



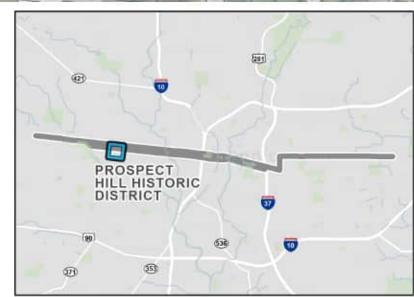
Contributing



# Non-Contributing

Figure 5a





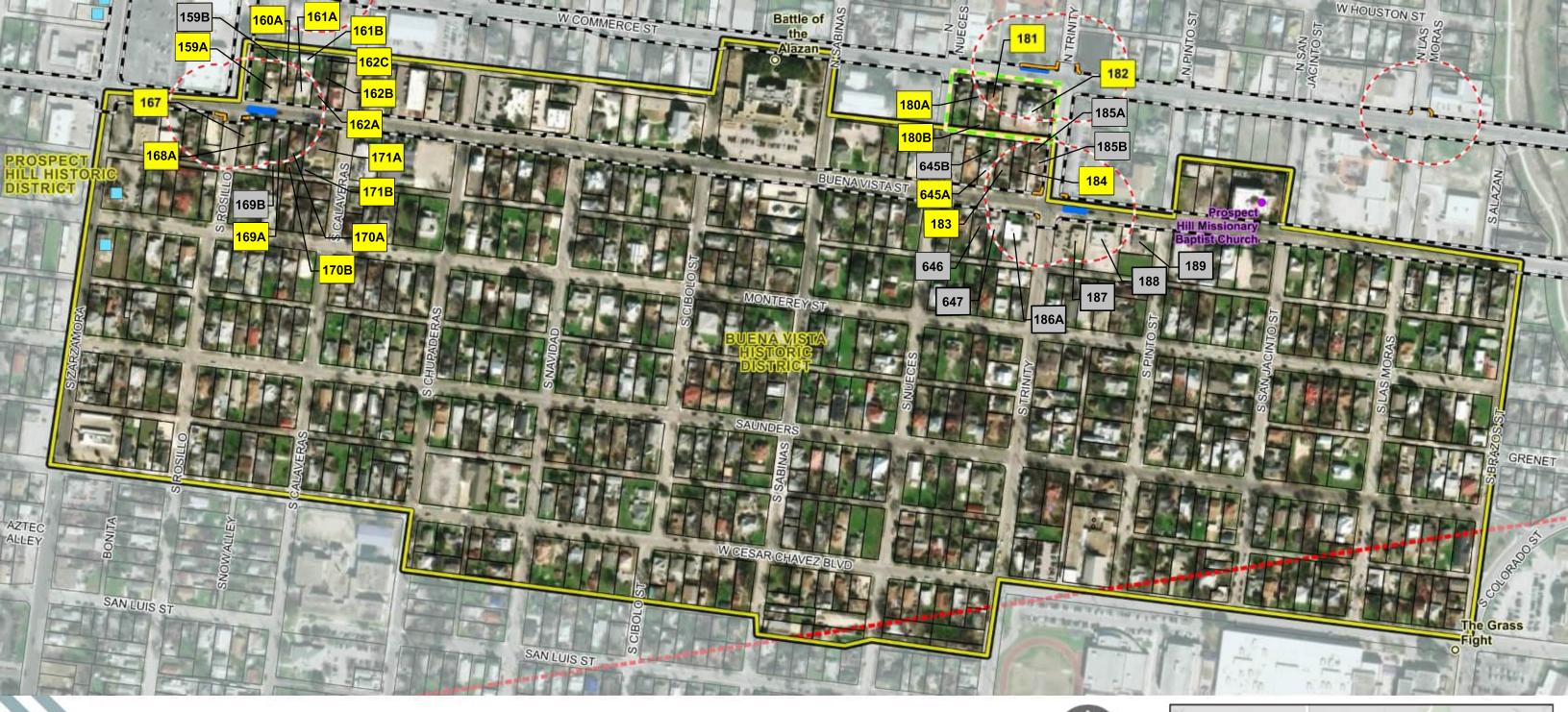


Figure 5b

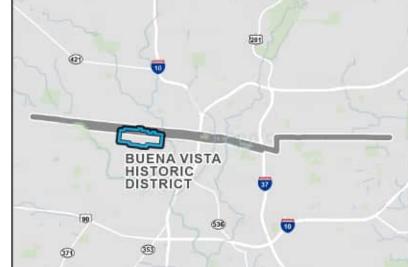
340

680 Feet

## **VIA ART East/West Corridor Project**

-Previously Determined Eligible National Register District, Boundary Expansion Buena Vista National Register Historic District

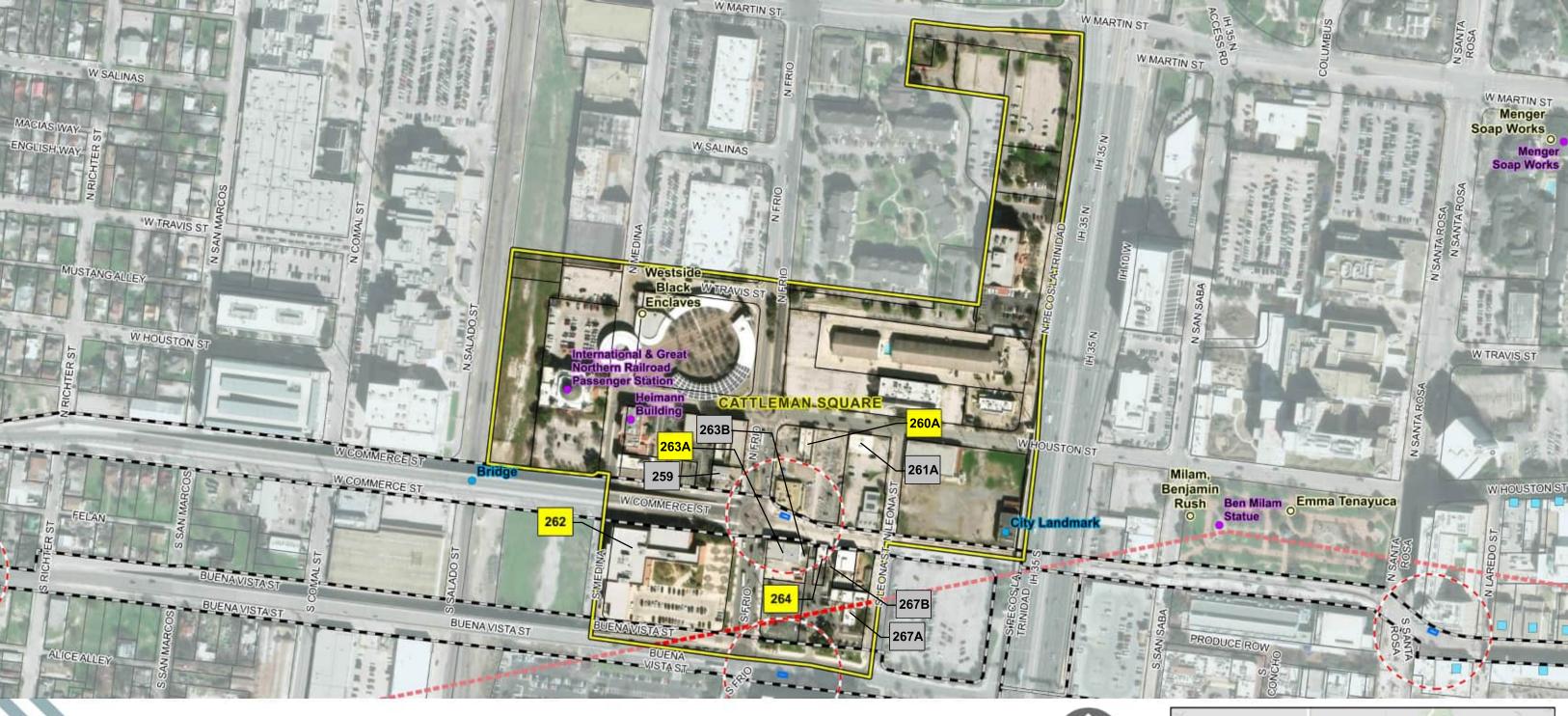
# O Historical Markers NRHP Listed Resource NRHP Contributing Resource ROW Line Proposed ROW Line El Camino Real NHT Station Location APE Documented Resource # Contributing When Contributing # Non-Contributing # Non-Contributing



