

AN ORDINANCE

49691

AMENDING CHAPTER 42 OF THE CITY CODE THAT CONSTITUTES THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SAN ANTONIO BY CHANGING THE CLASSIFICATION AND REZONING OF CERTAIN PROPERTY DESCRIBED HEREIN.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

SECTION 1. That Section 42-22 of Chapter 42 of the City Code that constitutes the comprehensive zoning ordinance of the City of San Antonio be and the same is hereby amended, so that it shall hereafter include the following described changes in classification and the rezoning of the hereinafter designated property, to-wit:

(CASE NO. 7337)

The placing of the following described property in "H" Historic District:

Arbitrary Lots 16A, thru 30A, NCB 579; Lots 6 thru 13, NCB 580; NCB's 588, 587, 601, 679, 684, 14081, 14082, 681

Subject property is located between I.H. 37 Expressway and the G.H. and S.A. Railroad R.O.W. and between Montana Street and Ellis Street.

SECTION 2. That all other provisions of said Chapter 42, as amended, shall remain in full force and effect, including the penalties for violations as made and provided in Section 42-11.

SECTION 3. That the Director of Building and Zoning Administration shall change his records and zoning maps in accordance herewith and the same shall be available and open to the public for inspection.

PASSED AND APPROVED this 17th day of August, 1978.

Helmut D. ...
M A Y O R

ATTEST:

M.V. Jacobson
C i t y C l e r k

PRO TEM

78-37

APPROVED AS TO FORM:

James H. ...
C i t y A t t o r n e y

1

DISTRIBUTION

| | |
|-------------------------------------|---|
| AVIATION | |
| BUDGET & RESEARCH | |
| BUILDING & ZONING | 3 |
| CITY WATER BOARD | |
| CITIZEN ACTION & PUBLIC INFORMATION | |
| COMMERCIAL RECORDER | 1 |
| CONVENTION BUREAU | |
| CONVENTION CENTER | |
| ECONOMIC & EMPLOYMENT DEVELOPMENT | |
| EQUAL EMPLOYMENT OPPORTUNITY | |
| FINANCE DIRECTOR | |
| ASSESSOR | 1 |
| CONTROLLER | |
| TREASURY DIVISION | |
| FINANCE-GRANT SECTION | |
| INTERNAL AUDIT | |
| PROPERTY RECORDS | |
| FIRE CHIEF | |
| HEALTH DIRECTOR | |
| HEMISFAIR PLAZA | |
| HUMAN RESOURCES | |
| LEGAL - CITY ATTORNEY | |
| LIBRARY DIRECTOR | |
| MARKET SQUARE | |
| MUNICIPAL COURTS | |
| PARKS & RECREATION DEPT. | |
| PERSONNEL DIRECTOR | 1 |
| PLANNING | |
| POLICE CHIEF | |
| PRESS ROOM | |
| PUBLIC WORKS DIRECTOR | |
| ENGINEERING DIVISION | |
| ENGINEERING - SEWERS | |
| RIGHT OF WAY & LAND ACQUISITION | |
| PURCHASING | |
| TRAFFIC & TRANSPORTATION | |
| <i>Mun. Code</i> | |

ITEM NO. 1

MEETING OF THE CITY COUNCIL

DATE: **AUG 17 1978**

MOTION BY: *Cis*

SECONDED BY: *Webb*

ORD. NO. **49691**

ZONING CASE **7337**

RESOL. _____

| COUNCIL MEMBER | ROLL CALL | AYE | NAY |
|-----------------------------------|-----------|---------------|-----|
| HENRY G. CISNEROS PLACE 1 | | ✓ | |
| JOE WEBB PLACE 2 | | ✓ | |
| HELEN DUTMER PLACE 3 | | ✓ | |
| FRANK D. WING PLACE 4 | | <i>absent</i> | |
| BERNARDO EURESTE PLACE 5 | | ✓ | |
| RUDY C. ORTIZ PLACE 6 | | <i>absent</i> | |
| JOE ALDERETE, JR. PLACE 7 | | ✓ | |
| PHIL PYNDUS PLACE 8 | | ✓ | |
| GLEN HARTMAN PLACE 9 | | <i>absent</i> | |
| JOHN STEEN PLACE 10 | | ✓ | |
| LILA COCKRELL PLACE 11 (MAYOR) | | <i>absent</i> | |

