



**SA TOMORROW SUB-AREA PLANNING:  
FAR EAST COMMUNITY AREA PLAN**

**PUBLIC DISCUSSION DRAFT: MARCH 2025**

**THIS IS A PROPOSED DRAFT SUBJECT TO COMMUNITY INPUT, LEGAL AND ADMINISTRATIVE REVIEW, AND WILL BE REPLACED BY THE FINAL PLAN ADOPTED BY THE CITY COUNCIL.**

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### Special Thanks

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# 1 Introduction

## 1.1 Background

[See Figure 1: SA Tomorrow Sub-Area Planning Phases Map]

A comprehensive plan is the official long-range planning document that cities use to guide decisions on future growth. Comprehensive plans provide policy guidance on a range of topics from land use to city services. The SA Tomorrow Comprehensive Plan was adopted in August 2016 and is intended to guide decision-making through 2040. A key implementation goal of the SA Tomorrow Comprehensive Plan is to create a future land use map for the entire city. This is a large undertaking that requires a methodical approach to ensure thoroughness and consistency. The City's approach is to complete the future land use planning process in a series of 30 smaller geographies, called sub-areas, until the entire City is covered. Sub-areas are categorized as either regional centers or community areas based on a combination of existing conditions and future projections. Generally, regional centers are characterized as major activity or employment centers while community areas are more residential in nature. Of the 30 identified sub-areas within the City, 13 are regional centers and 17 are community areas.

## 1.2 Intent of the Plan

The Far East Community Area Plan will be the essential tool to guide future development and City investment in the plan area. The plan contains the community's overall vision for the plan area with recommendations and strategies for achieving the vision across five main topic areas: Land Use, Mobility, Amenities and Public Space, Housing, and Economic Development.

The recommendations and strategies within the community area plan will be used by City departments, partner agencies, private entities, and community partners to support livable, equitable, and vibrant communities. The plan's recommendations and strategies encompass policy and regulatory matters, partnerships, and investments. They are written to provide actionable specificity while still allowing the flexibility needed to adapt to unforeseen challenges or opportunities.

## 1.3 Process and Public Engagement

The Far East Community Area Plan was developed through a community-based process over the course of approximately three years from project chartering in 2021 to City Council adoption in 2025. Like all SA Tomorrow Sub-Area Plans, the Far East Community Area Plan was developed with regular input and participation from residents, business and property owners, institutional representatives, public and non-profit organizations, major employers, and other key partners and stakeholders.

An initial step in the planning process was the creation of a Planning Team to provide more frequent, in-depth, and consistent advice and guidance throughout the planning process. The composition of the Planning Team was drawn from the representatives and stakeholder groups described above, and was meant to reflect the existing uses, assets, challenges, and opportunities associated with the area.

The creation of a plan that is realistic and implementable must be driven by community values, priorities, and support. To this end, the planning process was designed to create a "feedback loop" between the City and community stakeholders. A wide variety of engagement tools, platforms, and techniques were used throughout plan development to ensure that all interested stakeholders were

well-informed about the planning effort, encouraged to participate in a range of events and activities, and engaged in providing constructive input.

A total of eleven Planning Team meetings were held at regular intervals throughout the planning process. Four community meetings were held at strategic points in plan development to gather stakeholder input on area goals and priorities related to the plan's main topics (Land Use, Mobility, Amenities and Public Space, Housing, and Economic Development) as well as feedback on draft plan materials. Planning Department staff also actively participated in neighborhood- and community-sponsored events within the plan area to build relationships and leverage communication opportunities.

In addition to scheduled and in-person meetings and events, a variety of virtual and online platforms were used to disseminate information and facilitate public participation. The plan website was updated regularly and houses all meeting presentations, materials, and summaries related to the planning effort. Draft plan materials were posted to the website for public review and comment. Comments received on the website were sent directly to the plan's project manager. Online questionnaires to gather plan input were posted both to the plan website and SASpeakUp, the City-wide platform for public participation.

The following individuals and organizations were engaged in the Far East Community Area Plan development process:

### ***a. City of San Antonio***

- Communications and Engagement
- City Council Office District 2
- City Managers Office
- Development Services Department
- Economic Development Department
- Department of Human Services
- Metropolitan Health District
- Neighborhood and Housing Services
- Office of Equity
- Office of Innovation
- Office of Military & Veteran Affairs
- Office of Sustainability
- Parks And Recreation Department
- Public Works Department
- San Antonio Police Department
- Solid Waste Management Department
- Transportation Department
- Workforce Development Office

### ***b. Outside Agencies***

- San Antonio River Authority
- San Antonio Water System
- Texas Department of Transportation
- VIA Metropolitan Transit (VIA)

### ***c. The Planning Team***

- Ada Hoyle; Eastwood Village Neighborhood Association
- Adria Hall; RC Management
- Alberta Harris; Eastside Advocate
- Anita Franklin; Dellcrest Area Neighborhood Association
- Anthony Grant; Royal View Neighborhood Association
- Bennie Price; Big Mama's Safe House
- Beverly Houston; Quiet Creek HOA
- Brad Alm; HEB
- Bronson Caddell; Live the Life Church
- Christine Viña; VIA
- Daniel Leal; VIA
- Darren Harris; Accu Aire Mechanical LLC
- Dr. Sharon Crockett-Ray; President of Alpha Tau Omega Chapter of Alpha Kappa Alpha Sorority
- Dwayne Robinson; MLK Jr. Commission
- Edin K. Miles; Alamo City Black Chamber of Commerce
- Elliot Rogers; Alamo City Black Chamber of Commerce
- Jalia Conyers; Alamo City Black Chamber of Commerce
- Jasmine Brown; Paloma Neighborhood
- Jessica Sifuentes; VIA
- Jordan A. Nolan; Texas Army National Guard
- Kamal Elhabr; San Antonio Independent School District
- Karen Bishop; San Antonio River Authority
- Keith Benavidez; HEB
- Kizzie Thomas; Essence Prep
- Le Reta Gatlin-McDavid; MLK Jr. Commission
- Lindsey Logan; San Antonio for Growth on the Eastside
- Major Craig Neeley; Martindale Army Heliport
- Maria de la Garza; Hein Orchard Neighborhood Association
- Melanie Cowart; Roseville Housing Trust
- Michael Eaton; San Antonio Independent School District
- Monica Harris; Accu Aire Mechanical LLC
- Monique Harris; Eastside Advocate
- Neka Cleaver; Black Business San Antonio
- Nicole Franco; San Antonio Independent School District
- Pam Ray; Roseville Housing Trust, Trustee
- Patricia Franco; VIA
- Renee Watson; Bexar County
- Rose Williams; Big Mama's Safe House
- Sue Calberg; Salado Creek Greenway Advocate
- Tina Beecham; Pedal SATX
- Tony McKee; RC Management
- Troy D. Meuth; Martindale Army Heliport
- Uchennaya Ogba; Alamo City Black Chamber of Commerce

## 1.4 Previous Neighborhood, Community, and Sector Plans

Many areas throughout the City have City-adopted Neighborhood or Community Plans that reflect local values and priorities. These plans have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City.

The City is currently in the process of creating Sub-Area Plans to implement the SA Tomorrow Comprehensive Plan. These Sub-Area Plans are intended to provide a more coordinated, efficient, and effective structure for planning across the City. Further, Sub-Area Plans are intended to increase equity citywide, by ensuring all of San Antonio's residents have a base level of policy guidance, as many areas within the City lack an existing plan or a registered neighborhood organization.

In this way, each Sub-Area Plan will integrate key elements of existing Neighborhood and Community Plans for those areas that have a plan, while promoting citywide policy consistency and providing key recommendations and strategies for those neighborhoods currently lacking that direction.

The Far East Community Area overlaps two previously adopted plans:

- [IH-10 East Corridor Perimeter Plan](#) (2008)
- [Eastern Triangle Community Plan](#) (2009)

## 1.5 Coordination with Adopted Plans

Sub-Area Plans are intended to provide a coordinated, efficient, and effective approach to planning in San Antonio. This plan was developed to complement and contribute to the implementation of the following regional and citywide plans:

- [San Antonio's Housing Policy \(SHIP\) Framework](#) (2021)
- [San Antonio Severe Pedestrian Injury Areas Report](#) (2020)
- [SA Climate Ready Plan](#) (2019)
- [SA Corridors Strategic Framework Plan](#) (2018)
- [SA Tomorrow Comprehensive Plan](#) (2016)
- [SA Tomorrow Multimodal Transportation Plan](#) (2016)
- [SA Tomorrow Sustainability Plan](#) (2016)
- [VIA's Vision 2040 Plan](#) (2016)
- [SA Bike Plan & Implementation Strategy](#) (2011)
- [Major Thoroughfare Plan](#) (1978)

## 1.6 Statutory Requirements

Once adopted by City Council, the Far East Community Area Plan becomes a component of the City's SA Tomorrow Comprehensive Plan. Where a previously adopted Neighborhood or Community land use plan is contained within or partially overlaps the Far East Community Area Plan, the latter will be the plan of reference for land use designations. Similarly, where a previous plan and the Far East Community Area Plan have conflicting policies or priorities within the adopted boundary of the Far East Community Area Plan, the Sub-Area Plan will be City policy. By virtue of the plan adoption process, all proposed

projects must be found to be consistent with the SA Tomorrow Comprehensive Plan, and as such, the Far East Community Area Plan must be consulted when proposing a public investment or a land use project that requires deviation from current entitlements.

## 2 Location and History

### 2.1 Location

[See Figure 2: Plan Location Map]

[See Figure 3: Study Area Map]

The plan area’s limits are aligned with FM 1516, South Foster Road, and FM 1518 in the east, I-10 to the north, I-10 to the west, and Rigsby Avenue, State Road 87, and FM 1346 in the South. In general, the area extends approximately 10 miles, and forms a panhandle to the east, bounded by FM 1346, I-10, and FM 1518.

### 2.2 History

The history of San Antonio’s Far East Community can be dated back to the early 1950s, when the westernmost corner of the Far East plan area was annexed by the City of San Antonio. This was followed by a sequence of City annexations that continued into the 2010s, most recently with the annexation of the area north of Highway 87, between Rosillo Creek and Foster Road.

The Far East Community Area is the eastern point of entry for the City when travelling west along I-10. The Far East area has two distinct development patterns that are separated by Loop 410, with more commercial and residential development occurring west of the highway. The construction of Loop 410 in the 1960s created a significant physical barrier, which could help explain the relative lack of commercial and residential development east of the highway. Areas east of Loop 410 are primarily rural and undeveloped and have only seen more activity and development in the past three decades with freight truck transportation, light and heavy industrial uses, and construction of new residential subdivisions along I-10.

Much more of the area’s history lies inside of Loop 410. The Far East Community Area was originally settled by European farmers and ranchers in the 1800s. Several residential neighborhoods in the Far East plan area were originally rural farmlands that were later subdivided, developed, and annexed into the City of San Antonio. Neighborhoods such as Dellcrest Area and Hein-Orchard have streets named in honor of the original landowners, farmers, and developers in the area, including Lord Road, Rice Road, Semlinger Road, and Hein Road. Some neighborhoods, such as the Dellcrest Area, have large lots over an acre in size that still retain their tranquil rural character.

The area has evolved over the decades due to both human activity and natural causes. Areas around Orchard Road were once populated with peach and pecan groves that slowly began to disappear overtime after a severe hailstorm. In the late 1990s, severe flooding occurred along the Salado Creek which then led to bond improvement projects for low water crossings and flood control projects. The City purchased over 300 properties in the Wheatley Heights neighborhood to dedicate to the Salado Creek Greenway and to avoid future damages to properties located within the floodplain.