Imagery: 2024 ESRI World Imagery - Maxar Vivid Advanced

Recommended District
Expansion
Eligible National Register
District

Parcel Boundary



## **VIA ART East/West Corridor Project**

-Local District Recommended Eligible for the National Register

Historical Markers

NRHP Eligible Resource

NRHP Listed Resource

NRHP Contributing Resource

El Camino Real NHT

Station Location

Potential National Register District (Existing City of San Antonio Historic District)

Parcel Boundary

**Cattleman Square Historic District** 

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

## Documented Resource

Contributing



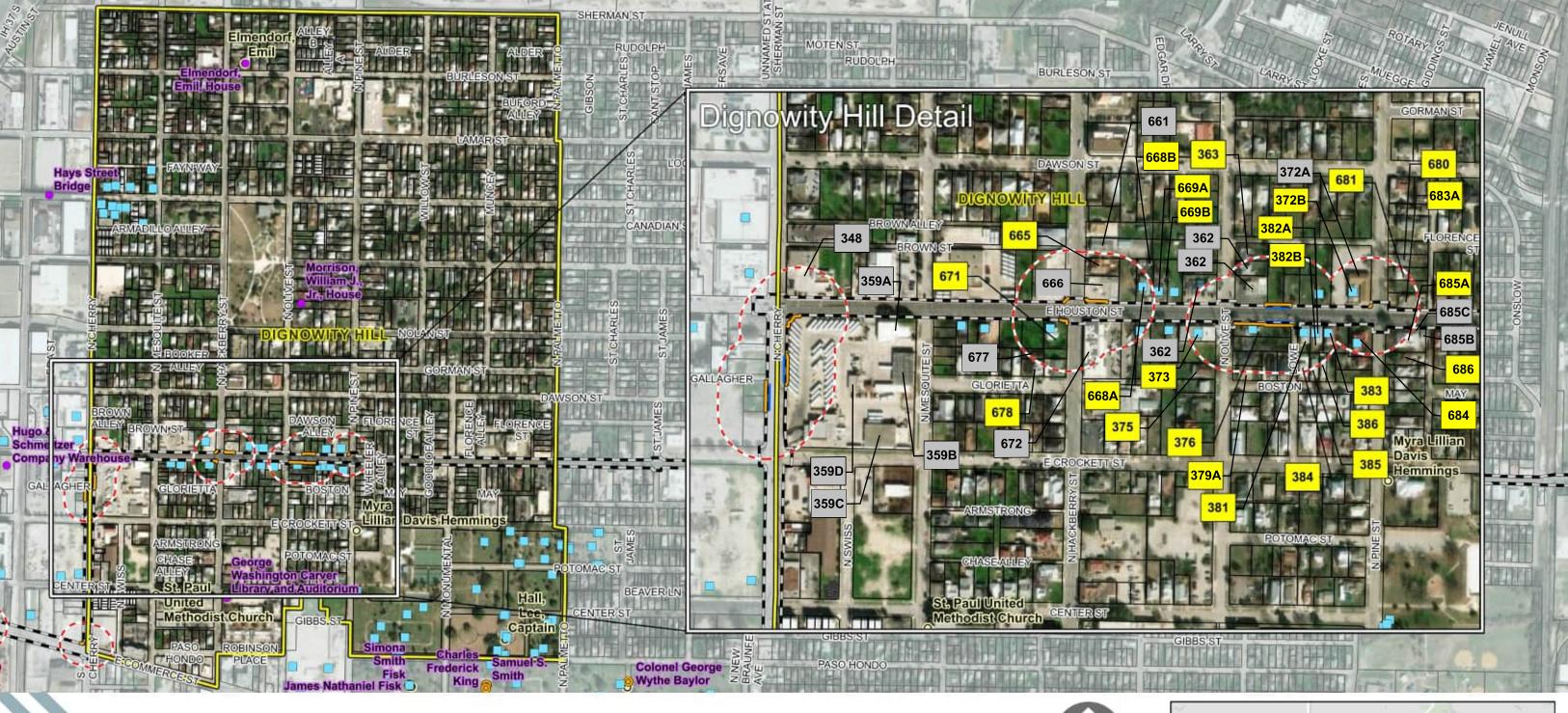
Non-Contributing





Figure 6a





## **VIA ART East/West Corridor Project**

-Local District Recommended Eligible for the National Register **Dignowity Hill Historic District** 

Centennial Marker

NRHP Listed Resource

NRHP Contributing Resource

San Antonio Landmark

Proposed ROW Line

Station Location

Potential National Register (Existing City of San Antonio Historic District)