78-37

DATE July 28, 1978

TO: CITY CLERK

REQUEST FOR NOTICE FOR PUBLIC HEARING:

CASE #7337 NAME City of San Antonio

The rezoning and reclassification of:

LOCATION:

Arb Lots 16A, thru 30A, NCB 579; Lots 6 thru 13, NCB 580;
NCB's 588, 587, 601, 679, 684, 14081, 14082, 681

FOR INFORMATION ONLY

Subject property is located between I.H. 37 Expressway
and the G.H. and S.A. Railroad R.O.W. and between Montana
Street and Ellis Street.

*City of S.A. Int. has made consideration
the price of*

FROM: *[Signature]*

TO: "H" Historic District, *listed below as follows -*

The Zoning Commission has recommended that this request of change of zone be
APPROVED by the City Council.

APPLICANT: City of San Antonio

DATE OF APPLICATION: May 8, 1978

LOCATION OF PROPERTY:

ZONING CASE 7337

APPEAL CASE

Yes

No XXX

Arb Lots 16A thru 30A, NCB 579; Lots 6 thru 13, NCB 580;
NCB's 588, 587, 601, 679, 684, 14081, 14082, 681

FOR INFORMATION ONLY

Subject property is located between I.H. 37 Expressway and the G.H. and S.A. Railroad R.O.W. and between Montana Street and Ellis Street.

REQUESTED CHANGE IN ZONING

To placing in an "H" Historic District.

ZONING COMMISSION PUBLIC HEARING HELD ON May 30, 1978.

Information Presented by Applicant

Patricia E. Osborne, Historic Preservation Officer, at this time, presented slides to the Commission of the proposed St. Paul Square Historic area and its historical structures. Mrs. Osborne indicated the City of San Antonio through the Urban Renewal Agency owns a large portion of the subject property. It is now under redevelopment. The St. Paul Square area is approximately 35 square acres. This has had an urban renewal plan in effect since January of 1976. The boundaries for the proposed historic district for this area have been extended at the request of the State to include the old Samsco Site at Cherry and Center Streets. The historic overlay is necessary in order for the prospective purchasers of some of these historic buildings within the area to take advantage of the fast appreciation under the 1976 Federal Tax Act. The first year activity area is undergoing revitalization now. One reason the entire area proposed in the boundary shown was recommended by the Historic Review Board, the St. Paul Square Advisory Board, and the San Antonio Development Agency Board is that this area already comes under full review due to the Urban Renewal Plan. Without the historic overlay, owners do not get the benefits of the Tax-Act or many of the other grants available. This area already comes under the jurisdiction of the SADA Board's, St. Paul Design Review Committee, which follows basically the same criteria of the Board of Review.

IN FAVOR

Mr. Loris Perkins, with the San Antonio Development Agency, stated there is an Urban Renewal Project in this area, outlined by Houston Street, down to Montana Street, the railroad tracks on the east and the expressway on the west. It is somewhat different than the boundaries at hand because they do not go across the railroad tracks. They do have a review process for

rehabilitation. A Building Permit cannot be obtained within this area until the plans are reviewed by them. The rules to be followed referring to historic buildings pertain basically to those buildings which are in the activity area where money is to be spent for rehabilitation and preservation type of activities. The committee does look at the rehab standards of the other properties, but at this time the City does not have monies to expend in those areas, except for the first year activity area.

Mr. Burke Edwards, Administrator of the St. Paul Square Project, 1715 Glenn Fair, stated when the St. Paul Square Project was formed, the idea behind it was to revitalize the deteriorating neighborhood and to try to bring back its economic life. One phase of his duties is to find prospective developers to buy and restore properties.