Martindale Army Airfield, located just east of the Loop 410 and I-10 interchange, was constructed during World War II and was one of eight auxiliary fields for Randolph Army Airfield, which was the largest single flight training facility in the world at the beginning of the war. After World War II, Martindale was used as an Army Air Corps flight training facility and a commercial air facility. During the 1980s, the airfield was abandoned and later reclaimed by the Texas Army National Guard, which uses it as a rotary

wing training facility for Texas National Guard helicopter pilots.

Named after an American politician and soldier, Sam Houston High School is the only high school in the Far East plan area. The school first opened its doors in 1923 and relocated to 463 Holmgreen Road, which is now the former Carroll Elementary, which was closed due to low enrollment in 2008. The newest Sam Houston High School opened in 1960 at its current location on Houston Street.

With strong ties to San Antonio's African American/Black community, the Far East Community Area includes the starting point for the City's annual Martin Luther King, Jr. March, which begins at the Dr. Martin Luther King Jr. Academy and then travels along Martin Luther King Drive, which was changed from Nebraska Street in 1982 in honor of Dr. King. The route continues to Pittman-Sullivan Park in the Eastside's Denver Heights neighborhood. The 2.75-mile walking route began in 1987 and is one of the nation's largest MLK Day marches.

## 2.3 Existing Conditions and Equity Atlases

[See Exhibit 1: Existing Conditions Atlas]

[See Exhibit 2: Equity Atlas]

As a part of the Sub-Area Planning process, an Existing Conditions Atlas and an Equity Atlas were prepared that contain detailed information about the area. These Atlases contain demographic, economic, and historic information, and a series of maps that provide additional context for understating the area.

# 3 Vision and Goals

## 3.1 What is a Vision Statement?

A vision statement describes the desired state of a place in the future. With community support, an effective vision can influence decisions and inspire action to move toward that idealized future. Goals describe the outcomes that support the realization of the vision. These, in turn, support topic-based recommendations and strategies, which include specific, implementable projects, programs, policies, and other actionable ways of achieving the plan's vision, which are listed throughout the sections of this plan.

## 3.2 Establishing the Vision and Goals

The Far East Community Areas Plan's Vision and Goals were developed with input from residents, community stakeholders, and Planning Team members through an iterative process of developing and refining concepts. During community engagement efforts including Planning Team meetings and community meetings, participants including employers, workers, landowners, renters, residents, students, and representatives of major institutions shared their values. More specifically, Planning Department staff and the consultant team asked participants in the first Planning Team meeting to share and discuss answers to the following three questions, "What do you like about the area?" "What would you change about the area?" and "What is missing in the area?" At the following Community Meeting, the same three questions were put to the public, and similarly a link to an online questionnaire

was distributed to area residents and property owners via post card. Information collected from these activities was used to develop a first draft of the Vision and Goals.

During the second Planning Team Meeting, participants were presented with a draft Vision and Goals for the area that was developed by staff and the consultant Team. Participants were asked to comment on the first draft and give input on any topics that were missing or needed further refinement. Similarly, the draft Vision and Goals were then presented for feedback at the second Community Meeting, and on an online questionnaire distributed to area residents. In total approximately 300 responses were used to develop the Vision and Goals. A summary of the comments collected from the Planning Team meetings, community meetings and questionnaires are posted online at [FarEast.SACompPlan.com](http://FarEast.SACompPlan.com).

The results of the public visioning process are presented on the next page. Throughout the planning process, the Vision and Goals were continually revisited and referenced as a guide for the development of the plan's topic specific recommendations and strategies.

### 3.3 Vision and Goals

#### **a. Vision**

*The Far East Community Area is comprised of safe and inviting neighborhoods with diverse, quality, and affordable options for housing, dining, shopping, health care, healthy food, and community gathering spaces, all organized around quality parks and the area's own walkable arts, entertainment and shopping district. Residents of all ages and incomes can get around easily using well-lit and well-maintained sidewalks, trails, bicycle facilities, and transit amenities lined with trees and landscaping, green stormwater treatments, and public art.*

#### **b. Goals**

**Goal 1:** *Improve comfort and safety throughout the area with improved lighting, signage, and enhancement of parks, trails, sidewalks, and other community assets.*

**Goal 2:** *Increase access to healthy food and health care for all residents.*

**Goal 3:** *Increase equitable access to parks, open space, trails, recreational amenities, and community gathering facilities throughout the community area.*

**Goal 4:** *Facilitate development patterns that include local employment and entertainment opportunities in one or more mixed-use urban centers or arts districts that are highly walkable and connected and serve as area destinations.*

**Goal 5:** *Create housing, employment, and goods and services that serve, support and are accessible to a variety of income levels, age groups, and multi-generational households.*

**Goal 6:** *Encourage commercial development to be less auto oriented and more walkable and provide a greater diversity of locally serving restaurant and retail options.*



**Goal 7:** *Improve comfort, safety and aesthetics throughout the Far East Area with tree-lined streets, other urban greening, and integration of sustainable infrastructure.*

**Goal 8:** *Expand the amount and variety of multimodal networks throughout the Far East Area.*

## 4 Implementation Priorities

While all recommendations and strategies are important, this section highlights those that are either most critical to achieving the plan’s Vision and Goals, are more likely to be funded and implemented in the short-term, build upon other existing or ongoing initiatives, or are a necessary first step to provide a foundation for other projects and investments.

These Implementation Priorities are presented in two ways. The Priority Recommendations and Strategies List (Section 4.1) represents those strategies that are especially important in the development of the plan area over the next 10-15 years, while the accompanying Implementation Priorities Map (Section 4.2 / Figure 4) and Matrix (Section 4.3) show site specific improvements that need addressing. Together, the Implementation Priority Recommendations and Strategies List and Implementation Priorities Map and Matrix represent the key strategic concepts and physical improvements that will influence future development of the plan area.

### 4.1 Implementation Priority Recommendations and Strategies List

#### ***a. Land Use***

##### *Strategy – LU 2.3*

Initiate and support rezoning requests consistent with the Future Land Use Map that promote a mix of uses along primary and secondary arterials, particularly South WW White Road and East Houston Street, to provide appropriate transitional uses between higher-intensity development and residential areas.

#### ***b. Mobility***

##### *Strategy – M 3.3*

Enhance existing VIA bus stops and facilities in the Far East Community Area to promote ridership and ease challenges from current stops. Interventions may include adding benches/seating, shelters, character defining features, and kiosks.

*Key Locations:* *Throughout the plan area.*

#### ***c. Amenities and Public Spaces***

##### *Strategy – APS 2.2*

Prioritize trail connections that allow residents to efficiently and safely access key destinations like schools, health care, and grocery stores by foot or bike.

*Key Locations:* *Between I-10 and Rigsby Avenue; Between Loop 410 and Rosillo Creek.*

##### *Strategy – APS 3.3*

Integrate improved lighting into park maintenance, improvement projects, along mobility areas, and in established residential areas.

*Key Locations:* *Martin Luther King Park; Salado Creek; Rosillo Creek, Residential Areas, Mobility Areas.*

### **d. Housing**

*Strategy – H 3.1*

Stabilize residents and preserve homes by mitigating displacement pressures related to code enforcement through increased funds for repair programs. (See also SHIP Strategy CIH3)

- Raise awareness and expand marketing of homeowner assistance programs, such as minor repairs programs and homebuyer down payment assistance programs through the City’s Neighborhood Housing Services Department (NHSD) and San Antonio for Growth on the Eastside (SAGE), to increase use of these programs.
- Assess homes within established neighborhood areas and identify housing stock in risk of demolition or displacement and utilize housing assistance programs to stabilize existing housing stock.

### **e. Economic Development**

*Strategy – ED 2.3*

Partner with the City’s Workforce Development Office to explore youth job training and employment opportunities near East Houston Street and Loop 410 (see Focus Area 1) and near I-10 and Loop 1604 (see Focus Area 6).

*Strategy – ED 3.1*

Work with local partner agencies and organizations to study the availability of fresh food in the area, identify food deserts, develop strategies for filling gaps in grocery services, and identify potential locations to grocery providers.

*Strategy – ED 5.2*

Support the reduction of impact fees for primary health care providers that develop in the Far East Community Area.

## **4.2 Implementation Priorities Map**

[See Figure 4: Implementation Priorities Map]

## **4.3 Implementation Priorities Matrix**

<b>PROJECT</b>	<b>KEY STAKEHOLDERS</b>	<b>FUNDING</b>	<b>TIMING</b>
<i>Add Mobility Hubs at key intersections throughout plan area</i>	VIA, Transportation Department, Public Works Department	Federal Transportation Alternatives Grant	5-9 Years
<i>Implement youth job training and employment opportunities in economic development opportunity areas at Loop 1604 and I-10</i>	Workforce Development Office, Economic Development Department, SAGE, Greater: SATX	Private Investment, Incentives, General Fund	5-9 Years

*and East Houston Street and Loop 410*

<i>Add a variety of activity hubs throughout the plan area</i>	Planning Department, Development Services Department, Economic Development Department, Developers	Private Investment, Incentives	10+ Years
<i>Add health care services in key areas across the plan area</i>	Metro Health District, Development Services Department, Economic Development Department, Developers, Bexar County	Private Investment, Incentives	10+ Years
<i>Establish east-west connections through priority connections and trail features</i>	TxDOT, Transportation Department, Bexar County, Parks and Recreation Department, Public Works Department	Federal Transportation Alternatives Grant, Bond, Private Investment, Incentives, RAISE Grant	10+ Years
<i>Improve lighting in public spaces throughout plan area</i>	Development Services Department, CPS	Private Investment, General Fund	5-9 Years
<i>Streetscape improvements at mobility areas</i>	TxDOT, Transportation Department, Public Works Department	Federal Transportation Alternatives Grant, Bond, IMP	10+ Years
<i>Enhance pedestrian crossings along major corridors</i>	TxDOT, Transportation Department, Public Works Department	Federal Transportation Alternatives Grant, Bond, IMP	5-9 Years
<i>Public Art (See Section 8.2)</i>	Public Works Department, Department of Arts and Culture, Private Property Owners	Bonds, Grants, Capital Improvements Program Volunteers, Incentives, Environmental, Social, and Governance Investors	Continuous

## 4.4 Funding Sources

No budget is approved upon the adoption of any sub-area plan. However, projects proposed in this plan may serve as the foundation for applying to grants and utilizing funds from various sources. While all identified improvements would require further study before construction, the concepts developed here can initiate the staffing resources needed for further exploration and serve as a reference point for community discourse. This section outlines potential funding avenues for ideas and projects in the plan.

### ***a. City of San Antonio Bond Program***

A bond is a debt obligation that, when issued, provides local government with funds to finance large capital improvements. A Bond Program includes both the authority to issue bonds and a listing of the purposes for which the funds may be used. General Obligation Bond Programs, such as the City of San Antonio's Bond Program, require voter approval. Every five years, the City establishes a committee of community members to assist in developing a Bond Proposal. The voter approved 2022 – 2027 Bond Program totaled \$1.2 billion and included 183 projects among six bond propositions - Streets, Bridges and Sidewalks; Parks and Recreation; Drainage and Flood Control; Library and Cultural Facilities; Public Safety Facilities; and Affordable Housing.

### ***b. City of San Antonio Annual Budget***

The City adopts an annual budget for allocation of resources toward service delivery plans providing quality services, targeted investments, and continued improvements. The City's adopted FY2025 Budget was \$3.9 billion (General Fund – 42%, Capital Program – 22%, and Restricted Funds – 36%). Ideas from this plan may aid in prioritizing projects or influencing the redesign of long-standing ideas for improvements. In addition, the plan may serve to identify where funds may need to be targeted based on input from and the needs of the community.