Parcel Boundary

150-ft of Station or Proposed ROW Line

Existing Right-of-Way

Documented Resource

Contributing

Non-Contributing



Figure 6b

1,000 1,500 Feet

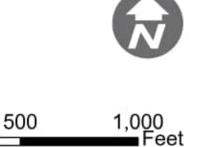




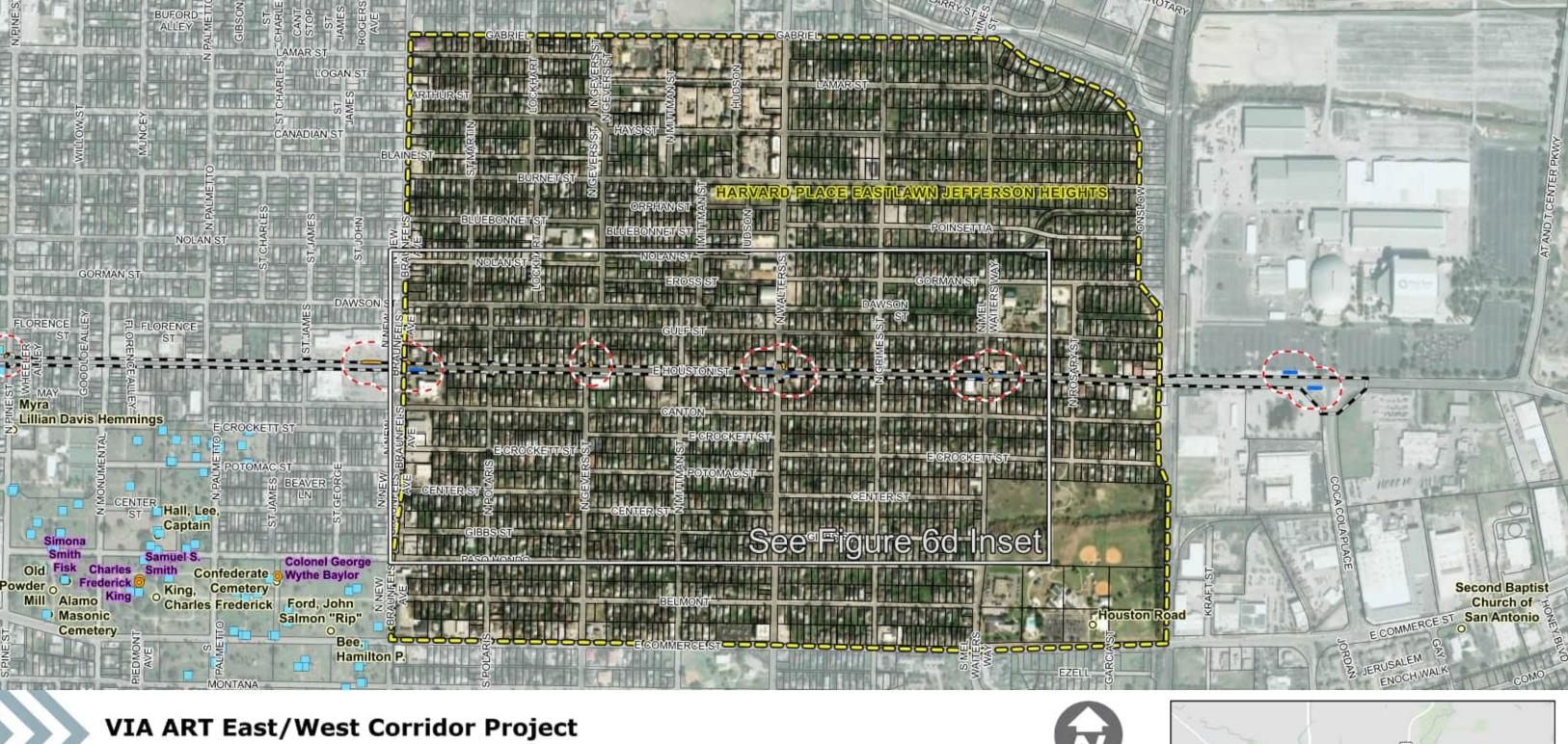
Figure 6c

-Local District Recommended Eligible for the National Register
HemisFair Historic District

#### HemisFair Historic District Proposed ROW Line Documented Resource 150-ft of Station or Proposed ROW Line ■■ El Camino Real NHT Contributing NRHP Eligible Resource Station Location Existing Right-of-Way NRHP Listed Resource Recommended District Non-Contributing Expansion; HemisFair HD NRHP Contributing Resource Potential National Register District (Existing City of San Antonio Historic District) State Landmark Parcel Boundary







-Newly Identified Potential National Register District Harvard Place Eastlawn - Jefferson Heights