Several incentives are being used to encourage developers to come into the area. One is through the City of San Antonio's program using CDBG funds for public improvements; developing plans for a mall and plaza; and other amenities which will add to the area. One of the main incentives for redevelopment is the Federal Tax Act of 1976. The St. Paul Square Board feels the historical overlay is the key that will give this incentive to developers who want to come into the area. Restoration of the properties which are now off the taxrolls will assure that these properties will become tax paying again.

Mr. Loris Perkins further indicated the boundaries in question basically follow the Urban Renewal area. They have expanded the boundaries around the development area so that they may have control over development around the Project area where City monies are being spent. They have tried to place the boundaries to meet the major thoroughfares in order to have a good traffic pattern. This is why the boundaries go up to Houston Street and down to Montana. The historic district overlay basically follows the area overlay as a monitoring device. This, plus the tax benefits that can be acquired mainly in the activity area, are important to redevelopment.

IN OPPOSITION

Mr. Dan Martin, representing Mr. Arthur Martinez, 508 Crockett, stated he is in opposition to the proposed historic designation. They feel that with the historic designation on their property it will reduce their options by increasing the building costs of any new construction by the very nature of having to conform with the architectural character as a Southern Pacific station as determined in the Phase II Report submitted to the City of San Antonio and the San Antonio Development Agency. The St. Paul Square is a relatively small area. The proposed adjacent area to St. Paul Square is fifteen times larger than the St. Paul area itself. It is virtually all industrial and commercial.

Businesses already are straddled with the inflationary costs of doing business. To straddle businesses with further enormous overhead expenses is not fair nor practical. He does not feel he wants to come before the Historic Review Board and try to appease those members on the looks of his building or signs attached or painted on his building. He would rather wish to please himself on the looks of his property. He does not want the Historic Review Board or any other Board to do them any favors as far as tax credit is concerned. He is mainly concerned with the designation of historic on his property. Further, he was not aware that his property was within the Urban Renewal area.

Mr. Buddy Sansom, with Industrial Equipment, 637 E. Crockett, stated he is opposed to the "H" historic designation because of the further imposition it will place on their property. He, too, was not aware that this area was within the Urban Renewal Plan. He has no use of the historic designation.

Mr. Paul Jett, 1322 E. Houston Street, stated his property is outside the designated boundaries. While the proposed designation does not affect his property at this time, he feels it will be just a matter of time before his property will be included. Construction cost already is high without additional restrictions and burdens, adding to the cost.

CONCERNED CITIZENS

Mr. Seth Newberger, 1201 E. Houston, stated he would like to know if the boundaries could be expanded? Also, he would like to know the effect this designation will have on the property values and taxes on property within the proposed boundaries and to the adjacent properties?

The Commission in response to the first question indicated at this time, the boundaries cannot be expanded. Another public hearing would have to be held to expand the boundaries.

Mrs. Osborne indicated as far as property value, there is no way of knowing at this time. In regards to taxes, the new State Constitutional Revision will permit cities to pass an ordinance giving tax relief to people owning property within a historic district.

STAFF RECOMMENDATIONS

Discussion

On September 12, 1977, the Board of Review for Historic Districts and Landmarks recommended that the above described area be designated as a historic district.

The City's Historic Preservation Officer recommends approval

In light of these recommendations, we have no objections to this request.

Staff Recommendation

APPROVAL.

HISTORIC IMPACT STATEMENT

Recommendation of Approval

St. Paul Square Historic District was officially declared an Urban Renewal Development area in January 1976. The district has served as a mixed center of activities relating heavily to transportation and commerce. Evidence indicates that the earliest residence included both black and white settlers. The Board of Review for Historic District and Landmarks, at the request of St. Paul Square Advisory Board and the San Antonio Development Agency Board, recommended in September 1977 that the area be designated as an official City of San Antonio Historic District.