### ***c. Grants***

Federal, state, and other government funding is commonly received through competitive grants. These grants often require matching funds, existing designs, or "shovel-ready" projects, and involve public participation. Projects supporting equity and environmental stewardship stand a better chance of approval. Council approval is necessary to submit proposals committing the City to administer the grants.

### ***d. Incentives and Developer Agreements***

Tools such as density bonuses or relaxed parking requirements can be utilized to encourage development types or locations designated as priorities for the City. Development agreements with tax incentives could involve private provision of public goods like parks or environmental restoration.

### ***e. Tax Increment Financing***

Tax Increment Financing (TIF) is a public financing mechanism through which the growth in taxes (increment) associated with new development or redevelopment can be captured and used to pay costs associated with economic development for the public good. The area in which TIF is used is known as a Tax Increment Reinvestment Zone (TIRZ). The City has both City-initiated and petition-initiated TIRZs within its boundaries. Existing and future Zones may be able to use this plan to guide investments.

### ***f. Public Private Partnerships***

Government agencies may collaborate with private corporations to finance, build, operate, and/or manage large-scale projects. Public private partnerships typically involve private financing and services upfront and then getting revenue from public users. Examples of projects include public transportation networks, parks, and convention centers.

### ***g. Community and Volunteer Donations***

Residents frequently come together for a common cause and contribute towards improvements beyond the City's resources. Programs facilitating local improvement of public property can engage the community and facilitate enhancements. Such programs could involve public funding alongside volunteer efforts. "Tactical" improvements, including maintenance of monuments, landmarks, signs, holiday decorations, utility box painting, community gardens, murals, public art, and trash removal, can all be addressed.

### ***h. Environmental, Social, and Governance Investors***

Private investors seeking firms supporting Environmental, Social, and Governance (ESG) causes may align with projects in this plan, providing funding or support. Capital and equity funds, private business interests, and corporations may integrate public goods into private projects to attract ESG investors and align with their business model.

## 5 Land Use

### 5.1 Introduction

Land Use is the foundation of all sub-area plans. All other sections are intended to respond to and support the patterns of land use described in this section and by the future land use map.

By writing sub-area plans—like the Far East Community Area Plan—the Planning Department is creating a detailed future land use map incrementally and equitably for the entire City of San Antonio, with land use categories applied in a contextually appropriate way for each sub-area. This accomplishes one of the key goals of the SA Tomorrow Comprehensive Plan, creating a complete and consistent future land use map for the entire city.

#### ***a. Comprehensive Land Use Categories***

The Far East Community Area Plan applies a range of land use categories that reflect the unique character of the sub-area and preferences of the community while encouraging and supporting development and mobility patterns that reflect the goals of the SA Tomorrow Comprehensive Plan.

In San Antonio, land use categories are designated in the Unified Development Code (Section 35-A101. (Definition and Rules of Interpretation; Comprehensive land use category)) and are used in developing Future Land Use maps for all SA Tomorrow Plans. There are eighteen unique land use categories, and each category established a broad idea for how the site should be used in the future. Categories describe similar and/or complementary uses (residential, commercial, mixed-use, etc.) and reflect the range of intensity of those uses appropriate for the site they are applied to (low, medium, high, etc.).

Descriptions of all land use categories are included in this plan alongside the Land Use Map (pg. 22 – pg. 25). The Land Use categories for San Antonio are:

#### Residential

- Residential Estate
- Low Density Residential
- Urban Low Density Residential
- Medium Density Residential
- High Density Residential

#### Commercial

- Neighborhood Commercial
- Community Commercial
- Regional Commercial

#### Mixed-Use

- Neighborhood Mixed-Use
- Urban Mixed-Use
- Regional Mixed-Use
- Employment/Flex Mixed-Use
- Business/Innovation Mixed-Use

### Industrial

- Light Industrial
- Heavy Industrial
- Agriculture

### Civic

- Parks/Open Space
- City/State/Federal Government

## 5.2 Land Use Snapshot

### *a. Residential Areas*

Residential areas consist primarily of single-family detached dwellings in neighborhoods that are quiet, stable, have limited traffic volumes, and range from older to newer subdivisions. Neighborhoods that were constructed in the 1950s and 1960s include Dellcrest Area, Wheatley Heights, Hein Orchard, Eastgate, Eastwood Village, Stoneleigh, and Royal View. Newer subdivisions recently built in the 2010s include Paloma, Rosillo, and Quiet Creek. Generally, the more established neighborhood areas within the Far East Community Area should retain a lower-density residential composition and appearance.

For the Far East Community Area Future Land Use Map, most existing neighborhoods are designated Low Density Residential, with the exception of some areas designated Urban Low Density Residential close to I-10 and around Amanda Avenue and Pecan Valley Drive that serve as buffers between commercial areas and neighborhoods. There are also some residential subdivisions located in the eastern part of the plan area, near Loop 1604 and I-10, that are designated Urban Low Density Residential, including manufactured housing communities along I-10 and the Paloma neighborhood. These areas are characterized by smaller lots and allow for neighborhood-scaled commercial uses. The Urban Low Density Residential designation was applied for existing neighborhoods close to major highways because it allows a variety of residential product types such as multiplexes, manufactured homes, and garden-style apartments that serve as an adequate buffer and transition to lower-density residential areas.

Pockets of Low Density Residential are also designated along the edge of the city’s jurisdiction line surrounding the areas off the I-10 corridor because it creates a consistent density pattern with areas outside the city limits that are located away from major arterial roadways and are primarily single-family residential lots. Other Low Density Residential designations west of Loop 410 are reflected within Far East’s established neighborhoods and should be preserved to retain community character.

Approximately 2% of the Far East Community Area is designated as either Medium or High Density Residential; primarily properties located along major corridors such as Rigsby Avenue, WW White Road, East Houston Street, and off I-10. Medium Density Residential land uses should not be located within established neighborhoods, as they would detract from the existing character and scale which typically consist of single-family, detached residential dwellings. However, the Medium Density Residential designation is appropriate along the perimeter of lower density neighborhoods as a transition to other uses, such as commercial or mixed-use areas. Medium Density Residential has been applied throughout the plan area for locations where product types such as condominiums and multi-family housing is appropriate – such as near I-10 and off East Houston Street. Within the Far East Community Area Plan,



the High Density Residential designation was applied to properties west of Foster Road that are already developed with multi-family apartments.

### ***b. Commercial Areas***

The Neighborhood Commercial land use designation along Rigsby Avenue allows commercial services and goods availability to surrounding neighborhoods. Most Neighborhood Commercial is designated along Rigsby Avenue to encourage long-standing businesses to remain and to provide the opportunity to expand those services available to local residents.

Community Commercial land use is designated along I-10 and Loop 410 frontage roads and Rigsby Avenue east of WW White Road. These roadway corridors should retain their existing uses while encouraging a greater diversity of retail, restaurants, and local service options.

The Regional Commercial land use designation allows for higher intensity commercial uses that can attract large-scale businesses and can draw in residents from a larger region. It should be limited to interstate frontages and major freeway intersections. Regional Commercial is designated near Rigsby Avenue and Loop 410 interchange and the general area of WW White Road and I-10. There are also smaller areas of Regional Commercial along I-10 frontage roads to support the diversification of land uses.

### ***c. Mixed-Use Areas***

The Neighborhood Mixed-Use designation supports small-scaled businesses and accommodates housing, commercial, and institutional uses in a live, work, and play environment at a neighborhood scale. Portions of East Houston Street and WW White Road are designated Neighborhood Mixed-Use to differentiate the corridor with a variety of desired uses. Other Neighborhood Mixed-Use areas are within or adjacent to neighborhoods such as Hein Orchard, Wheatley Heights, and Dellcrest to promote walkable community-centric entertainment and dining options to residents.

To further stimulate economic development, create healthy walkable communities, and encourage a medium level of intensity of residential, commercial, and institutional uses, Urban Mixed-Use should be located around major intersections and along corridors that can accommodate higher traffic volumes, and properties near public transit routes and facilities. Urban Mixed-Use is designated in several key areas, including WW White Road, Loop 1604 and I-10, and in pocketed areas along I-10, Roland Avenue, and Loop 410, which are major corridors in the Far East Community Area. Specifically, in designated focus areas, the Urban Mixed-Use designation encourages development that accommodates commercial uses, apartments, townhomes, small lot single-family detached homes, open space, entertainment, restaurants, health care services, and transit supportive development.

Urban Mixed-Use development is encouraged where it could create opportunities for local destinations within a reasonable walking distance near public transit lines, particularly along WW White Road, and East Houston Street, where VIA plans to establish an Eastside Transit Center. The WW White Road corridor is designated primarily Urban Mixed-Use to encourage revitalization and rehabilitation of existing businesses and potentially attract new businesses that would encourage and expand more live, work, and play options. Urban Mixed-Use is also designated at the intersections of Loop 1604 and I-10 to create a central destination for additional entertainment, restaurant, health care services, and retail options that could serve residents and employees in the area. Pocketed areas designated Urban Mixed-

Use should accommodate a variety of uses to serve as local destinations including the western side of Loop 410 between Lord Drive and Rigsby Avenue; Roland Avenue; I-10 and Martin Luther King Drive; and I-10 and Woodlake Parkway.

#### ***d. Employment Mixed-Use Areas***

The Employment/Flex Mixed-Use designation is intended to allow for a broad range of permitted uses so that industrial, commercial, and residential uses can be compatibly integrated in small to medium scale projects. This allows for adaptive reuse of older industrial properties for creative workspaces, cottage industrial or fabrication uses, limited-unit live-work lofts with apartments located above workspaces, as well as workforce housing located in and near employment areas. Employment/Flex Mixed-Use is assigned to properties along Rigsby Avenue in between Foster Road and Loop 410, and pocketed areas across the plan area to encourage diversification of land uses that would promote accessibility for the local workforce. These areas include existing industrial and/or commercial uses and are long-standing employment areas where flexibility of uses is encouraged. The areas designated as Employment/Flex Mixed-Use should serve as buffers between lighter and higher intensity of uses.

Business/Innovation Mixed-Use accommodates Light Industrial uses with office, commercial, and residential uses, all within a cohesive setting. It is intended for larger parcels or campus-style development where industry, office, and certain residential projects could co-exist. Heavy Industrial uses are not permitted within this land use designation. Business/Innovation Mixed-Use is the largest designated land use within Far East Community Area by land area at 18%. Most Business/Innovation Mixed-Use areas are located along Foster Road and Loop 410 south of 1346 FM (East Houston Street) and north of State Road 87 (Rigsby Avenue). Other areas include the southwest corner of the I-10 and Loop 410 intersection and properties surrounding the FM 1516 (also referred to as Martinez-Converse Road) and I-10 intersection. Properties designated as Business/Innovation Mixed-Use are generally large or are comprised of multiple linear parcels that could be re-platted to encourage larger developments to create innovation hubs, campus style development, and entertainment centers. While Industrial and Light Industrial uses are permitted within the Business/Innovation Mixed-Use land use designation, residential, commercial, and office uses should be considered to meet the area's workforce and land use goals.

Business/Innovation Mixed-Use also accommodates a variety of healthcare uses such as hospital, clinic, laboratory, primary care, and optical, which are highly desirable uses within the Far East Area as this area currently lacks these types of services. Healthcare uses are appropriate within Business/Innovation Mixed-Use and can be located along the eastern portion of Loop 410 in between Rigsby Avenue and 1346 FM and other mixed-use designations along East Houston Street, Rigsby Avenue, I-10, and WW White Road. Healthcare uses developed within Business/Innovation Mixed-Use designated areas should also consider incorporating a residential component to provide housing options to the workforce or those that may want to reside near these services. Hospitals developed should not exceed requirements outlined in the C-3 Regional Commercial base zoning district and should only be a level IV (four) or V (five) trauma center. These levels of trauma centers will not detract from the nearby level I (one) trauma center - Brooke Army Medical Center (BAMC).