- 150-ft of Station or Proposed

Existing Right-of-Way

- - - ROW Line

Documented Resource

Contributing

Non-Contributing

## Legend

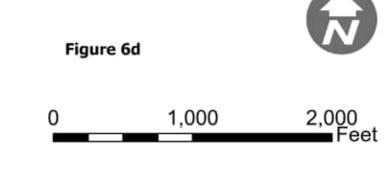
Historical Markers

Centennial Marker

NRHP Contributing Resource

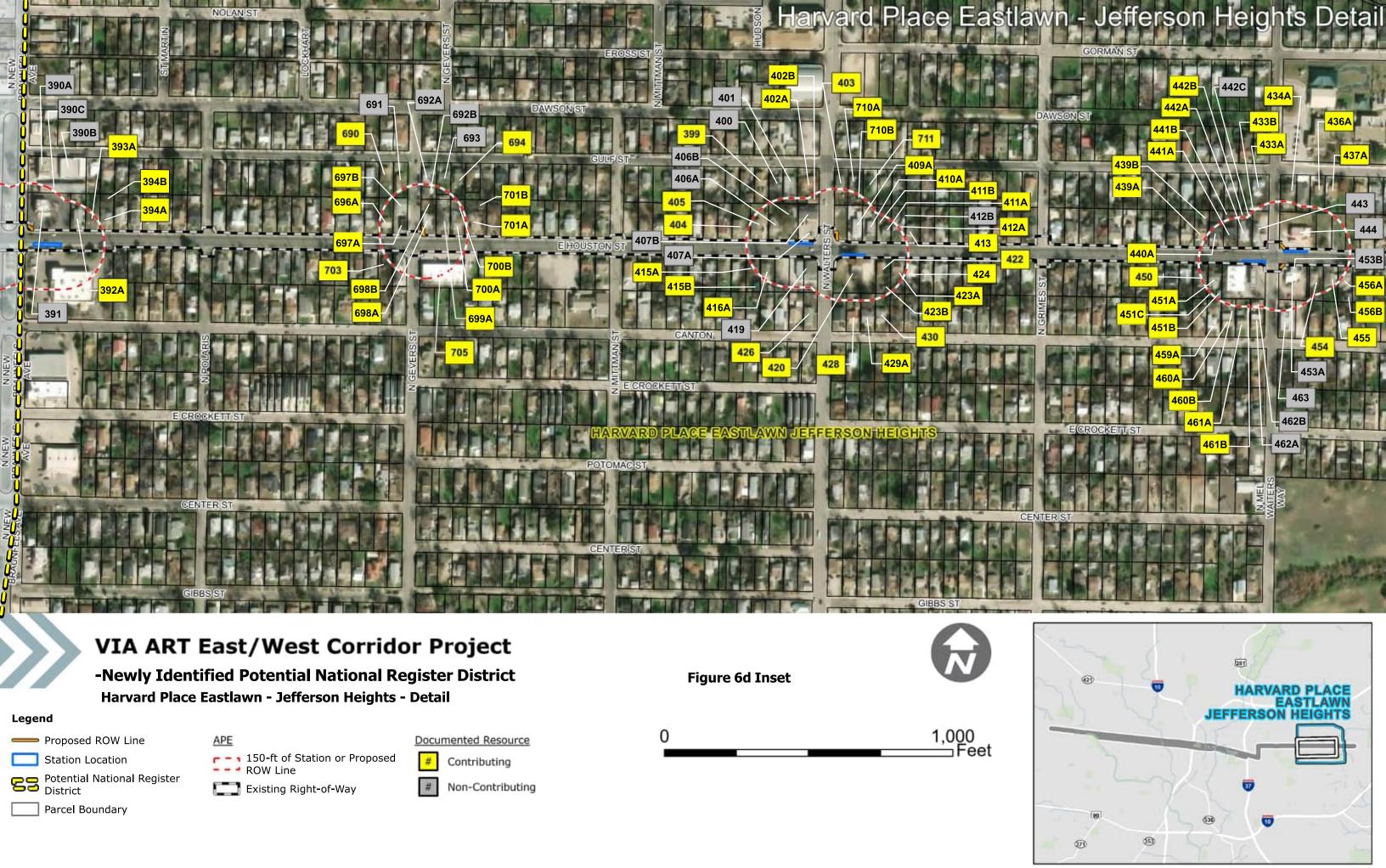
Proposed ROW Line

Station Location Rew Potential National Register District Parcel Boundary





Imagery: 2024 ESRI World Imagery - Maxar Vivid Advanced





Appendix C: Survey Forms

Can be provided upon request



Appendix D: Resources Recommended Not Eligible for the NRHP



Resource No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style
001A&B	1369691	1975	4800 W Commerce St	Commercial	Late 20th Century Commercial
008A-C	1248878	A&C c.1965; B 1954	130 S San Augustine Ave	Religious Facility	Spanish Eclectic, Mid-20th Century Modern
010A&B	411212	1970	118 N General McMullen Dr	Commercial	Late 20th Century Commercial
21A	411249	1954	4525 W Commerce St	Commercial	Rectangular/No Style
022	411228	1950	4519 W Commerce St	Commercial	Mid-20th Century Commercial
023	411247	Unknown	4517 W Commerce St	Storage	Rectangular/No Style
025	411245	1968	4511 W Commerce St	Commercial	Late 20th-Century Commercial
026A&B	411244	1941	4507 W Commerce St	Single-Family Residential	Bungalow/ Craftsman Influence
030	419679	1934	4510 W Commerce St	Commercial	Rectangular/No Style
031	419678	1955	4506 W Commerce St	Commercial	Mission Revival
034A&B	419681	1950	114 SW 29th St	Single-Family Residential	Irregular/Minimal Traditional
035	411267	c. 1970	4419 W Commerce St	Commercial / Retail	Mission Revival Influence
038A	411263	1971	117 Matyear St	Commercial	Rectangular/No Style
039	411226	1935	4411 W Commerce St	Single-Family Residential	No Style
040A&B	411265	1950	4407 W Commerce St	Commercial	Early 20th Century Commercial
046A&B	419726	1953	4406 W Commerce St	Single- and Multi- Family Residential	Minimal Traditional
048A	409681	1970	4338 W Commerce St	Commercial	Late 20th Century Commercial
049A&B	1210495	A 1968; B 1980	4343 W Commerce St	Educational Facility	No Style
051A&D	149745	c. 1955	4103 W Commerce St	Commercial	Mid-20th Century Commercial
055A&B	149734	1943	4010 W Houston St	Single-Family Residential	Bungalow/No Style
056A&B	149737	1950	4004 W Houston St	Single-Family Residential	Cross- Gable/Minimal Traditional
059	149716	1930	3926 W Houston St	Single-Family Residential	Cross-Gable/No Style

Resource No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style
060	149717	1930	3922 W Houston St	Single-Family Residential	Side- Gable/Minimal Traditional
061A&B	149718	A 1930; B c.1950	3918 W Houston St	Single-Family Residential	Bungalow/No Style
062A&B	149719	A 1945; B c.1950	3914 W Houston St	Single-Family Residential	Bungalow/No Style
064	149721	1940	3906 W Houston St	Single-Family Residential	Bungalow/No Style with Craftsman Influence
069	149744	1977	4001 W Commerce St	Commercial	Late 20th Century Commercial
070A&B	149728	1956	3929 W Commerce St	Commercial	Mid-20th Century Commercial
071	149726	1945	3917-3919 W Commerce St	Commercial	Mid-20th Century Commercial
074	149713	1952	3831 W Commerce St	Commercial	Mid-20th Century Commercial
076	134609	1962	4022 W Commerce St	Commercial	Mid-20th Century Commercial
077	134612	1960	4002 W Commerce St	Commercial	Mid-20th Century Commercial
079A&B	N/A	1889	235 Shore Dr	Park	Recreational
093A-D	149673	c. 1945	3515 W Commerce St	Motel	Ranch/No Style
094	149672	Prior to 1939	3507 W Commerce St	Single-Family Residential	Bungalow/ Craftsman
095	149675	1965	3501 W Commerce St	Office	Irregular/No Style
096	375506	1957	3431 W Commerce St	Commercial	Mid-20th Century Commercial
103A&B	149759	A Prior to 1939; B c.1959	3510 W Commerce St	Single-Family Residential	Bungalow/No Style
104A	149760	1957	3506 W Commerce St	Office	Mid-20th Century Commercial
105A&B	149761	A Prior to 1939; B 1930	3502 W Commerce St	Commercial	Early 20th Century Commercial
106A&B	139400	Prior to 1939	104 SW 19th St	Commercial/ Multi- Family Residential	No Style
108	139399	1926	3430 W Commerce St	Single-Family Residential	Bungalow/ Craftsman
114	149773	1955	3411 Buena Vista St	Single-Family Residential	Ranch/No Style
116	149764	1947	113 SW 19th St	Single-Family Residential	Cross- Gable/Minimal Traditional

Resource No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style
117	149766	1946	123 SW 19th St	Single-Family Residential	Ranch
118	139410	1930	114 SW 19th St	Single-Family Residential	Side- Gable/Minimal Traditional
119A&B	139411	A 1920; B c. 1954	188 SW 19th St	Single-Family Residential	Side-Gable/No Style
120A	139412	1940	122 SW 19th St	Single-Family Residential	Minimal Ranch
121A&B	139408	A 1940; B 1974	3315 Buena Vista St	Single-Family Residential	Rectangular/ Mission Influence
125A-C	139398	A&B 1920; C c.1930	3426 W Commerce St	Single-Family Residential	Massed Plan/No Style
128A	149782	1947	3410 Buena Vista St	Single-Family Residential	Bungalow/No Style
129A	149783	c. 1957	3406 Buena Vista St	Single-Family Residential	Minimal Traditional
130A	149784	1950	207 SW 19th St	Single-Family Residential	Bungalow/No Style
131A	139457	c. 1900	3324 Buena Vista St	Single-Family Residential	Folk/No Style
132A-C	139456	1955	3322 Buena Vista St	Single-Family Residential	Minimal Traditional
134A-D	139454, 139455	1956	3314 Buena Vista St	Single-Family Residential	Minimal Traditional
152A&C	1184995	A 1925; C prior to 1939	2724 W Commerce St	Commercial	Early 20th Century Commercial
154A&C	130094	A 1920; C c.1956	2714 W Commerce St	Single-Family Residential	Folk Victorian
155	130093	1960	2710 W Commerce St	Commercial	Mid-20th Century Commercial
159B	130099	c.1965	2417 Buena Vista St	Shed	No Style
164A&B	130204	A c.1947; B c.1961	2506 Buena Vista St	Single-Family Residential	Minimal Traditional
169B	130219	c.1955	2416 Buena Vista St	Storage Building	No Style
172A-G	129839	1963	2124 W Commerce St	Religious Facility	Mid- Century/Spanish Revival Influence
173A	129844	1959	2024 W Houston St	Single-Family Residential	Ranch
174	129843	c. 1904	2018 W Houston St	Single-Family Residential	Folk Victorian
177A&B	129846	A c.1900; B c.1947	2015 W Commerce St	Commercial/ Residential	Early 20 <sup>th</sup> Century Commercial; National Folk

Resource No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style
178A	129847	c. 1896	2011 W Commerce St	Single-Family Residential	National Folk
185	130046	c. 1954	1801 Buena Vista St	Office/Residential	Mid-20 <sup>th</sup> Century Commercial/No Style
186	130284	1965	1804 Buena Vista St	Commercial	Rectangular/No Style
187	1119988	1970	202 S Trinity St	Commercial	Rectangular/No Style
188	130305	1970	1712 Buena Vista St	Commercial/ Restaurant	Spanish Revival Influence
189	130296	1950	1700 Buena Vista St	Office	Rectangular/No Style
194A	129881	c. 1925	1806 W Houston St	Single-Family Residential	Irregular/Queen Anne Influence
195A&B	129882	A c.1925; B c.1963	1802 W Houston St	Single-Family Residential	Irregular/Queen Anne Influence
196	129888	1935	114 N Las Moras St	Single-Family Residential	No Style
198	129785	1970	1811 W Commerce St	Commercial	No Style/Late 20th Century Commercial
199	149751	1950	1715 W Commerce St	Commercial/Office	No Style
200	129884	1960	1711 W Commerce St	Commercial/Retail	No Style
202	N/A	1963	Buena Vista St over Alazan Creek	Bridge/ Transportation	Concrete Continuous Slab Bridge
209A&B	129894	A Prior to 1904; B unknown	1615 W Houston St	Single-Family Residential	Queen Anne
210A	129893	Prior to 1904	1611 W Commerce St	Single-Family Residential	Queen Anne
211	129892	c. 1950	1607 W Commerce St	Commercial	Commercial
214A	129911	Prior to 1904	1518 W Houston St	Single-Family Residential	Folk Victorian
215A-C	129912	A Prior to 1904; B&C unknown	1514 W Houston St	Religious Facility	Irregular/No Style
216	129913	Prior to 1904	1510 W Houston St	Religious Facility	Irregular/No Style
217	129914	1942	1506 W Houston St	Single-Family Residential	Minimal Traditional
218A&B	129916	A Prior to 1904; B unknown	111 N Colorado St	Single-Family Residential	Folk Victorian
221	129907	1920	108 N Smith St	Commercial	Early 20th Century Commercial