HISTORY OF SAINT PAUL SQUARE

The background of St. Paul is one of varied associations closely linked to the development of San Antonio as a whole. Beginning with the earliest periods of settlement, the area was a part of the original farmlands of the Mission San Antonio de Valero, which later became famous as the Alamo. Tradition places the second Alamo site during the eighteenth century in what is now the eastern section of the City, perhaps on E. Commerce Street and within the project area itself.

E. Commerce Street, which roughly bisects the project site from east to west, is a part of a roadway originally laid out by the Spanish in 1805. Initially, it was called the Alameda in reference to the groves of cottonwood trees through which it passed. Later, the name "La Garita", or Powderhouse Road was commonly used because the avenue led to the site of the Old Powderhouse where Spanish and later, Civil War gun powder was manufactured. Finally in the 1880's the street was officially designated as "East Commerce". By whatever name this street has served from the beginning as a major entranceway bringing travelers from all points east into the City and generating activity, business, and prosperity.

Original development in the St. Paul area was greatly influenced by the character of E. Commerce Street and took place in the section which has been designated as the First Year Activity Area. As a result, the history of the area is closely tied to transportation and trade.

Based on information from early maps drawings, photographs and records, development progressed slowly through the early nineteenth century. A drawing made in 1873 shows only a few scattered dwellings on the site, but a similar rendering in the 1880's depicts increased settlement with the addition of railroad tracks and some business establishments. The railroad had arrived in San Antonio in 1877 and no doubt had a positive influence on growth although no depot facilities had been constructed on the Eastside.

By this time, the area was already rapidly assuming the character of a hearty, growing district with all the elements of an emerging middle-class urban neighborhood of its day. As always, the major focus was trade. Lumber yards, building supply outlets, boarding houses and retail shops were among the most common enterprises and were interspersed with residences throughout the area. During this period, several "wagon yards" the forerunners of modern day commercial campgrounds, were operated along Commerce Street. Freight haulers carrying merchandise and supplies to San Antonio markets camped in these areas while completing their business transactions.

Even though the area was predominantly white, it attracted people of all races and backgrounds. Early records indicate that Germans and Mexican Americans, as well as "people of color" were among the first property owners and businessmen. Ties with the Black community were further strengthened with the establishment of St. Paul Methodist Episcopal Church in 1870 on North Center Street. The activities of this group, and those of Second Baptist Church, another Black congregation once located in the area, were the focal point of the religious and cultural life of Black residents until the late 1920's. The St. Paul Church building, from which the redevelopment project ultimately took its name, still stands and is presently used as a funeral home; the Second Baptist building, once located on Chestnut Street, has been demolished. Both congregations continue as viable forces in the Black community and operated from facilities outside the project area.

In 1890-91 an important bit of "modern" progress came to the area with the installation of electric streetcar service down E. Commerce Street. The route was labeled the "Cemetery Line" because it connected the downtown area with the City Cemeteries located on the Eastside. This development further increased activity and trade, and the area grew steadily through the turn of the century.

In 1902, the Southern Pacific Passenger Depot was constructed at East Commerce and Walnut Streets to service the heavily traveled Sunset Line. The opening of the station greatly increased commercial activities of all kinds and generated an intense period of physical development. During this time most of the existing structures along E. Commerce were build. All sorts of businesses sprang up catering to the increasing numbers of tourists, railroad men, and residents. Restaurants, hotels and boarding houses, saloons, dry good stores, groceries, hardware stores, barber shops, and doctors offices were established.

The station was also responsible for increased residential activity as new businesses and jobs attracted newcomers. Even with increased commercial emphasis, the neighborhood flavor of the area was maintained. Storekeepers and employees lived above storefronts or in rooming houses along Commerce and on nearby streets such as N. Center and Heiman.

All this activity served to transform the area into a bustling, multi-faceted urban neighborhood. Churches and commercial businesses, residences and saloons, growing families and "ladies of the evening" coexisted in a remarkable harmony so typical of the turn-of-century city in its heyday. All these elements combined to set the atmosphere of the area through the World War I era.