#### ***e. Industrial Areas***

Within the Far East Community Area, Heavy Industrial land use is discouraged other than the area generally between Foster Road, FM 1516, FM 1346, and I-10. Light Industrial is located along Foster

Road where major manufacturing and distribution centers have access to I-10 and Loop 410. Light Industrial is also located directly to the east of Martindale Heliport to discourage other uses that would be incompatible with base operations. Other light and general industrial uses can be accommodated in areas classified as Employment/Flex Mixed-Use and Business/Innovation Mixed-Use.

### ***f. Parks/Open Space Areas***

Parks/Open Space is designated on City- and Bexar County-owned parks and recreational facilities, including Salado Creek Greenway, Dellcrest Park, Copernicus Park, Wheatley Heights Sports Complex, Martin Luther King Park, and J Street Park. Parks/Open Space land use is also located in and around newer subdivisions east of Loop 410, including subdivisions located NW of Foster Road and 1346 FM. Although not indicated on the Future Land Use Map, Parks/Open Space is recommended along linear creek systems, which include Salado Creek and Rosillo Creek. This recommendation is intended to encourage future investment in nature trails, trail-oriented development, recreational activity, alternative routes of mobility, and environmental and floodplain conservation.

### ***g. Transition Zones***

The Far East Community Area includes a wide range of land uses that require adequate transition zones to help promote community character, minimize conflict between lighter and heavier intensity uses, and protect natural resources and waterways. In recent years the Far East Area has seen sporadic residential and industrial development east of Loop 410. The Future Land Use Map designates and encourages adequate buffers to minimize future conflict between these two uses. Commercial, mixed-use, and medium density housing areas allow moderate-intensity development that can complement both residential and industrial uses and serve as a transition between them. Land Use Strategies LU 1.3 and LU 2.3 promote the use of medium density housing and mixed-use areas along major corridors to serve as buffers between lower density residential areas and more intense commercial and industrial uses. The Royal View Neighborhood south of Houston Street between S Foster Road and Loop 410 and the WW White Corridor are both good examples for developing such transition zones.

Rosillo Creek is a watershed that runs parallel to Loop 410 and Foster Road. While growth in recent decades has been minimal in this area, development within the last five years has increased. Major industrial and residential development has occurred within this area and increases pressures on this watershed. Transitional uses are recommended for this area to minimize environmental conflict and to promote extension of a trailway feature along its extent. Development that occurs adjacent to this area should reference Land Use Recommendation and Strategy 4.2 to help encourage this transition zone.

## **5.3 Land Use Map**

[See Figure 5: Future Land Use Map]

### ***a. How is a Future Land Use Map used?***

The Future Land Use Map provides guidance for decisions about the development of land by showing preferred types of use and intensity.

The future land use map does not constitute a zoning change or a change in rights for any individual property; such property rights are governed by a property's zoning. However, future land use maps and

sub-area plans are referenced when changes are proposed to the zoning of a site. Requests for changes in zoning that are consistent with the vision set by the future land use map are more likely to be recommended for approval by staff and more likely to be approved by commissions and City Council. Further, requested zoning changes that are not aligned with a property's designated future land use require a Plan Amendment that changes the site's land use designation to one that is aligned with the requested zoning district.

Following are descriptions of the 18 land use designations. For a full and up-to-date list of designations, including implementing zoning districts, refer to Section 35-A101. (Definition and Rules of Interpretation; Comprehensive land use category) of the Unified Development Code or contact the City of San Antonio Development Services Department.

## ***b. Residential Land Use Category Descriptions***

### **Residential Estate**

*Residential Estate* includes large lot single-family detached houses on individual estate-sized lots or in conservation subdivisions. This form of development should be located away from major arterials, and can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access.

### **Low Density Residential**

*Low Density Residential* includes single-family detached houses on individual lots, including manufactured and modular homes. This form of development should not typically be located adjacent to major arterials. This land use category can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access.

### **Urban Low Density Residential**

*Urban Low Density Residential* includes a range of housing types including single-family attached and detached houses on individual lots, small lot residences, duplexes, triplexes, fourplexes, cottage homes, manufactured homes, low-rise garden-style apartments, and manufactured home parks. This land use category may also accommodate small scale retail and service uses that are intended to support the adjacent residential uses. Other nonresidential uses, including, but not limited to, schools, places of worship and parks are appropriate within these areas and should be centrally located to provide easy accessibility.

### **Medium Density Residential**

*Medium Density Residential* accommodates a range of housing types including single-family attached and detached houses on individual lots, manufactured and modular homes, duplexes, triplexes, fourplexes, and low-rise, garden-style apartments with more than four (4) dwelling units per building. Cottage homes and very small lot single-family houses are also appropriate within this land use category. Higher density multi-family uses, where practical, should be located in proximity to transit facilities. Certain nonresidential uses, including, but not limited to, schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility.

### **High Density Residential**

*High Density Residential* includes low-rise to mid-rise buildings with four or more dwelling units in each. *High Density Residential* provides for compact development including apartments, condominiums, and assisted living facilities. This form of development is typically located along or near major arterials or collectors. High density multi-family uses should be located in close proximity to transit facilities. Certain

nonresidential uses, including, but not limited to schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. This classification may be used as a transitional buffer between lower density residential uses and nonresidential uses. *High Density Residential* uses should be located in a manner that does not route traffic through lower-density residential uses.

### ***c. Commercial Land Use Category Descriptions***

#### **Neighborhood Commercial**

*Neighborhood Commercial* includes smaller intensity commercial uses such as small-scale retail or offices, professional services, and convenience retail and services that are intended to support the adjacent residential uses. *Neighborhood Commercial* uses should be located within walking distance of neighborhood residential areas. Special consideration should be given to pedestrian and bicycle facilities that connect neighborhoods to commercial nodes.

#### **Community Commercial**

*Community Commercial* includes offices, professional services, and retail uses that are accessible to bicyclists and pedestrians and linked to transit facilities. This form of development should be located in proximity to major intersections or where an existing commercial area has been established. *Community Commercial* uses are intended to support multiple neighborhoods, have a larger market draw than neighborhood commercial uses, and attract patrons from the neighboring residential areas. All off-street parking and loading areas adjacent to residential uses should include landscape buffers, lighting and signage controls. Examples of *Community Commercial* uses include, but are not limited to, cafes, offices, restaurants, beauty parlors, neighborhood groceries or markets, shoe repair shops and medical clinics.

#### **Regional Commercial**

*Regional Commercial* includes high intensity uses that draw customers from both adjacent communities as well as the larger metropolitan region. *Regional Commercial* uses are typically located in general proximity to nodes along expressways or major arterial roadways and incorporate high-capacity transit facilities. *Regional Commercial* uses should incorporate well-defined entrances, shared internal circulation, limited curb cuts to expressways and arterial streets, sidewalks and shade trees in parking lots, landscaping between the parking lots and roadways, and well- designed monument signage. Examples of *Regional Commercial* uses include, but are not limited to, movie theaters, plant nurseries, automotive repair shops, fitness centers, home improvement centers, hotels and motels, mid- to high-rise office buildings, and automobile dealerships.

### ***d. Mixed-Use Land Use Category Descriptions***

#### **Neighborhood Mixed-Use**

*Neighborhood Mixed-Use* contains a mix of residential, commercial, and institutional uses at a neighborhood scale. Within mixed-use buildings, residential units located above first floor are encouraged. Typical first floor uses include, but are not limited to, small office spaces, professional services, and small-scale retail establishments and restaurants. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in *Neighborhood Mixed-Use* area to ensure access to housing options and services within proximity for the local workforce. Where practical, buildings are situated close to the public right-of-way, and parking is located behind buildings. Parking requirements may be minimized using a variety of creative methods, such as shared or cooperative parking agreements, to

maximize land available for housing and community services. Pedestrian spaces are encouraged to include lighting and signage, and streetscaping should be scaled for pedestrians, cyclists, and vehicles. Properties classified as *Neighborhood Mixed-Use* should be in close proximity to transit facilities.

### Urban Mixed-Use

*Urban Mixed-Use* contains a mix of residential, commercial, and institutional uses at a medium level of intensity. *Urban Mixed-Use* development is typically larger-scale than *Neighborhood Mixed-Use* and smaller-scale than *Regional Mixed-Use*, although many of the allowable uses could be the same in all three categories. Building footprints may be block-scale but could be smaller depending on block configuration and overall development density. Typical first floor uses include, but are not limited to, professional services, offices, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in *Urban Mixed-Use* areas to ensure access to housing options and services within proximity for the local workforce. Structured parking is encouraged in *Urban Mixed-Use* category but is not required. Parking requirements may be satisfied through shared or cooperative parking agreements, which could include off-site garages or lots. The *Urban Mixed-Use* category should be in proximity to transit facilities.

### Regional Mixed-Use

*Regional Mixed-Use* contains residential, commercial, and institutional uses at high densities. *Regional Mixed-Use* developments are typically located within regional centers and in close proximity to transit facilities, where midrise to high-rise buildings would be appropriate. Typical lower floor uses include, but are not limited to, offices, professional services, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in *Regional Mixed-Use* areas to ensure access to housing options and services within close proximity for the local workforce. Where feasible, development is ideally built at the block scale, with minimum building setbacks. Parking requirements may be satisfied through shared or cooperative parking agreements, which can include off-site garages or lots. If parking requirements are satisfied on-site, structured parking is encouraged. Pedestrian spaces are encouraged to be generous in width and lighting, with streetscaping and signage scaled to pedestrians. *Regional Mixed-Use* projects encourage incorporation of transit facilities into development.

### Employment/Flex Mixed-Use

*Employment/Flex Mixed-Use* provides a flexible live/work environment with an urban mix of residential and light service industrial uses. Uses include smaller-scale office, retail, art studio warehouses, art-oriented fabrication, creative businesses and workspaces, and cottage industrial and fabrication uses. Adaptive uses of vacant or underutilized structures are encouraged to provide residential urban infill and appropriate employment opportunities within or near neighborhoods. Buildings have a smaller footprint and can closely resemble campus-like development across multiple sites or with several multi-functioning buildings on one site.

### Business/Innovation Mixed-Use

*Business/Innovation Mixed-Use* accommodates industrial uses with office, commercial, and residential uses, all within a cohesive setting, on a larger scale and within larger footprints than the *Employment/Flex Mixed-Use* category. Industrial arts workshops, high tech fabrication, processing and assembly, and other industrial uses are permitted, in addition to commercial uses. Vocational training, technological learning centers, medical campuses, and research/development institutions are also appropriate for these spaces. Additional environmental performance standards should be employed for



properties designated as *Business/Innovation Mixed-Use*, such as hours of activity, loading, noise levels and lighting, to ensure that the intensity of the industrially oriented uses is comparable to that of the other non-residential uses. The mix of uses may be either vertically or horizontally distributed. Live/work housing options are permissible in *Business/Innovation Mixed-Use* areas to ensure access to housing options and services within close proximity of business innovation areas for the local workforce. *Business/Innovation Mixed-Use* should incorporate transit and bicycle facilities to serve the training and employment base.

## ***e. Industrial Land Use Category Descriptions***

### **Light Industrial**

*Light Industrial* includes a mix of manufacturing uses, business park, and limited retail/service uses that serve the industrial uses. Industrial uses should be screened and buffered from adjoining non-industrial uses. Any outside storage should be under a roof and screened from public view. Examples of *Light Industrial* uses include drug laboratories, furniture wholesalers, lumberyards, food production, and warehousing.

