To: Erik Walsh, City Manager, City of San Antonio
Alejandra (Alex) Lopez, Assistant City Manager, City of San Antonio
Michael Shannon, Capital Delivery Department Director, City of San Antonio
Shanon Miller, Chief Downtown Officer, City of San Antonio
Brenda Hicks-Sorensen, Economic Development Department Director, City of San Antonio

From: Leilah Powell, Executive Director, Local Initiatives Support Corporation (LISC) San Antonio
James Nortey, CEO, San Antonio for Growth on the Eastside (SAGE)
Rene Dominguez, CEO, VelocityTX

Date: September 14, 2026

Re: 2027 Bond Recommendations

VelocityTX, Local Initiatives Support Corporation (LISC), and San Antonio for Growth on the Eastside (SAGE) respectfully submit the attached Eastside community infrastructure recommendations for consideration as part of the City of San Antonio's 2027 Bond Program.

These recommendations build on years of Eastside planning, community engagement, and investment and were further informed by a community process that included eight community meetings reaching approximately 160 participants and a walking audit of priority corridors and infrastructure conditions. All sessions included a project team from Pape Dawson to help facilitate discussion and answer complex infrastructure questions. Participants included neighborhood residents and leaders, business owners, community organizations, and other Eastside stakeholders. Through these discussions and firsthand observations, participants identified needs related to basic infrastructure, pedestrian and bicycle safety, connections between the Eastside and Downtown, streets, drainage, parks, and public spaces. The attached recommendations translate those priorities into Complete Streets, multimodal and quick-build projects, highway underpass and neighborhood connections, drainage and park improvements, including projects that build upon the 2022 Bond. The recommendations also complement the Greater Springs Project's East Side Connector.

The recommendations advance priorities identified across numerous plans and initiatives, including the Eastside Community Area Plan (2024), 2025 SA Bike Network Plan, Vision Zero and Complete Streets initiatives, VIA Rapid Silver Line, City of San Antonio Reconnecting Communities Across I-37 Study, SAGE Reconnecting Communities Project, Sports & Entertainment District planning and community engagement, Downtown Area Regional Center Plan, and District 2 Infrastructure Management Plan.

Together, these efforts provide an opportunity to coordinate infrastructure investments rather than address individual streets, crossings, and public spaces in isolation.

Significant planned public and private investments near the eastside—including the proposed Sports and Entertainment District and VIA's Rapid Silver Line—make this a particularly timely moment to address long-standing infrastructure needs. Strategic investments in streets, sidewalks, highway crossings, drainage, lighting, bicycle facilities, transit connections, and public spaces can prepare surrounding neighborhoods for increased activity while improving everyday conditions for existing residents and businesses.

Parking should also be addressed as part of this coordinated infrastructure strategy. VelocityTX and St. Paul Square both have parking proposals that could help address anticipated demand and reduce impacts on surrounding neighborhoods and businesses. The attached parking proposals have been submitted to the consultants at Walker Consultants and Accenture, providing an opportunity to coordinate Eastside parking, pedestrian, transit, and access needs with the broader effort.

For LISC, SAGE, and VelocityTX, these infrastructure investments are ultimately about strengthening the Eastside. Better connections and public infrastructure can support neighborhood businesses, workforce access, housing stability, economic opportunity, and quality of life while recognizing the Eastside's history and culture and ensuring that legacy residents and businesses can benefit from continued investment.

We respectfully request that the City consider these recommendations as it evaluates projects and funding priorities for the 2027 Bond Program. We welcome continued coordination with the City, District 2, community partners, transportation agencies, and other stakeholders to refine project scope, cost, sequencing, and opportunities to leverage other public and private investments.

We appreciate the City's continued partnership with Eastside residents, businesses, and organizations, and its consideration of these community-informed infrastructure priorities.

Respectfully,

Leilah Powell

Leilah Powell
Executive Director
Local Initiatives Support
Corporation San Antonio

James Nortey

James Nortey
CEO
San Antonio for
Growth on the Eastside

Rene Dominguez

Rene Dominguez
President & CEO
VelocityTX

Attachments:

1. Eastside 2027 Bond Infrastructure Recommendations (2 pages)
2. Eastside 2027 Bond Infrastructure Map (1 page)
3. VelocityTX, St. Paul's Square Parking concepts (2 pages)