Resource No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style
222	129908	c.1979	1523 W Commerce St	Commercial	Rectangular/No Style
225	129903	1950	1503 W Commerce St	Commercial	Mid-20th Century Commercial
226	1219197	Prior to 1939	1427 W Commerce St	Commercial	Rectangular/Craft sman Influence
230	129989	c. 1908	1610 W Commerce St	Residential	Irregular/Queen Anne Influence
231A	1054768	1950	1602 W Commerce St	Commercial	Mid-20th Century Commercial
232	129975	1969	1522 W Commerce St	Commercial	Mid-20th Century Commercial
235A	129973	1930	1514 W Commerce St	Commercial	No Style
236A	385253	c. 1978	1510 W Commerce St	Commercial	No Style
237	129971	1960	1506 W Commerce St	Commercial	Craftsman
238	129970	1930	1500 W Commerce St	Commercial	Rectangular/No Style
239	129960	1930	1424 W Commerce St	Commercial	Rectangular/No Style
240A	129979	1930	1211 Buena Vista St 78207	Single Family Residential	Bungalow/No Style
241A&B	129978	A 1925; B c.1947	1207 Buena Vista St	Single-Family Residential	National Folk
242	129977	c. 1968	1203 Buena Vista St	Office	Mid-20th commercial
243	129969	c. 1910	1121 Buena Vista St	Commercial/ Residential	Pyramidal/Queen Anne Influence
244	129968	c. 1900	1117 Buena Vista St	Commercial/ Residential	National Folk
245	129967	c. 1900	1115 Buena Vista St	Single-Family Residential	Folk Victorian
246	129965	c. 1925	1111 Buena Vista St	Commercial, Vacant	Early 20th Commercial/No Style
247	129964	c. 1900	1105 Buena Vista St	Single-Family Residential	National Folk
249	130342	c. 1908	1208 Buena Vista St	Cultural/Non-Profit	Gable-Front- Wing/Folk Victorian
250	130341	c. 1900	1204 Buena Vista St	Single-Family Residential	Gable-Front- Wing/Folk Victorian
251	130340	c. 1925	1202 Buena Vista St	Commercial	Early 20th Century One-Part Commercial Block

Resource No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style
252	130361	c. 1900	1120 Buena Vista St	Single-Family Residential	Bungalow/ Craftsman
253A&B	130360	c. 1900, c. 1925	1118 Buena Vista St	Single-Family Residential	Folk Victorian/Shotgun
254	130359	1940	1114 Buena Vista St	Single-Family Residential	Bungalow/ Craftsman
255A&B	130358	A c.1900; B c.1947	1110 Buena Vista St	Single-Family Residential	Folk Victorian
256A&B	130357	A c.1900; B unknown	1108 Buena Vista St	Single-Family Residential	National Folk
258	N/A	1959; 1989 Reconstruction	Buena Vista St over UPRR Medina Comal Etc.	Bridge/ Transportation	Simple-Span Concrete Beam
259	102585	1973	907 W Commerce St	Commercial	Late 20th Century Commercial/No Style
261A	102931	c. 1957	803 W Commerce St	Commercial/Bank	Mid-20th Commercial/No Style
266	102909	c. 1955	107 S Leona St	Commercial	Mid-20th Commercial/No style
267A&B	102912	A 1957; B c.1978	111 S Leona St	Commercial	Mid-20th Century Commercial/Missi on Revival
271	552138	c. 1925	101 S. Santa Rosa Ave.	Commercial/Art Gallery	21st Century Institutional
319A	535954	1968	903 E Commerce Plaza Building	Cooling Plant	Mission and Spanish Revival Influences
348	105776	1966	1403 E Houston St	Commercial	Mid-20th Century Commercial
351A&B	105880	1955	1322 E Houston St	Commercial	Mid-20th Century Commercial
359A-D	1148505	1949	1430 E Houston St	Commercial	Mid-20th Century Commercial
362	105825	1930	1629 E Houston St	Commercial	No Style
364	105849	1942	508 N Olive St	Single-Family Residential	Minimal Traditional
365	105850	1952	1701 E Houston St	Commercial	Mid-20th Century Commercial
372A	105846	1920	1731 E Houston St	Religious Facility	No Style
388	141162	1955	2103 E Houston St	Commercial	Mid-20th Century Commercial/No Style

Resource No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style
390A-C	375089	A Prior to 1939; B c.1947; C c.1957	520 N New Braunfels Ave	Commercial	Mid-20th Century Commercial
391	375079	c. 1970	502 N New Braunfels Ave	Commercial	Mid-20th Century Commercial/No Style
396	141176	1970	423 N New Braunfels Ave	Commercial	No Style
400	375802	1969	638 Gulf St	Single-Family Residential	Minimal Traditional
401	375803	c. 1957	646 Gulf St	Single-Family Residential	Minimal Ranch
406A&B	375791	A Prior to 1939; B c.1969	2539 E Houston St	Single-Family Residential	No Style
407A&B	375792	c. 1965	2553 E Houston St	Commercial	Mid-20th Century Commercial
410B-C	377249	c. 1980	2611 E Houston St 78202	Carport and Shed	No Style
412B	377251	c.1958	2619 E Houston St 78202	Outbuilding	No Style
419	375829- 375830	Prior to 1939	2554 E Houston St	Commercial/ Vacant	Mission Revival
442C	377318	c.1970	2755 E Houston St 78202	Shed	No Style
443	377319	c. 1969	2757 E Houston St	Commercial	Rectangular/No Style
444	385249	1955	2803 E Houston St	Commercial	Rectangular/No Style
453A&B	385250	1948	2802 E Houston St	Commercial	Rectangular/ Mission Influence
462A&B	377348	1948	859 Canton	Single-Family Residential	Minimal Traditional
463	385273	1960	901 Canton	Multi-Family Residential	H-Plan/ Spanish Revival Influence
466B	1185112	c.1960	3201 E Houston St	Expo Hall	Rectangular/No Style
501	N/A	1972	I-37 over E Commerce St	Bridge/ Transportation	Steel Continuous Stringer/Multi- beam or Girder
502	535950, 1298728	1968	41 Bowie St	Parking Garage	Mid-Century Modern
503	1298729	1979	889 E Market St	Commercial/Hotel	International Style
504	N/A	1967	Alamo St over the San Antonio River	Bridge/ Transportation	Prestressed Concrete Arch Bridge