### **Heavy Industrial**

*Heavy Industrial* includes heavy manufacturing, processing, and fabricating businesses. *Heavy Industrial* uses shall be concentrated at arterials, expressways, and railroad lines. This category is not compatible with neighborhood scaled categories or those that permit residential zoning. *Heavy Industrial* should be separated from non-industrial uses by an allowable land use or a significant buffer. Examples of *Heavy Industrial* uses include auto manufacturing, battery manufacturing, and petrochemical bulk storage.

### **Agricultural**

*Agricultural* includes crop agriculture, ranching, and related agribusiness practices. Single-family detached houses and detached accessory dwelling units are permitted on agricultural and ranch lands at very low densities or in conservation subdivisions that will not interfere with agricultural operations. Limited commercial uses directly serving agricultural and ranching uses, such as farmers markets, nurseries, stables, bed and breakfasts are permitted. To maintain scenic qualities, natural vegetative buffers, deeper setbacks, increased signage control, earthen drainage channels, and more restrictive access management standards are desired along major scenic corridors. Floodplain protection and buffer zones along creeks and rivers are instrumental in retaining rural character.

## ***f. Civic Land Use Category Descriptions***

### **Parks/Open Space**

*Parks/Open Space* may include, but is not limited to, large, linear, or unimproved land where conservation is promoted, and development is not encouraged due to the presence of topographic constraints or institutional uses on the site. *Parks/Open Space* may include utility corridors and public or private land uses that encourage outdoor passive or active recreation. Examples include city owned and/or operated pocket, regional, or linear parks, as well as private parks associated with subdivisions and neighborhood associations.

### **City/State/Federal Government**

City/State/Federal Government includes areas owned and operated by a federal, state, or city agency. Examples may include government offices, public service facilities such as libraries and police stations, military bases, state colleges, and federal courts. This category does not apply to properties owned by a

public agency but leased to and operated by another party.

## 5.4 Land Use Recommendations and Strategies

As this community area continues to develop, it will be important to preserve space for residential development that provides balanced housing options for the growing workforce while also creating opportunities for existing residents to stay in their established communities. The addition of garden homes, townhomes and other medium density housing types will benefit both first-time home buyers and those seeking to downsize.

Far East Area neighborhoods west of Loop 410 historically have been developed as single-family dwellings on a single lot. Future development should aim to maintain this pattern within neighborhoods but expand housing options along the periphery of neighborhoods, abutting or adjacent to major arterials to encourage access to local amenities. The Future Land Use Map also creates opportunities for additional housing that could be absorbed within mixed-use areas that range from middle to high density. Any future housing development within these mixed-use areas should be consistent with the surrounding neighborhood character and maintain a consistent pattern of development to promote neighborhood stability. Consistent with the Future Land Use Map, new housing development should be protected from higher intensity uses such as Heavy Industrial and Regional Commercial.

### **Land Use Recommendation – LU 1**

#### **Expand housing options and promote neighborhood stability. (Goal 5)**

##### **Strategy – LU 1.1**

*Encourage rehabilitation of older neighborhoods to prevent outmigration of multi-generational households and to help with housing demand for a growing workforce.*

##### **Strategy – LU 1.2**

*For redevelopment and infill projects, preserve existing block patterns, general scale of development, and compatible uses in and around established neighborhoods to strengthen neighborhood identity and promote neighborhood stability. Infill and redevelopment within established single-family neighborhoods should be consistent with existing single-family houses in terms of massing, orientation, setbacks, and building heights.*

##### **Strategy – LU 1.3**

*Initiate and support rezoning requests to allow for multiplex housing, townhouses, bungalow courts, and small-lot single-family houses where such zoning and uses are consistent with the Future Land Use Map. These residential uses function well as a transition between commercial areas and existing single-family neighborhoods, provide more attainable housing options for first-time home buyers, and give older adults options for downsizing without leaving their community.*

##### **Strategy – LU 1.4**

*Initiate and support rezoning requests near the I-10 and Loop 1604 intersection to ensure that middle- to higher-density residential development is allowed, as consistent with the Future Land Use Map and military overlay zoning districts.*

Several plan area neighborhood-serving corridors that are not directly located on freeways need to be revitalized. These areas often have large, empty big box stores or strip centers that are currently unused



and, in some instances, suffer from disrepair or prolonged vacancies. This, in-turn, leads to a sense of insecurity. Development in these areas should be pedestrian-supportive and include a mix of uses that are consistent of “Main Street” elements that complement adjacent residential areas. Additionally, where housing is included, it should incorporate housing options that cater to young families and older adults.

**Land Use Recommendation – LU 2**

***Stimulate commercial development to serve the existing residents and workforce of the area, with uses and densities consistent with the Future Land Use Map. (Goals 2, 3, 5, 6)***

**Strategy – LU 2.1**

*Evaluate parking, setback, lighting, and sidewalk requirements for properties near transit facilities in the area, particularly along East Houston Street, to determine whether existing entitlements and regulations constrain transit-supportive redevelopment. A few design best practices that will more effectively integrate transit facilities with surrounding uses include:*

- *Relaxing parking minimums*
- *Relocating parking to the sides or rear of lots*
- *Improving lighting*
- *Encouraging activated first-floor retail uses*
- *Multi-family development*

**Strategy – LU 2.2**

*Facilitate the development of uses that are currently lacking in this area, particularly grocers and health care facilities.*

**Strategy – LU 2.3**

*Initiate and support rezoning requests consistent with the Future Land Use Map that promote a mix of uses along primary and secondary arterials, particularly South WW White Road and East Houston Street, to provide appropriate transitional uses between higher-intensity development and residential areas.*

**Strategy – LU 2.4**

*Consider City-initiated rezoning of distressed, vacant, or underperforming properties inside of Loop 410 to mixed-use districts to encourage mixed-use redevelopment, especially along corridors such as East Houston Street and South WW White Road, as well as in neighborhood-serving nodes.*

The predominant development pattern along I-10 has been auto-oriented industrial and commercial uses that do not foster community-serving destinations. As residential development continues to expand east along the interstate corridor, future land use should promote the creation of community identity and encourage mixed-use destinations with goods and services geared toward nearby residential areas. This is particularly important for key intersections along I-10 such as Foster Road, FM 1516, and Loop 1604.

The transition of new auto-oriented development and residential and commercial areas should have appropriate buffers to help protect sensitive uses from light, noise, and air quality impacts. While freight uses serve as a key component of the I-10 corridor, adequate buffers between auto and freight uses should encourage appropriate land use transitions to minimize these impacts.

The intersections of I-10 with Loop 1604 and Woodlake Parkway are opportunities for mixed-use development promoting uses such as restaurants, retail, health care, and medium to high density residential. This will encourage additional uses along I-10 that are desirable to current and future residents while expanding workforce opportunities in the area.

**Land Use Recommendation – LU 3**

***Ensure that development along the I-10 corridor serves not only interstate traffic but also the growing residential population in the area. (Goals 2, 3, 5, 6)***

**Strategy – LU 3.1**

*Avoid additional auto-oriented uses, such as auto supply shops, repair shops, and truck stops, adjacent to residential areas, consistent with the Future Land Use Map.*

**Strategy – LU 3.2**

*Ensure the continued commercial viability of sites impacted by Texas Department of Transportation (TxDOT)'s improvements to the I-10/Loop 410 interchange. Support rezoning requests and explore potential City-initiated rezoning of such properties to align with the Future Land Use Map.*

While residential and community-serving mixed-use development expand in designated parts of the Far East Community Area, continued industrial development and preserving the employment base are also priorities. Certain parts of the Far East Area are attractive for industrial and other employment opportunities based on the availability of undeveloped land, the existing industrial base, rail and highway freight mobility options, and limited residential development in the area between Loop 410 and Loop 1604. Balancing industrial, employment, and residential uses and providing adequate buffers and transitions between them will help ensure balanced and compatible growth as the area evolves.

New industrial developments should also be designed to protect the quality of, and public access to, important natural areas and watersheds such as Rosillo Creek.

**Land Use Recommendation – LU 4**

***Ensure continued industrial growth in the Far East Community Area, while minimizing negative impacts on residents and environmental systems. (Goals 3, 5, 7)***

**Strategy – LU 4.1**

*Support rezoning requests and explore potential City-initiated rezoning of properties designated Business/Innovation Mixed-Use on the Future Land Use Map to ensure that innovation hubs, industries that provide jobs for a specialized workforce, and campus-oriented mixed-use development are allowed in these areas.*

**Strategy – LU 4.2**

*For industrial properties where floodplain or drainage areas are present on site or directly adjacent to the property, consider requiring an easement for watershed protection or increasing building setbacks from these sensitive areas, since freight movement and impervious cover have a significant impact on watershed health. New development along Rosillo Creek should be a key focus of this effort.*

**Strategy – LU 4.3**

*Preserve areas for industrial use that have rail and freeway access.*

Martindale Army Heliport is a vital regional, state, and federal resource that provides economic stability to the Far East Community Area. Continuing to support Martindale's mission and operations promotes the area's workforce as well as state and national security. However, as the area develops, prioritizing a balance between base operations and other uses will be important to promote community stability and quality of life.

New development near Martindale Army Heliport should be limited to industrial, commercial, and office uses, and should be compatible in accordance with Joint Base San Antonio's Regional Compatible Use Plan. Compatibility of land uses between Martindale and adjacent areas will minimize conflicts related to noise, air quality, lighting, height, and other potential impacts of the military mission and quality of life for residents. Restricting height of structures is particularly important for new development to ensure that areas are protected from Martindale's flight path and hazard zone. Residential uses should not be promoted within Martindale's flight path and sound attenuation zone and should be appropriately buffered.

#### ***Land Use Recommendation – LU 5***

***Continue to support Martindale Army Heliport's mission and mitigate the impact of the heliport field operations on surrounding properties. (Goals 3, 5)***

##### ***Strategy – LU 5.1***

*Restrict new residential development near Martindale Army Heliport to minimize conflicts related to noise, air quality, lighting, height, and other potential impacts of the military mission.*

##### ***Strategy – LU 5.2***

*Restrict the height of structures of new development in and near the Martindale Army Heliport flight path and hazard zone to ensure the continued viability of Martindale's mission.*

- *Analyze height restriction measures for new developments in the area.*
- *Explore rezoning of properties in these areas to minimize conflicts related to height and use.*

##### ***Strategy – LU 5.3***

*Ensure that all new development near Martindale Army Heliport is a compatible use as identified in the Joint Base San Antonio Regional Compatible Use Plan.*

##### ***Strategy – LU 5.4***

*Continue enforcement of all applicable airport and military overlay zoning districts near Martindale Army Heliport.*

## 6 Focus Areas

### 6.1 Understanding Focus Areas

[See Figure 6: Focus Areas Map]

Focus areas identify key locations where future investments or other improvements are desired. While many recommendations in this plan are long-term and somewhat conceptual, the focus areas section offers more detailed visions for desirable ways in which these areas could be developed or evolve over time to help meet a variety of community goals.

While this section has detailed renderings, any specific style choices are for illustrative purposes only to show potential, rather than to prescribe development design.

### 6.2 Focus Area #1: East Houston Street Corridor

#### **a. Vision**

*East Houston Street is a safe, inviting, accessible, and walkable community corridor that capitalizes on the integration of residential-scaled multimodal and mixed-use development that benefits the VIA Metropolitan Transit Rapid Silver Line, Eastside Transit Center, and area neighborhoods.*

[See Figure 7: Focus Area #1: East Houston Street Corridor]

#### **b. Location and Existing Conditions**

The East Houston Street Corridor Focus Area extends two miles from I-10 to Loop 410. The focus area includes several commercial nodes at the intersections with I-10 and with WW White Road. Businesses include a mix of local restaurants, auto repair and services, discount variety stores, and other local businesses and services, typically in smaller building footprints. There are two schools along the corridor, Sam Houston High School and S.J. Davis Middle School. VIA plans to establish the Eastside Transit Center at the southeast corner of East Houston Street and Estate Drive to promote additional transit services and other modes of transportation such as bike and pedestrian mobility to increase accessibility along this corridor. The area has several neighborhoods of older single-family homes and duplexes built between the 1940s and 1980s on single-family residentially zoned lots of varying lot sizes, and larger apartments and older adult living that are zoned multi-family.