The First World War had a healthy effect on the economy by increasing transient trade and profits. East Commerce Street benefited particularly, and the area became popular with San Antonio's military "population" as it was transferred in and out of through the Southern Pacific Depot. This trend continued throughout the 1920's and 1930's.

From World War I through the post-World War II period, the character of St. Paul Square was generally consistent. The over-riding influences of Commerce Street as a major transportation artery and Southern Pacific Station as a primary passenger and freight terminal continued. Only specific activities changed in reponse to the conventions and issues of the decade.

For example, during Prohibition saloons and other male establishments gave way to vaudeville and early motion picture houses. With the repeal of Prohibition, the entertainment focus of the area kept pace with the times by offering nightlife for both men and women. Restaurants and night clubs with floorshows and dancing became important features.

The importance of the Black community in St. Paul Square attracted famous Black entertainers such as "Pigmeat" Markham, Count Basie and Louis Armstrong. These performers played to racially mixed, city-wide audiences at popular area nightspots such as the Avalon Grill and the Mona Lisa Club. They stayed in area hotels -- the only decent accommodations available to Blacks during the pre-Civil Rights period.

World War II and the Korean War brought the area to its peak of prosperity with intense passenger and freight traffic. In the 1950's however, a number of changes began which ultimately resulted in the present decline of the area. Increased use of the automobile and decreasing railway passenger service drastically shifted transportation patterns. Increased interest in suburban areas attracted business and residents to other sections of the city. Outside of what is now the First Year Activity Area, light industry, manufacturing, the warehousing became the predominant land uses, and the remaining residential units began to steadily deteriorate.

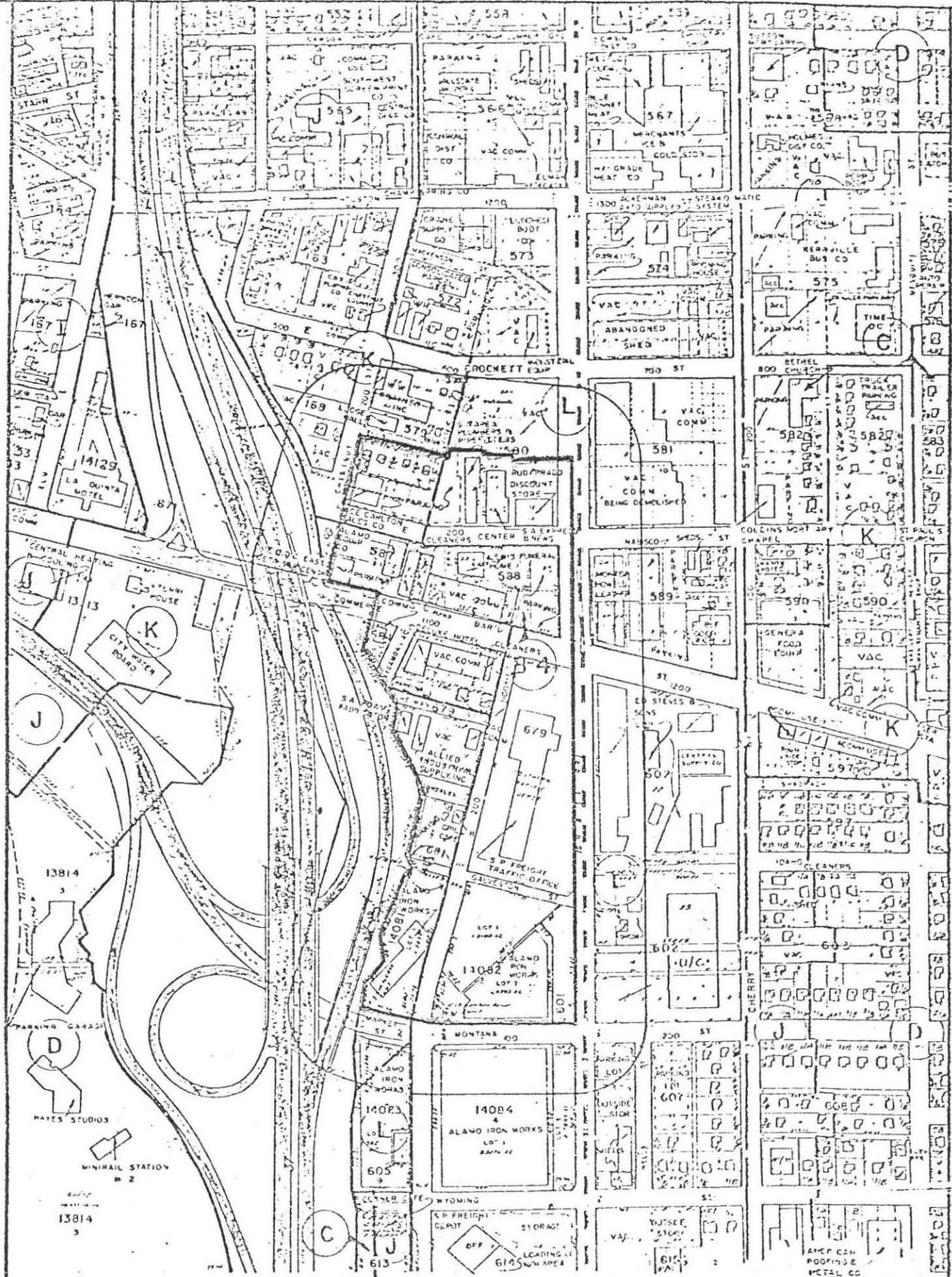
In the 1960's integration successes affected the quality of entertainment in the district by eliminating the area as the major outlet for topflight Black performers. Ironically, the opening of HemisFair Plaza immediately to the west of St. Paul also had a negative effect on the already marginal commercial and retail businesses. To augment traffic loads created by HemisFair, on-street parking was eliminated and a median was placed down East Commerce Street. As a result, business declined even further.