Title	Additional Info	Description	Length (feet)	Cost	Map ID
Quick Build/Rehab (Multimodal) Projects	Repair existing and establish new improvements to the essential infrastructure. Improve connectivity and safety to the sports and entertainment district, Dignowity Hill, and Downtown region.	**Order**: Preference			
		Area: Total	$ 8,993,600		
		Iowa St (From S Cherry St to S Pine St)	1910	$ 1,470,700	A
		Nevada St (From Claude W Black St to S Palmetto St)	3250	$ 2,502,500	B
		Iowa St (From S Pine St to S Gevers St)	2860	$ 2,202,200	C
		Nevada St (From S Palmetto St to S Gevers St)	2750	$ 2,117,500	D
		S Gevers St (From Nevada St to Iowa St)	910	$ 700,700	E
Complete Streets	Repair and improve to become a Complete Street. The area described again provides a bridge between the Eastside and Downtown. There is an opportunity to improve safety, micromobility, and multi-modality.	**Order**: Preference			
		Area: Total	$ 166,607,224		
		Houston St (From IH 37 to Cherry St)	1600	$ 13,991,468	F
		Nolan St (From IH 37 to N Hackberry St)	2600	$ 11,789,694	G
		Martin Luther King Dr (From S New Braunfels Ave to Aransas Ave)	5860	$ 34,619,517	H
		Cherry St (From E Commerce St to Houston St)	1430	$ 7,772,900	I
		Cherry St (From Houston St to Lamar St)	2400	$ 13,411,722	J
		S Hackberry St (From Denver Blvd to E Commerce St)	5705	$ 37,234,496	K
		S Walters Ave (From Denver Blvd to Montana St)	4980	$ 18,146,183	L
		S New Braunfels Ave (From IH 10 to Wyoming St)	5500	$ 29,641,243	M

Title	Additional Info	Description	Length (feet)	Cost	Map ID
Underpass Improvements	Lighting, landscaping, sidewalks, public art	**Order**: Preference			
		Area: Total	$	6,166,979	
		IH 37 At Nolan St/ McCullough Ave	200	$ 1,027,830	N
		IH 37 At Burnet St/Brooklyn Ave	250	$ 1,027,830	O
		IH 37 At E Jones Ave	215	$ 1,027,830	P
		IH 37 At Lamar St/9th Ave	250	$ 1,027,830	Q
		IH 37 At Burleson St/10th Ave	230	$ 1,027,830	R
		IH 37 At Florida St	340	$ 1,027,830	S
Drainage Improvements	Additional stormwater capacity	Chestnut St (from E Commerce St to N of Houston St)	300	$ 1,800,000.00	T
Park Improvements	Fairchild Park improvements - canopy, landscaping, facilities upgrade	Fairchild Park	N/A	$ 2,500,000.00	U
Community Underpass Improvements *Aligns with SAGE Reconnecting Communities Grant	Lighting, landscaping, sidewalks, public art	**Order:** Preference			
		Area: Total	$	5,139,149	
		IH 10 At Roland Rd	395	$ 1,027,830	V
		IH 10 At S New Braunfels Ave	350	$ 1,027,830	W
		IH 10 At Hackberry St	600	$ 1,027,830	X
		IH 10 At S Gevers St	330	$ 1,027,830	Y
		IH 10 At S Walters Ave	300	$ 1,027,830	Z

*****Parking & Access Note:** Parking improvements were repeatedly identified during community meetings.*

Date: Jul 24, 2026 2:03 PM
THIS MAP WAS CREATED USING THE PAPE-DAWSON GIS WEB MAPPING SERVICES

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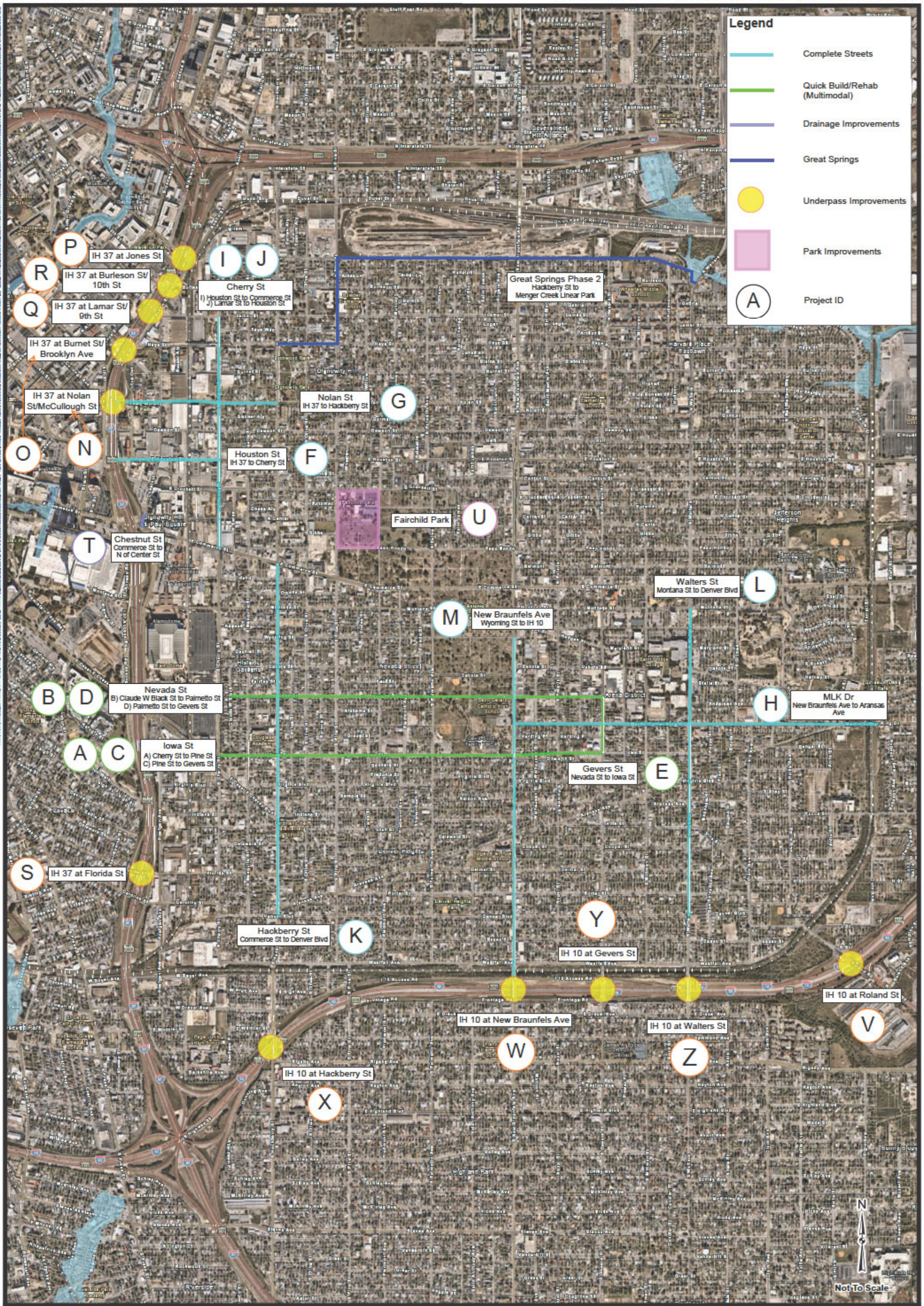