#### **c. Challenges and Opportunities**

The vision for the East Houston Street Corridor Focus Area is to establish a mixed-use corridor that prioritizes mobility services and additional commercial services. The corridor has been envisioned as a destination for nearby neighborhoods that includes:

- Neighborhood-scaled ground floor retail.
- Dining, health care, and grocers.
- Multi-family housing for all stages of life and income levels.
- Small outdoor gathering spaces.

- Streetscape improvements to enhance pedestrian and bike activity.

The East Houston Street Corridor should support a mix of uses and other related community amenities. Residents have expressed the need for infrastructure improvements, infill development on vacant parcels, and linear parks and other public spaces to add green spaces accessible to nearby neighborhoods. Other needed corridor improvements include enhancements to street lighting, pedestrian crossings, signage and wayfinding, and public art. Green infrastructure along this extent would further enhance green spaces within this corridor and support urban heat island mitigation and storm water retention. There are several vacant lots of various sizes suitable for infill development including compact single-family homes, duplexes, triplexes, townhomes, and small-scale multi-family. To complement new residential development, city-owned vacant lots are suitable for neighborhood parks, playgrounds, dog parks, and community gardens.

## 6.3 Focus Area #2: South WW White Road

### ***a. Vision***

*The South WW White Road area near Old WW White Elementary School is a mixed-use main street that is walkable and highlights public spaces. It includes diverse and quality retail, medical services, and grocer options that support area residents, and promotes a diversity of housing options at scale with existing residential areas.*

[See Figure 8: Focus Area #2: South WW White Road]

[See Figure 9: Focus Area #2: South WW White Road – Existing]

[See Figure 10: Focus Area #2: South WW White Road – Concept]

### ***b. Location and Existing Conditions***

The South WW White Road Focus Area is bounded by East Houston Street to the north, Eastwood Village Neighborhood Association to the west, Lavender Lane to the south, and Susanwood Drive to the east. South WW White Road is a major arterial that is a primary north-south connector within the community area that is a State of Texas roadway.

Improvements made along this corridor should be in conjunction with and complement potential future investment to the Eastwood Village Strip Mall Center and Old WW White Elementary School. The focus area is mostly developed but includes some undeveloped land. The focus area is comprised of several underutilized properties that could support additional services for the area. These properties include the Old WW White Elementary School and the Eastwood Village strip center south of Readwell Drive. The Old WW White Elementary School is used as auxiliary space for San Antonio Independent School District and has the potential for reinvestment or lease to a private developer within the next 20 years. The Eastwood Village strip center is an older commercial area that is underutilized and is at half capacity. There are also smaller neighborhood-scaled commercial sites along the eastern portion of the focus area that have longer linear parcels. The surrounding area consists of homes built between the 1950s and 1970s and has been described as friendly and family oriented.

This area has several assets including:

- Adjacency to East Houston Street.

- Located along VIA bus route 26, which travels along WW White Road.
- Convenient access to Loop 410 and I-10.
- Proximity to commercial services.
- Connections to local schools such as Sam Houston High School and S.J. Davis Middle School.
- Adjacency to several established neighborhood and multi-family areas.

### ***c. Challenges and Opportunities***

The vision for the South WW White Road Focus Area is a mixed-use corridor that provides services and entertainment options to east San Antonio neighborhoods, along with robust housing options. This development pattern is consistent with the Urban Mixed-Use land use designation. The focus area should include retail, dining, entertainment, health care, grocery, residential, and recreational uses. New and adaptive reuse development should be at an appropriate scale, provide transitional uses to adjacent neighborhoods, and provide adequate balance between buildings and open spaces.

A variety of residential uses should be promoted within this focus area to provide affordable housing units for area workforce and quality housing for residents seeking to downsize or explore additional options in the area. Potential housing options may include cottage-style homes, market rate townhomes, high density single-family, affordable low density multi-family, and older adult living. South WW White Road should be well-designed with good connectivity and circulation, walkability, and improved access to destinations. There should also be an emphasis on multimodal options to promote multiple means of travel through area and to regional destinations. Potential options may include protected bike lanes, buffered sidewalks, wider sidewalks, improved pedestrian crossings, enhanced bus stops, and limiting driveway-cuts. Additional streetscape improvements should be made along South WW White Road to improve north-south and east-west connections so that pedestrians and bicyclists can safely access the focus area from adjacent neighborhoods. South WW White Road is a Texas Department of Transportation (TxDOT) primary arterial A street and future streetscape design considerations should coordinate accordingly with TxDOT.

Improving the attractiveness of the streetscape and public spaces will help add value to surrounding commercial and residential areas by enhancing community appearance and corridor appeal, improving quality of life and attracting both residents and businesses to the area. Design elements to improve the South WW White Road corridor include street trees, pedestrian islands, street lighting, benches, public art, signage and wayfinding, and green infrastructure. Additional community public space elements such as community gardens, murals, statues, and parks will complement residential uses and promote attractive spaces within this area.

The Eastwood Village Strip Center should retain its existing building footprint to promote commercial variety within the area. However, additional public space elements should be promoted to better attract retail, restaurant, health care, and grocery options to the area. This includes the installation of outdoor seating, parklets, plazas, pedestrian crossings, street trees, and public art. Partnerships with local non-profit organizations and government entities that provide store front and tactical urbanism grant programs could benefit this site.

Access between the center and the Old WW White Elementary School should include adequate pedestrian crossings, street lighting, and multi-use paths. Should public and/or private investment occur within this center and the Old WW White Elementary School, this area should explore opportunities for micro-mobility.

#### ***d. Transformative Project: Old WW White Elementary School***

[See Figure 11: Transformative Project: Old WW White Elementary School Campus – Existing]

[See Figure 12: Transformative Project: Old WW White Elementary School Campus – Concept]

The Old WW White Elementary School Transformative Project concept was developed during a Digital Design Charette where City staff, consultants, and Planning Team participants developed the illustrations shown in Figures 11 and 12. These illustrations depict a concept for how the site could be developed—including proposed uses and desired design features—to fulfill community needs and aspirations. The conceptual development pays special attention to design, building heights, public space, and compatibility with surrounding properties and natural features.

Important points raised during the charrette included a need for reduction in paved area, adding greenspace that could double as storm water management, maximum building height appropriate for the site, the need for buffers between residential areas and industrial uses, and amenities that integrate with the greenway. Key uses suggested by the group included public spaces that provide community gathering opportunities for the local workforce and day-time population as well as entrainment uses like breweries.

[See Figure 13: Transformative Project: South WW White Road – South WW White Road Crossing – Existing]

[See Figure 14: Transformative Project: South WW White Road – South WW White Road Crossing – Concept]

### **6.4 Focus Area #3: Old Municipal Landfill Site**

#### ***a. Vision***

*A locally serving community park that leverages community corridors and provides accessible, safe, green, and well-lit walkable mixed-use, residential, and commercial areas which are appropriate at scale to adjacent neighborhoods.*

[See Figure 15: Focus Area #3: Old Municipal Landfill Site]

#### ***b. Location and Existing Conditions***

This focus area is generally located along Rigsby Avenue to the south, west of Dellcrest Area Neighborhood Association, east of Roseler Road, and Holmgreen Road to the north. The focus area contains the Old Municipal Landfill Site and a largely undeveloped area west of the site. The Old Municipal Landfill Site has not been in use since 2003, and the southern portion of the property is one of the city’s bulky waste stations. This area is within walking distance to WW White Road and Rigsby Avenue and is adjacent to the Hein Orchard and Dellcrest Area Neighborhood Associations. The area is also close to the current District 2 Older Adult Center and commercial areas along Rigsby Avenue and South WW White Road.

#### ***c. Challenges and Opportunities***



The Old Municipal Landfill Site Focus Area is envisioned as a recreational hub with neighborhood-scaled mixed-use supporting adjacent neighborhoods. Appropriate uses on the Old Landfill site may include dog parks, a non-motorized BMX park, playgrounds, trails, and other amenities and public space elements supporting recreation activity. Neighborhood Mixed-Use designated areas should include a variety of family-oriented entertainment such as restaurants, retail, movie theater, arcade, and other supporting uses. Small-scale institutional uses could also be considered at this site to support nearby neighborhoods with educational, civic, and health care services. Residential uses would be appropriate in this space and may include low density multi-family, older adult living, and townhomes. Access between each of these uses should be promoted so that recreational users and residents can easily access mixed-use and recreational areas. Appropriate buffering should be incorporated within this focus area to minimize conflict with the existing bulky waste station and adjacent neighborhoods. Development that occurs within this area should incorporate appropriate building height, scale, bulk, and character due to its proximity to nearby neighborhood areas.

Additional access points into the site should be considered, including one at Cresthill Road. Walking and biking access to the area could be improved by exploring the opportunity to dedicate a trail easement on the northside of the focus area that connects to South WW White Road. Public space elements such as public art, lighting, and green infrastructure are compatible strategies to assist with buffering and supports the vision of this focus area. These strategies also promote community attractiveness and sense of place.

## 6.5 Focus Area #4: Wheatley Heights

### ***a. Vision***

*A regional storm water park that provides a variety of recreational and community services, supports local residents and regional visitors, and helps mitigate potential 100-Year Flood impacts on surrounding neighborhoods.*

[See Figure 16: Focus Area #4: Wheatley Heights]

[See Figure 17: Transformative Project: Salado Creek Storm Water Park – Existing]

[See Figure 18: Transformative Project: Salado Creek Storm Water Park – Concept]

[See Figure 19: Transformative Project: Salado Creek Storm Water Park – Concept (Rain Event)]

[See Figure 20: Transformative Project: Salado Creek Storm Water Park – Concept (Flood Event)]

### ***b. Location and Existing Conditions***

The Wheatley Heights Focus Area includes the area along the Salado Creek Greenway in between I Street and Rice Road. This focus area largely consists of undeveloped parcels that are primarily owned by the City of San Antonio. This area previously had residential lots prior to 1998, however, a 100-year flood directed the city to acquire properties within this area to mitigate any further development and flood disasters. This area also has existing recreational fields and is adjacent to the Salado Creek Greenway Trail. The focus area is near the Wheatley Heights, Southeast, and Hein Orchard neighborhood associations, and Martin Luther King Academy for Arts Integration. As this area is within a 100-year floodplain, no commercial or residential development should occur.

### ***c. Challenges and Opportunities***



This focus area is suitable for additional recreational opportunities that support nearby neighborhoods, schools, and other park spaces. The focus area is also supportive of green infrastructure and other public space elements such as public art, lighting, trailheads, and trails.

Consideration of a storm water park would be appropriate for the area and would be in alignment with the Far East Community Area vision and goals. The Federal Emergency Management Agency (FEMA) defines storm water parks as recreational spaces that are designed to flood during extreme events to withstand flooding. Storm water parks are functionable in that they serve as a strategy to minimize displacement and add recreational opportunities to nearby neighborhoods. Figures 18-20 show concept designs of a storm water park in the Wheatley Heights and Salado Creek area. In Figure 18, a concept design shows ample open space with complementary features that serve as green infrastructure. Figures 19-20 visualize a large storm event and how the storm water park minimizes flooding to adjacent neighborhoods while maintaining functionable recreational features. Rodney Cook Sr. Park in Atlanta, Georgia should serve as an inspirational project with; similar green infrastructure, plazas, recreation fields, and park space features implemented within this focus area.