Subsequently, the construction of Interstate Highway 37 and the pairing of East Commerce and Montana Streets in a one-way-street system magnified already existing access problems. For all practical purposes the transition of St. Paul Square from a once thriving urban district to a deteriorating, semi-abandoned area was complete. Although a few small businesses remain in addition to the more stable Southern Pacific/Amtrak and Alamo Iron Works operations, the area has become stagnant. This situation together with serious problems of vandalism and theft have caused the area to be thought of as both unsafe and undesirable.

opposition, and other ot gain knowledge of what
the "H" designation would mean as it affects their
property.

PLTS OF NOTICES FOR COUNCIL HEARING

(To be provided at Council Hearing).



ZONING CASE 7337

CITY COUNCIL DIST. NO. 2

REQUESTED ZONING CHANGE
TO PLACE WITHIN A HIST DIST.

DATE AUG. 15, 1978

DEPT. OF BUILDING &
ZONING

Affidavit of Publisher

THE STATE OF TEXAS, }

COUNTY OF BEXAR
CITY OF SAN ANTONIO }

Before me, the undersigned authority, on this day personally appeared

Irene Palencia, who being by me duly sworn,

says on oath that she is Office Supervisor

of the Commerical Recorder, a newspaper of general circulation in the City of San

Antonio, in the State and County aforesaid, and that the Ordinance #49691

hereto attached has been published in every issue of said newspaper on the

following days, to-wit: August 21, 19 78.

AN ORDINANCE 49691

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PASSED AND APPROVED this 17th day of August, 1978.

HELEN DUTMER
Mayor Pro-tem

ATTEST:
G.V. JACKSON, JR.
City Clerk

Irene Palencia

Sworn to and subscribed before me this 21st Day of August, 19 78.

W. G. Crockett
Notary Public in and for Bexar County, Texas