Resource No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style
605A&B	375520	A 1910; B prior to 1939	3311 W Commerce St	Single-Family Residential	Bungalow/No Style
606A	375519	1944	3303 W Commerce St	Commercial	Mid-20th Century Commercial/No Style
607A&B	375534	c. 1947	3239 W Commerce St	Commercial	Irregular/No Style
608A	375533	1940	3227 W Commerce St	Single-Family Residential	Irregular/No Style
610	375532	1942	3223 W Commerce St	Commercial	Mid-20th Century Commercial
613	139370	1920	3306 W Commerce St	Single-Family Residential	Bungalow/ Craftsman
615	139369	1925	3302 W Commerce St	Single-Family Residential	Bungalow/ Eclectic
617A&B	139366	A 1926; B prior to 1939	3230 W Commerce St	Single-Family Residential	Bungalow/ Craftsman Influence
618	139359	1950	3222 W Commerce St	Commercial	Mid-20th Century Commercial
621A-C	139365	A&C 1950; B c. 1965	3021 Buena Vista St	Single-Family Residential	Irregular/No Style
622A&B	139364	1945	3017 Buena Vista St	Single-Family Residential	Ranch
623A&B	139363	c. 1954	3013 Buena Vista St	Single-Family Residential	Ranch
624A&B	139362	c. 1939	3007 Buena Vista St	Single-Family Residential	Bungalow/No Style
625A&B	139360	A 1930; B c. 1957	3001 Buena Vista St	Single-Family Residential	Bungalow/ Craftsman
626	139361	1945	117 S Hamilton St	Single-Family Residential	Bungalow/ Craftsman
628B&C	130151	c.1980	2920 Buena Vista St	Carport and Shed	Rectangular/No Style
630A&B	139427	1954	3106 Buena Vista St	Single-Family Residential	Minimal Traditional/No Style
631	139426	c. 1947	3102 Buena Vista St	Religious	Rectangular/No Style
632A	139421	1928	3022 Buena Vista St	Single-Family Residential	Side-Gable/No Style
633	139417	1930	3014 Buena Vista St	Single-Family Residential	Side-Gable/No Style
634A	139415	1928	3010 Buena Vista St	Single-Family Residential	Cross-Gable/No Style

Resource No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style
635	139414	1928	3003 Buena Vista St	Single-Family Residential	Bungalow/No Style
636A	139413	1931	3002 Buena Vista St	Single-Family Residential	Minimal Traditional/Tudor Revival Influence
637B	130157	c.1961	2923 Buena Vista	Freestanding Patio Canopy	No Style
645B	130043	c.1978	1815 Buena Vista St	Garage	Rectangular/No Style
646A	130286	1930	1814 Buena Vista St	Single-Family Residential	Pyramidal/No Style
647	130285	c. 1963	1810 Buena Vista St	Commercial	Commercial/No Style
650A&B	129981- 129982	A 1930; B prior to 1939	1213 Buena Vista St.	Single-Family Residential	Bungalow/ Craftsman
651A&B	130343	A 1935; B prior to 1939	1212 Buena Vista St.	Commercial	Gable front and wing/Folk Victorian influence
657	106283	c. 1908	1310 E Commerce St.	Commercial/Retail	Early-20th Century Commercial/ Spanish Revival influence
659	106184	1972	1301 E Commerce St.	Commercial	Mid-20th Century Commercial/No Style
661A	105818	1962	514 N Hackberry	Commercial	Rectangular/No Style
666	105820	Prior to 1939	1605 E Houston St	Commercial	Irregular/No Style
672	105935	1966	1602 E Houston St	Commercial	Rectangular/No Style
677	105915	1935	127 Glorietta	Single-Family Residential	Rectangular/No Style
685B&C	114611	В с.1907; С с. 2013	430 N Pine St	Garage and Shed	Rectangular/No Style
691	375150	c. 1947	452 Gulf Street	Single-Family Residential	No Style
692A&B	375738	c. 1947	502 Gulf Street	Single-Family Residential	Irregular/No style
693	375739	c. 1965	506 Gulf Street	Single-Family Residential	Ranch

Source: VIA, 2025



Appendix E: Resources Recommended Eligible for the NRHP



Resourc e No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style	NRHP Recommendation
159A	13009 9	1915	2417 Buena Vista St	Single-Family Residential	Bungalow/ Craftsman Influence	C/Buena Vista HD
160A	13010 0	1910	2415 Buena Vista St	Single-Family Residential	Bungalow/ Craftsman Influence	C/Buena Vista HD
161A&B	13010 1	1948	2411 Buena Vista St	Single-Family Residential	Minimal Traditional	C/Buena Vista HD
162A-C	13010 2	A 1910; B&C c.1946	2407 Buena Vista St	Single-Family Residential	Folk Victorian	C/Buena Vista HD
167	13022 1	1902	2424 Buena Vista St	Single-Family Residential	Folk Victorian	C/Buena Vista HD
168A	13022 0	1925	2420 Buena Vista St	Single-Family Residential	Bungalow	C/Buena Vista HD
169A	13021 9	1910	2416 Buena Vista St	Single-Family Residential	National Folk	C/Buena Vista HD
170A&B	13021 8	A 1910; B prior to 1939	2410 Buena Vista St	Single-Family Residential	Folk Victorian	C/Buena Vista HD
171A&B	13021 7	A 1912; B prior to 1939	2404 Buena Vista St	Religious Facility	Queen Anne	C/Buena Vista HD
180A&B	13003 9	A 1935; B 1947	2118 W Commerce St	Commercial/ Residential	Bungalow/ Craftsman Influence	C/Buena Vista HD
181	13003 8	c. 1907	2114 W Commerce St	Office/Commerci al	Early 20th Century Commercial/N o Style	C/Buena Vista HD
182	13003 7	c. 1904	2106 W Commerce St	Office/Commerci al	Neoclassical	C/Buena Vista HD
183	13004 4	1925	1811 Buena Vista St	Single-Family Residential	Folk Victorian	C/Buena Vista HD
184	13004 4	1925	1807 Buena Vista St	Commercial	Early 20th Century Commercial/N o Style	C/Buena Vista HD
260A	10292 9	c. 1930	821 W Commerce St	Commercial	Mission Revival	C/Cattleman's Square HD
262	11960 13	c. 1910	928 W Commerce St	Commercial	Early 20th Century Commercial/N o Style	C/Cattleman's Square HD
263	14333 56	c. 1900	830 W Commerce St	Commercial	Early 20th Century Commercial/ Italianate	Individually Eligible, Crit A; C/Cattleman's Square HD

Resourc e No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style	NRHP Recommendation
264	10290 4	c. 1920	822 W Commerce St	Commercial	Early 20th Century Commercial	C/Cattleman's Square HD
282	13957 92	c. 1855	702 Dolorosa St	Museum (O. Henry House)	Hall-and-Parlor	Individually Eligible, Crit B
321A	12227 36	1967	E Market St	Commercial/ Convention Center	Contemporary/ Modern Mission	Individually Eligible Crit A & C; C/Hemisfair HD
352	10587 6	1958	1338 E Houston St	Commercial/ Restaurant	Art Moderne Influence	Individually Eligible, Crit A
363	10584 8	Prior to 1939	512 N Olive St	Single-Family Residential	Minimal Traditional	C/Dignowity Hill HD
372B	10584 6	1926	1731 E Houston St	Single-Family Residential	Bungalow/ Craftsman	C/Dignowity Hill HD
373	10594 0	1940	1630 E Houston St	Commercial	Mid-20th Century Commercial	C/Dignowity Hill HD
375	10595 4	1915	421 N Olive St	Single-Family Residential	Bungalow/ Craftsman Influence	C/Dignowity Hill HD
376	10595 6	1908	430 N Olive St	Single-Family Residential	Bungalow/No Style	C/Dignowity Hill HD
379A	10596 8	1915	420 N Olive St	Single-Family Residential	Bungalow/ Craftsman Influence	C/Dignowity Hill HD
381	10595 9	1928	1718 E Houston St	Single-Family Residential	Side- passage/No Style	C/Dignowity Hill HD
382A&B	10595 8	A 1928; B prior to 1939	1722 E Houston St	Single-Family Residential	Side- passage/Colon ial Revival Influence	C/Dignowity Hill HD
383	10596 4	1928	1724 E Houston St	Multi-Family Residential	Side- passage/No Style	C/Dignowity Hill HD
384	10596 1	1910	119 Boston St	Single-Family Residential	Bungalow/No Style	C/Dignowity Hill HD
385	10596 0	1920	121 Boston St	Single-Family Residential	Shotgun	C/Dignowity Hill HD
386	10596 2	1920	123 Boston St	Single-Family Residential	Shotgun	C/Dignowity Hill HD
392A	37508 0	c. 1910	2215 E Houston St 78202	Single Family Residential	Bungalow/ Craftsman	C/Harvard Place Eastlawn-Jefferson Heights HD
393A	37508 1	c. 1910	2219 E Houston St 78202	Single Family Residential	Bungalow/ Craftsman	C/Harvard Place Eastlawn-Jefferson Heights HD