DATE	Jul 2026
SHEET	1.0

2027 PROPOSED BOND PROJECTS
REGIONAL EXHIBIT
SAN ANTONIO, TX

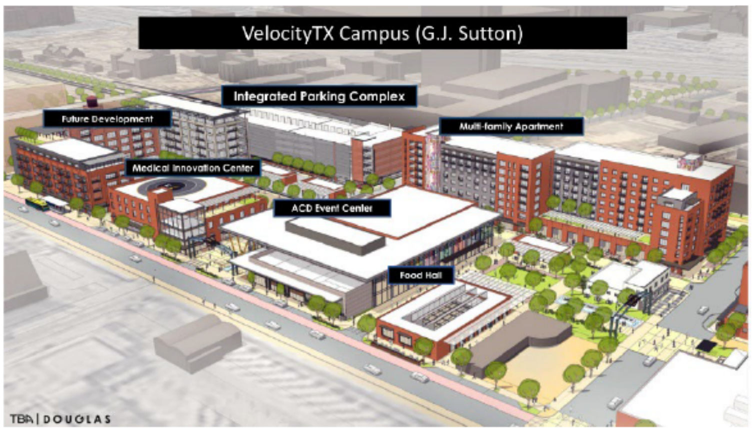
PAPE–DAWSON
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

NO.	REVISION	DATE

VELOCITY.TX

Integrated District Parking & Development Opportunity

The convergence of development across the Merchants Ice and G.J. Sutton campuses, St. Paul's Square and the emerging Sports and Entertainment District creates a unique opportunity to develop a shared, district-scale parking facility serving multiple projects, users and destinations rather than requiring each development to independently finance parking. Parking needs associated with the Sports and Entertainment District are currently being evaluated, while previous planning efforts have identified potential parking constraints in the area. The ongoing Eastside Access and Infrastructure initiative has also reinforced community concerns regarding parking, access and mobility as development activity increases.



Structured as a public-private partnership, the facility could aggregate demand from VelocityTX tenants and employees, ACD events and programming, multifamily residents, St. Paul's Square activity, and future Sports and Entertainment District development. This shared-infrastructure approach can reduce duplicative parking investments, improve land utilization, support greater development density, enable last-mile mobility connections and create a strategic parking asset capable of serving the broader district as it grows. The facility can also serve as critical workforce-access infrastructure, providing reliable parking and, when paired with a planned pedestrian connection across the railroad corridor, improve access to jobs. A subsidized workforce parking program could further improve job access for employees who may otherwise be disproportionately affected by the cost or availability of parking.

Strategic Value: Rather than treating parking as a cost attached to individual projects, this approach positions parking as shared enabling infrastructure and a revenue-producing district asset. By pooling demand, capital and risk across multiple developments, the partnership can unlock higher-value development, reduce individual project costs, maximize shared parking utilization, strengthen workforce access, improve district connectivity and support the long-term growth of the broader Eastside innovation, entertainment and mixed-use district.

Potential Finance Structure: The project could combine land or other equity contributed by participating property owners, developer and multifamily investment, public infrastructure participation, and project debt supported by contracted or predictable parking demand. Long-term revenues - including residential parking, institutional and municipal parking agreements, VelocityTX tenant and workforce parking, event parking and public parking - could provide recurring cash flow to support operations and debt service. By aggregating multiple demand sources within a single asset, the structure also has the potential to diversify revenue and strengthen the project's long-term financial performance.

Parking Garage with Pedestrian Walks over RR Tracks Project Marvel

Submitted by Edward Karam, St. Paul's Square