This focus area should prioritize east-west and north-south connections to promote park access and accessibility. Incorporating multimodal transportation options would serve as a solution to strengthen these connections and allow residents and visitors to easily access this space. The park’s design should also position it as a regional destination, promoting tourism and providing enhanced recreational and community amenities for nearby neighborhoods and users of the Greenway Trail system. The Trust for Public Lands and City of San Antonio Parks and Recreation Department could serve as potential partners to implement this type of project.

## 6.6 Focus Area #5: East Loop 410

### ***a. Vision***

*A campus-style mixed-use area accessible and inviting to area workforce, residents, and visitors that includes medical services, innovation hubs, and diverse residential options that are compatible in scale with Military Overlay Districts.*

[See Figure 21: Focus Area #5: East Loop 410]

### ***b. Location and Existing Conditions***

The East Loop 410 Focus Area consists of industrial, commercial, and undeveloped land. Most of the parcels along the East Loop 410 frontage road are longer linear properties with developed land abutting the frontage road and undeveloped land adjacent to Rosillo Creek. There are some residential properties that are larger lots that are adjacent to the intersection of Loop 410 and Rigsby Avenue. The area neighbors HEB’s Super Regional Distribution Center site and Royal View Neighborhood. The City of San Antonio’s Southeast Service Center is also within this area and serves as a hub for city services such as Solid Waste, Parks, and Public Works. Rosillo Creek runs on the eastern portion of this area and has been identified as a potential trailway feature within the Southeast Community Area Plan, adopted in December 2022.

### ***c. Challenges and Opportunities***

This focus area encourages a mix of uses that is well-integrated with the Rosillo Creek and HEB Super Regional Distribution Center Site. The focus area should emphasize mixed-use, campus-style development to promote workforce development, housing, economic development, and a variety of uses supportive of the Far East Community Area vision and goals.

The area south of the City of San Antonio Southeast Service Center should prioritize commercial development that incorporates regionally serving retail, restaurants, entertainment, and health care services. This area is already an active commercial hub but could be expanded to include these desired uses.

Incorporating multimodal options at the intersection of Loop 410 and Rigsby Avenue should be promoted. This intersection has several reported pedestrian- and bike-related injuries and fatalities that discourage walkability and accessibility through the area. Enhancements to this intersection to promote multimodal transportation options and safe crossings would strengthen pedestrian and bike safety within this area.

Enhanced public space elements can add value to this focus area. Pedestrian crossings, plazas, trails, trailheads, and food forests can all contribute to improved quality of life for area workers and residents. Also, this area encompasses the Rosillo Creek greenway that leads into the Southeast Community Area Plan. Streets-to-creek improvements should be included within this area to enhance trail access, pedestrian and bike mobility, and green infrastructure.

The northern portion of this focus area is primarily industrial uses and undeveloped land. Most of the area is designated either Employment/Flex Mixed-use or Urban Mixed-Use on the Future Land Use Map. Development should promote a mix of locally serving uses that is supportive of nearby neighborhoods and visitors such as health care services, retail, grocers, and restaurants. As the Royal View neighborhood borders this area to the east, new development should incorporate appropriate transitions to maintain adequate land use buffers between lower and higher intensity uses (see Land Use Section).

Access through the northern part of the Focus Area should emphasize vehicle and freight mobility to promote an east-west connection between Loop 410 and industrial areas along South Foster Road, potentially extending the Lord Road alignment shown on the City's Major Thoroughfare Plan. However, adequate bike and pedestrian infrastructure should also serve the area, especially as new commercial and residential uses are added. Establishing a multi-use path or protected bike lane along East Houston Street (FM 1346) would enhance bike and pedestrian activity and connect residents to the Rosillo Creek greenway.

The area in between the northern and southern portions of this focus area should emphasize and promote campus-style uses and development patterns. Most of the future land use designation within this area is Business/Innovation Mixed-Use and includes industrial, commercial, and residential uses. Due to the availability of undeveloped and under-utilized land, this focus area is suitable for this style of development. A variety of uses should be incorporated within this development pattern that includes entertainment, retail, restaurants, housing, parks and open space, small-scale data and research centers and offices, and health care uses.

#### ***d. Transformative Project: East Loop 410***

[See Figure 22: Transformative Project: East Loop 410 – Existing (Looking North)]

[See Figure 23: Transformative Project: East Loop 410 – Concept (Looking North)]  
 [See Figure 24: Transformative Project: East Loop 410 – Existing (Looking South)]  
 [See Figure 25: Transformative Project: East Loop 410 – Concept (Looking South)]  
 [See Figure 26: Transformative Project: East Loop 410 – Street View Existing]  
 [See Figure 27: Transformative Project: East Loop 410 – Street View Concept]

During a digital design charrette workshop, the Far East Community Area Planning Team provided input for a conceptual campus-style development. The transformative project area is defined as the area north of Rigsby Avenue, south of East Houston Street, west of South Foster Road, and east of Loop 410. Overall, the Planning Team and community residents desire this area to be a destination for a variety of services, housing, recreational, and workforce options. This includes incorporating potential new development that is mixed-use and demonstrates a campus-style pattern and feel.

These uses should be located along Loop 410's frontage road to ease access into this area for those travelling along Loop 410. Commercial development along this extent should be walkable, attractive, and accessible. An emphasis on amenities and public space elements should be prioritized in these areas to include elements such as a splashpad, playground, community garden, character defining feature, and plaza. Activating these spaces will attract desired uses to the area and promote business attraction to increase workforce and economic development opportunities.

The central portion of the site should promote a campus-oriented feel, environment, and development pattern. This area includes the Business/Innovation Mixed-Use Future Land Use designation that allows for a variety of uses. Uses compatible within this area may include urban multi-family, older adult living, workforce housing, research/tech, health care, office, parks/open space, civic, and light industrial. Attracting healthcare services is a priority for the area, and could include primary care, a smaller scale hospital, or a larger hospital which meets State requirements for a Level IV or Level V Trauma Center. Improved healthcare access could also promote workforce and economic development in this community area and help minimize gaps in services for both residents and nearby industries. All uses should be developed in compliance with the Military Overlay Zoning District and be attractive, walkable, accessible, and promote micro-mobility.

The eastern portion of the site should emphasize connections between adjacent residential and recreational areas. Potential options to encourage these connections and micro-mobility may include bike, electric bike, electric scooter, protected multi-use paths, rideshare programs, and transit. New development is encouraged to incorporate amenities and public space elements that promotes a sense of place and community attractiveness. This may include public art, street trees, public seating, water features, character defining features, community gardens, and green infrastructure.

The area surrounding Rosillo Creek Greenway and the Royal View Neighborhood Association should prioritize recreational and residential uses, taking into consideration the 100-year floodplain zone around Rosillo Creek. Residential uses may include a variety of high-density single-family detached homes, townhomes, cottage-style living, accessory dwelling units, and duplexes. Areas abutting residential uses should promote park features such as trail connections, trailheads, and open space as mitigating buffers between residential uses and the floodplain. Amenities and public space elements should promote recreational opportunities and incorporate green infrastructure. Options include:

- Vegetative swales
- Porous surface basketball courts
- Rain gardens

- Wild arboretum/woodland
- Porous trails

A new access road is recommended to connect the site to Saints Haven, allowing residents of the Royal View neighborhood access to nearby recreational, work, and commercial activities. Exploring options to expand this roadway should engage Royal View Neighborhood Association residents and HEB to identify potential opportunities for additional infrastructure into the transformative project site.

## 6.7 Focus Area #6: Loop 1604 and I-10

### ***a. Vision***

*A complete neighborhood that provides public spaces, amenities, and diverse residential and commercial options and that is safe, walkable, accessible for pedestrians, cyclists, transit users, and those traveling along major corridors.*

[See Figure 28: Focus Area #6: Loop 1604 and I-10]

[See Figure 29: Focus Area #6: Loop 1604 and I-10 - Concept]

### ***b. Location and Existing Conditions***

The Loop 1604 and I-10 Focus Area is a major node in the eastern portion of the community area. This area has remained largely undeveloped until recent years. Existing uses are tailored towards auto-oriented development including truck stops, drive-thru restaurants, and light industrial. The intersection of Loop 1604 and I-10 allow area residents to connect to major transportation networks across the city, region, and state. However, this area lacks necessary services for residents, limiting access to food, parks, entertainment, and health care. There are several residential developments adjacent to this area that were developed in the 2010s. This area also serves as a gateway into the City of San Antonio from I-10.

### ***c. Challenges and Opportunities***

This focus area should serve as a regional destination that attracts more businesses and creates a walkable destination for nearby residents. The area should include community-serving uses and additional recreational opportunities. Future development could include a grocery store, restaurants with outdoor dining, health care, small shops and retailers, and public gathering spaces, such as a farmer’s market, plaza, dog park, or community garden. This Focus Area contains zoning overlay districts for both Martindale Army Heliport and Randolph Air Force Base that restricts building heights and lighting. Building heights in this area could range from one to three stories with ground floor commercial and offices or residences above. Sculptures, signage, wall and street murals, and banners are all techniques to help brand this area as a unique place and establish a complete neighborhood. Additional measures should be taken to ensure pedestrian safety including improved sidewalks, lighting, and crosswalks surrounding the intersection of Loop 1604 and I-10.

A variety of residential spaces should be promoted to help attract desired retail to the area. This may include:

- High-density detached homes

- Townhomes
- Urban multi-family
- Older adult living
- Duplexes, Triplexes, and Quadplexes
- Accessory Dwelling Units

New residential development is encouraged to be developed with an appropriate buffer from Loop 1604 and I-10 to mitigate conflict related to noise and environmental factors that may impact quality of life.

HEB owns property on the northeast corner of the Loop 1604 and I-10 intersection. Although, development of a HEB grocery store is not guaranteed, adequate access to the store should be encouraged if a store is built. This includes the promotion of multimodal options such as bike, car, rideshare, transit, and pedestrian elements as well as micro-mobility options for nearby residents. If developed, HEB could serve as an anchor institution for the area to help attract other commercial uses that are desired within this area.

## 7 Mobility

### 7.1 Mobility Snapshot

Our ability to safely and affordably move around in the City and easily access daily needs is a key concern for future growth. This section suggests strategies and future improvements to help the plan area thrive in the future, instead of becoming more and more congested.

#### [SA Tomorrow Multimodal Transportation Plan](#)

In 2016, the City of San Antonio adopted the SA Tomorrow Multimodal Transportation Plan to make the city's transportation system "sustainable, safe, convenient, efficient, and inclusive of all modes." The plan adopted by City Council established "a shift in focus from moving vehicles to moving people," to manage traffic congestion and improve transportation choices. The plan identified two primary and interdependent methods for managing future mobility needs: Develop a land use pattern and policy to promote and facilitate the ease of and improved access to local trips; and encourage more transportation options beyond driving alone for people traveling to and from the area.

The SA Tomorrow Multimodal Transportation Plan acknowledged that we cannot build our way out of congestion by continuously adding lanes and that the Comprehensive Plan, and associated land use plans, are a primary opportunity to improve mobility in San Antonio. The City of San Antonio SA Climate Ready Climate Action and Adaptation Plan recognized that transportation contributes to 38 percent of all greenhouse gas emissions in San Antonio (Source: TxDOT Roadway Inventory, 2023). By welcoming more people to urban centers, regional centers, and transit corridors, trip lengths are shortened, more transportation choices are made viable, emissions reduced, and quality of life improved.