Resourc e No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style	NRHP Recommendation
394A&B	37508 2	c. 1910	2223 E Houston St	Single-Family Residential	Bungalow/ Craftsman	C/Harvard Place Eastlawn-Jefferson Heights HD
399	37580 1	1928	634 Gulf St	Multi-Family Residential	Bungalow/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD
402A&B	37580 4	1955	652 Gulf St	Single-Family Residential	Ranch	C/Harvard Place Eastlawn-Jefferson Heights HD
403	37726 1	1932	702 Gulf St	Multi-Family Residential	Bungalow/ Craftsman	C/Harvard Place Eastlawn-Jefferson Heights HD
404	37578 9	c. 1910	2533 E Houston St	Multi-Family Residential	Bungalow/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD
405	37579 0	c. 1910	2535 E Houston St	Multi-Family Residential	Bungalow/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD
409A	37724 8	1930	2607 E Houston St	Single-Family Residential	Bungalow/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD
410A	37724 9	1940	2611 E Houston St	Multi-Family Residential	Rectangular/ Spanish Revival Influence	C/Harvard Place Eastlawn-Jefferson Heights HD
411A&B	37725 0	1948	2615 E Houston St	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
412A	37725 1	1945	2619 E Houston St	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
413	37725 2	1928	2623 E Houston St	Single-Family Residential	Bungalow/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD
415A&B	37582 6	1940	2534 E Houston St	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
416A	37582 7	c. 1910	2538 E Houston St	Single-Family Residential	Bungalow/ Craftsman Influence	C/Harvard Place Eastlawn-Jefferson Heights HD
420	37723 2	1932	2606 E Houston St	Commercial	Cottage/ Craftsman Influence	C/Harvard Place Eastlawn-Jefferson Heights HD
422	37723 4	1929	2614 E Houston St	Single-Family Residential	Bungalow/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD

Resourc e No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style	NRHP Recommendation
423A&B	37723 5	A 1929; B c.1955	2618 E Houston St	Single-Family Residential	Cottage/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD
424	37723 6	1929	2626 E Houston St	Single-Family Residential	Bungalow/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD
426	37581 7	c. 1910	653 Canton	Single-Family Residential	Bungalow/ Craftsman Style	C/Harvard Place Eastlawn-Jefferson Heights HD
428	37721 7	Prior to 1939	703 Canton	Singl- Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
429A	37721 8	Prior to 1939	711 Canton	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
430	37721 9	Prior to 1939	715 Canton	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
433A&B	37733 3	Prior to 1939	860 Gulf St	Single-Family Residential	Bungalow/ Craftsman Influence	C/Harvard Place Eastlawn-Jefferson Heights HD
434A	38523 0	Prior to 1939	902 Gulf St	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
436A	38523 2	1954	912 Gulf St	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
437A	38523 3	1940	914 Gulf St	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
439A&B	37731 5	A 1920; B prior to 1939	2743 E Houston St	Single-Family Residential	Tudor	C/Harvard Place Eastlawn-Jefferson Heights HD
440A	37731 6	1920	2747 E Houston St	Single-Family Residential	Bungalow/ Craftsman Influence	C/Harvard Place Eastlawn-Jefferson Heights HD
441A&B	37731 7	A 1920; B prior to 1939	2751 E Houston St	Single-Family Residential	Bungalow/ Craftsman Influence	C/Harvard Place Eastlawn-Jefferson Heights HD
442A&B	37731 8	1938	2755 E Houston St	Single-Family Residential	Bungalow/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD
450	37735 9	1925	2742 E Houston St	Single-Family Residential	Bungalow/ Craftsman Influence	C/Harvard Place Eastlawn-Jefferson Heights HD
451A-C	37736 0	1949	2746 E Houston St	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD

Resourc e No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style	NRHP Recommendation
454	38525 2	1945	2810 E Houston St	Single-Family Residential	Rectangular/N o Style	C/Harvard Place Eastlawn-Jefferson Heights HD
455	38525 3	1946	2814 E Houston St	Multi-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
456A&B	37734 5	1952	2818 E Houston St	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
459A	37734 5	1928	847 Canton	Single-Family Residential	Bungalow/ Craftsman Influence	C/Harvard Place Eastlawn-Jefferson Heights HD
460A&B	37734 6	1950	851 Canton	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
461A&B	37734 7	Prior to 1939	855 Canton	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
466A	11851 12	1947	3201 E Houston St	Recreational Facility	Art Deco	Individually Eligible, Crit A and C
500	N/A	1967	E Market Street over the San Antonio River	Bridge/ Transportation	Prestressed Concrete	C/Hemisfair HD
627A	13015 2	1920	2925 Buena Vista St	Single-Family Residential	Bungalow/ Craftsman	C/Prospect Hill HD
628A	13015 1	1920	2919 Buena Vista St	Single-Family Residential	Bungalow/ Craftsman	C/Prospect Hill HD
637A	13015 7	1916	2922 Buena Vista	Single-Family Residential	Bungalow/ Craftsman Influence	C/Prospect Hill HD
638A&B	13015 8	A 1920; B prior to 1939	2918 Buena Vista	Single-Family Residential	Bungalow/No Style	C/Prospect Hill HD
645A	13004 3	1925	1815 Buena Vista St	Single-Family Residential	Pyramidal/No Style	C/Buena Vista HD
665	10582 1	1930	504 N Hackberry	Single-Family Residential	Queen Anne	C/Dignowity Hill HD
668A&B	10582 3	c. 1908	1615 E Houston St	Single-Family Residential	Bungalow/ Craftsman	C/Dignowity Hill HD
669A&B	10582 7	c. 1925	1619 E Houston St	Single-Family Residential	Bungalow/No Style	c/Dignowity Hill HD
671	10590 5	c. 1928	1534 E Houston St	Single-Family Residential	Irregular/ Craftsman and Queen Anne Influences	C/Dignowity Hill HD
678	10591 6	c.1908	127 Glorietta	Single-Family Residential	Hipped Cross- gable/No Style	C/Dignowity Hill HD

Resourc e No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style	NRHP Recommendation
680	11453 4	c.1910	510 N Pine St	Single-Family Residential	Bungalow/ Craftsman Influence	C/Dignowity Hill HD
681	11453 5	c.1910	508 N Pine St	Single-Family Residential	Bungalow/ Craftsman Influence	C/Dignowity Hill HD
683A	11453 8	Prior to 1912	502 N Pine St	Single-Family Residential	Pyramidal/Folk Victorian	C/Dignowity Hill HD
684	10595 7	1927	1730 E Houston St	Single-Family Residential	Rectangular/ Prairie Influence	C/Dignowity Hill HD
685A	11461 1	1905	430 N Pine St	Single-Family Residential	Queen Anne	C/Dignowity Hill HD
686	11461 2	1905	428 N Pine St	Single-Family Residential	Folk Victorian	C/Dignowity Hill HD
690	37514 9	c. 1947	446 Gulf Street	Single-Family Residential	Bungalow/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD
694	37574 1	Prior to 1939	510 Gulf Street	Single-Family Residential	Bungalow/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD
696A	37513 4	Prior to 1939	2349 E Houston Street	Single-Family Residential	Bungalow/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD
697A&B	37513 5	A Prior to 1939; B c. 1947	2352 E Houston Street	Service Garage	Mid-20th Century Commercial/ Spanish Revival Influence	C/Harvard Place Eastlawn-Jefferson Heights HD
698A&B	37572 6	A Prior to 1939; B c. 1947	2403 E Houston Street	Single-Family Residential	Bungalow/ Craftsman	C/Harvard Place Eastlawn-Jefferson Heights HD
699A	37572 7	Prior to 1939	2407 E Houston Street	Single-Family Residential	Bungalow/ Craftsman	C/Harvard Place Eastlawn-Jefferson Heights HD
700A&B	37572 8	A 1947; B c. 1947	2411 E Houston Street	Multi-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
701A&B	37572 9	A 1925; B c. 1947	2415 E Houston Street	Single-Family Residential	Bungalow/ Craftsman	C/Harvard Place Eastlawn-Jefferson Heights HD
703	37417 4	Prior to 1939	2348 E Houston Street	Single-Family Residential	Bungalow/ Craftsman	C/Harvard Place Eastlawn-Jefferson Heights HD

## Above-Ground Historic Resources Survey Report (October 2025)

Resourc e No.	Parcel No.	Original Construction Date(s)	Address	Function	Form/Style	NRHP Recommendation
705	37571 4	1931	2402 E Houston Street	Commercial	Mid-20th Century Commercial/ Spanish Revival influence	C/Harvard Place Eastlawn-Jefferson Heights HD
710A&B	37726 3	c. 1954	706 Gulf Street	Single-Family Residential	Minimal Traditional	C/Harvard Place Eastlawn-Jefferson Heights HD
711	37726 4	c.1947	710 Gulf Street	Single-Family Residential	Cross- Gable/No Style	C/Harvard Place Eastlawn-Jefferson Heights HD

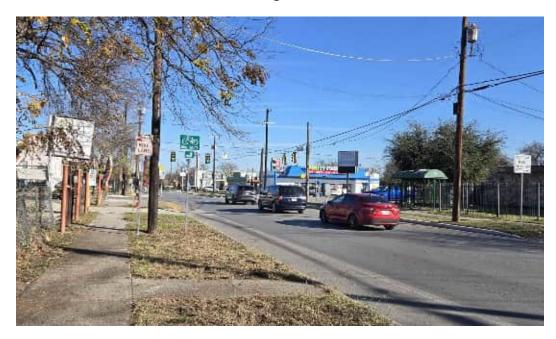
Source: VIA, 2025



Appendix F: Project Area Photographs



Photograph 1. View from Resource 162 to area of above-ground construction on Buena Vista Street within the Buena Vista Historic District, east of South Rosillo Street; view facing west.



Photograph 2. View from Resource 184 towards South Trinity Street and an area of above-ground construction within the Buena Vista Historic District; view facing east.



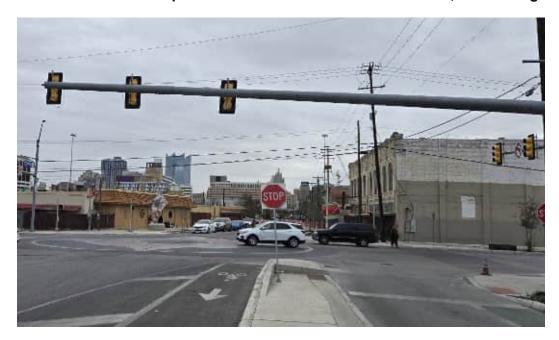
Photograph 3. View from Buena Vista and South Trinity Street intersection towards area of above-ground construction within the Buena Vista Historic District; view facing southeast.



Photograph 4. View from Buena Vista Street towards Resource 167 and an area of proposed ROW acquisition at the northwest corner of the parcel on which this resource is located; view facing southwest.



Photograph 5. View from Resource 167 toward an area of proposed ROW acquisition at the northwest corner of the parcel on which this resource is located; view facing north.



Photograph 6. View from West Commerce Street and South Frio Street intersection towards Resource 260 and an area of above-ground construction on West Commerce Street within the Cattleman Square Historic District; view facing east.



Photograph 7. View from Resource 359 towards area of above-ground construction on the east side of North Cherry Street within the Dignowity Hill Historic District; view facing north.



Photograph 8. View from Resource 383 towards area of above-ground construction on East Houston Street within the Dignowity Hill Historic District between North Olive and North Pine Street; view facing northwest.



Photograph 9. View from Resource 373 towards area of above-ground construction on East Houston Street within the Dignowity Hill Historic District between North Olive and North Pine Street; view facing east-northeast.



Photograph 10. View towards Resource 376 and area of above-ground construction on the south side of East Houston Street between North Olive and Lowe Street within the Dignowity Hill Historic District; view facing west-southwest.



Photograph 11. View towards Resource 376 and area of above-ground construction on the south side of East Houston Street between North Olive and Lowe Street within the Dignowity Hill Historic District; view facing west.



Photograph 12. View towards area of proposed ROW acquisition at the southeast corner of the parcel on which Resource 372 is located; view facing northeast.



Photograph 13. View towards area of proposed ROW acquisition at northeast corner of the parcel on which Resource 671 is located; view southeast (GoogleEarth 2024).



Photograph 14. View from Resource 416 towards area of above-ground construction on East Houston Street within the Harvard Place Eastlawn-Jefferson Heights Historic District to the west of North Walters Street; view facing northeast.



Photograph 15. View from Resource 455 towards areas of above-ground construction on the north and south sides of Mel Waiters Way within the Harvard Place Eastlawn-Jefferson Heights Historic District; view facing west.



Photograph 16. View towards Resource 420 and areas of above-ground construction on the south side of East Houston Street within the Harvard Place Eastlawn-Jefferson Heights Historic District; view facing south.



Photograph 17. View towards Resource 420 and areas of above-ground construction on the south side of East Houston Street within the Harvard Place Eastlawn-Jefferson Heights Historic District; view facing southwest.



Photograph 18. View towards Resource 698 within the Harvard Place Eastlawn-Jefferson Heights Historic District; view facing north. Proposed ROW acquisition is located on the southwest corner of this parcel.



Photograph 19. View towards Resource 698 and area of proposed ROW acquisition at the southwest corner of the parcel; view facing northeast (GoogleEarth, 2022).



Photograph 20. View from Resource 287 towards areas of above-ground construction on the south side of East Market Street within the San Antonio Downtown and River Walk Historic District; view facing south.



Photograph 21. View from Resource 303 towards area of above-ground construction on the north side of East Market Street within the San Antonio Downtown and River Walk Historic District; view facing northeast.



Photograph 22. View from Resource 327 towards areas of above-ground construction on the north and south sides of East Commerce Street within the Southern Pacific Depot Historic District; view facing east.



Photograph 23. View from Resource 322 towards areas of above-ground construction on the north and south sides of East Commerce Street within the Southern Pacific Depot Historic District; view facing east.



## **QUESTIONS?**



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