#### [Vision Zero Action Plan, Complete Streets Policy, and Bike Network Plan](#)

The City of San Antonio Transportation Department oversees three important initiatives that can influence and guide the prioritization and implementation of Mobility recommendations and strategies included in all SA Tomorrow sub-area plans: the Vision Zero Action Plan, the Complete Streets Policy, and the Bike Network Plan.

The Vision Zero Action Plan focuses on eliminating traffic fatalities by identifying key priorities & actions

to enhance safety for the City's transportation system and our growing community. The Complete Streets Policy promotes a safe, connected, resilient, and equitable transportation network through a shift in street and road design that ensures equitable access to community resources for all people.

The Bike Network Plan guides how we build infrastructure like trails, bike lanes, and crossings to create a network of safe and comfortable bike facilities that connect us to the places we want to go.

Proposed projects and studies in this Mobility section are based on analysis conducted and community input received during the two-year development of the sub-area plan. However, each is subject to further evaluation and refinement to ensure alignment with these important adopted mobility-related policies and plans.

### H+T (Housing Plus Transportation) Costs

The combined costs of housing and transportation (commonly referred to as H+T) are often a large portion of a household's budget. Experts recommend the combined total not be more than 45% of household income, with no more than 30% of household income devoted to housing costs and no more than 15% devoted to transportation costs. In the Greater San Antonio Region, that total on average is 46% (based on 2019 American Community Survey (ACS) data) according to the H+T Affordability Index developed by the Center for Neighborhood Technology (CNT). While the current combined H+T cost is close to the overall recommended total, it is important to note that the San Antonio area has traditionally had lower than average housing costs and higher than average transportation costs. Using the most recent 2019 data, San Antonio has average housing costs of 24% of household income (compared to the 30% recommendation). In contrast, average annual transportation costs as a percentage of household income are 22%, almost 47% higher than the recommended level of 15%. With traditionally below-average housing costs rising in the San Antonio area in recent years, providing transportation alternatives and affordable mobility options is an important goal of each SA Tomorrow sub-area plan.

Walkable and bike friendly communities that provide great transit options can reduce average household transportation costs. Eliminating annual ownership and maintenance costs for one or more vehicles can save over \$10,000 per vehicle from a household budget. In addition, from a resiliency perspective, if people have an alternative to driving alone, transportation costs can be stable even when gas prices rise. As more people choose to go to their destination on foot, bicycle, or public transit, the number of cars on the road will be minimized and can potentially reduce traffic congestion and delays for people who choose to drive.

### ***a. Cars and Freight***

The Far East Area contains three major interstates. The most prominent is I-10, which runs east-west along the northern edge of the plan area and takes travelers downtown. The interstate has major intersections with Loop 410 as well as Loop 1604. I-10, Loop 410, and Loop 1604 carry a majority of the regional traffic, with the plan area segments of Loop 410 carrying over 70,000 in average daily traffic, followed by I-10 at 60,000 and Loop 1604 at 18,000. The highways are also an important element of the Texas Highway Freight Network. Loop 410 carries an average of 13,000 in daily truck traffic, followed by I-10 at 10,000 in daily truck traffic. The feeder arterial roadways to the interstate also carry significant freight traffic. Currently, improvements are being made to the intersection of Loop 410 and I-10 as well as general enhancements along each of these interstates to promote traffic flow. The Texas Department of Transportation (TxDOT) is converting traditional clover leaf on ramps to flyover ramping and



enhancing traffic patterns within the area. The project is in phase 1 of development with an expected completion date of 2025. Phase 2 does not have a current timeline for completion but will include improvements north of I-10 on Loop 410 and west of Loop 410 on I-10. The improvements being made in phase 2 will enhance traffic flow between each interstate and increase safety for vehicle and freight traffic.

Surrounding these interstates is a network of important arterials, which are included in the San Antonio Major Thoroughfare Plan. There are two primary arterials – South WW White Road and US-87 (Rigsby Avenue) – and several secondary arterials including Martin Luther King (MLK) Drive, East Houston Street, and South Foster Road. Most of the arterial connections are north-south with a few that head towards Downtown San Antonio. The arterials carry less traffic than the interstates, with the highest traffic counts on WW White Road with more than 20,000 in average daily traffic. While the highways are below the regionwide average for motor vehicle crashes, South WW White Road and East Houston Street are above the regionwide average. Crashes occur frequently along heavily trafficked roadways as well as intersections and interchanges such as with Loop 410 and US-87 (Rigsby Avenue), as well as I-10 and Loop 1604. Per the Major Thoroughfare Plan, the network of secondary arterials will grow, including an extension of MLK Drive.

Community members shared concerns regarding traffic, safety, and connectivity on roadways within the Far East Community Area. Due to growing automobile and freight traffic within the Far East Area, residents called for more capacity on roadways and bridges, highlighting the intersection of Loop 410 and Rigsby Avenue, as well as Rigsby Avenue and Bible Street as pain points. They also noted the number of freight trucks traveling down and parking along Rigsby Avenue and Bible Street, which is near Herman Hirsch Elementary School. This may necessitate the use of traffic control devices to control vehicle volume, reduce speed, and protect vulnerable road users who are walking or bicycling. Additionally, while community members said that road widening has not helped alleviate traffic in the area, citing the expansion on South Foster Road from I-10 to East Houston Street, they did recommend potential traffic control devices such as turn lanes on East Houston Street, a turnaround at Rigsby Avenue and Loop 410, and medians and on-street parking on South WW White Road.

## ***b. Transit***

VIA Metropolitan Transit provides several transit services in the Far East Community Area. Services include bus, VIA Link, VIAtrans Paratransit, and Vanpool. Current bus routes that go through the Far East Community Area include: 28, 26, 30, 552, and 25. There are no services east of South Foster Road within this community area. The 26, 28, 30, and 25 bus routes are all east-west oriented routes with 552 being the only north-south oriented route in this area. All routes have defined routing service and are categorized as frequent, metro, express, and skip service. The following routes are categorized as:

- Frequent Service: 25 and 28
- Metro Service: 26 and 30
- Express Service: None
- Skip Service: 552

The bus stops with the highest number of riders are seen along these roads, with the most popular boardings at Loop 410 and Rigsby Avenue, and South WW White Road and MLK Drive. In the future, VIA Transit will establish the Eastside Transit Center at the southeast corner of East Houston Street and Estate Drive to promote transit, bike, and pedestrian connectivity and accessibility throughout this community area. This service will greatly benefit residents and the area’s workforce by prioritizing and

enhancing connections to the rest of San Antonio and other VIA services.

Residents in this community area expressed that current transit services are lacking and should be more frequent and include additional routes within this area. Residents expressed accessibility constraints to existing bus stops and the amount of time it takes to travel from place to place with current services. Additionally, community members stressed that enhanced transit services should also coincide with bus stop enhancements to activate these spaces to encourage more ridership. Community members also shared an interest in expanding existing transit services within this community area to not only include bus service but also rideshare services such as VIA's VIAtrans Paratransit and Vanpool to provide multiple options for residents and expanded services for those who have mobility constraints.

### ***c. Bikes***

In general, there is limited infrastructure for pedestrians and bicyclists in the Far East Area. There are no bicycle facilities in the plan area east of South Foster Road; bicycle, pedestrian, and transit facilities are concentrated in the western half of the study area. Generally, the high speeds and wide roadways make cycling on most roads in the Far East area stressful. These conditions can be seen on roadways such as East Houston Street, South WW White Road, MLK Drive, Rigsby Avenue, and frontage roads along Loop 410, I-10, and Loop 1604. There are a few roadways with bicycle facilities: Rice Road, connecting to the Salado Creek Greenway; Diane Road; and Semlinger Road. However, biking on major neighborhood thoroughfare streets can still be stressful for bicyclists. While most major neighborhood thoroughfares have a posted speed limit of 30 miles per hour, most of these roadways are often wide and designed in a way that promotes vehicle traffic to speed above the limit. Roadways with these conditions include Rice Road, Diane Road, Semlinger Road, Lord Road, Upland Drive, and Pecan Valley Drive.

There is a section of the Howard W. Peak Greenway Trails system – the Salado Creek Greenway – that provides north-to-south connections for pedestrians and cyclists; however, this trail is primarily used for recreation. The greenway trail starts near the Willow Springs Golf Course, parallels Salado Creek to the south, and continues to Southside Park. This is part of a regionwide trail system that will eventually encompass most of the city in a ring of recreation trails. In addition, the City's recently adopted (January 2025) citywide Bike Network Plan provides guidance for future biking needs within San Antonio. The Bike Network Plan reflects mobility priorities identified in the Far East Community Area Plan and can subsequently be used to inform future updates of the Far East Community Area Plan.

Community members stressed the need for additional bike lanes in the area, particularly wider ones that provide more protection from passing vehicles. Residents emphasized how dangerous cycling is on the highway access roads and highlighted the importance of making the Loop 410 Frontage Road safer for cyclists, especially given the volume of vehicle and freight traffic in the area.

Another important mobility recommendation emphasized by community members is creating better multimodal options for accessing the Howard W Peak Greenway Trail System to encourage riding for transportation rather than just recreation. There are a few residential streets, such as Rice Road, that intersect with the Salado Creek Greenway and provide a safe and comfortable riding experience. However, Rigsby Avenue, East Houston Street, and MLK Drive are high-stress riding environments that may dissuade potential cyclists, particularly those who want to use the Greenway as a north-south option for traveling to points of interest. There is an opportunity to connect the new Schaefer Library Trail and the Lakeside trail network, both south of the plan area, and Rosillo Creek east of loop 410, to the Salado Creek Greenway trail, extending off-road cycling options and potentially increasing the



appeal for new and inexperienced cyclists. Community members also highlighted the potential for trail space along undeveloped lots.

#### ***d. Pedestrian***

For pedestrians, sidewalk infrastructure is inconsistent and missing in many areas along the major roadways, especially east of South Foster Road. This forces people to walk either on the shoulder or the grass along these roads, which results in an unsafe, uncomfortable, and inaccessible experiences and can contribute to more crashes and injuries. Sidewalk coverage is most prevalent west of Loop 410, however most of the facilities have inadequate widths of less than four feet wide and are prone to sidewalk gaps and inaccessibility (such as the neighborhood bounded by Upland Road, East Houston Street, South WW White, and MLK Drive; and the neighborhood east and west of Dellcrest Park, bounded by South WW White and Loop 410). There are limited pedestrian facilities east of Loop 1604. Bicycle and pedestrian crashes occur primarily in the western half of the plan area on key roadways including WW White, Loop 410 Frontage Road, I-10 Frontage Road, and US-87, with the highest concentration of crashes at the intersection of Loop 410 and US-87/Rigsby Avenue. A large portion of the current sidewalk network also does not have appropriate buffering of sidewalks between pedestrians and major arterials such as Rigsby Avenue, South WW White Road, and East Houston Street. This often adds stress for pedestrian and wheelchair-users that travel along these roads. Paired with a large number of driveway cuts, pedestrians are more susceptible to injury along these roadways, especially in areas of high commercial activity. Most of these roadways are also high-speed arterials with multiple lanes of traffic and a number of feeder streets that further demote pedestrian activity.

Residents noted that South WW White Road, Rigsby Avenue, Diane Avenue, and Bible Street are all important roadways for pedestrians to access schools, retail, and restaurants. Given the number of older adults and families that may be pushing a stroller, sidewalks must be wide enough to be walker- and wheelchair-friendly. In addition, adding pedestrian-scale lighting to improve the comfort, safety, and inclusivity of the pedestrian experience was important. Given how dangerous intersections are for pedestrians, community members highlighted the need to improve crossings along South WW White Road, particularly at East Houston Street and Lavender Lane. This area could benefit from additional lighting, pedestrian crossing signs, and other traffic control devices. There are also opportunities to improve the aesthetics and comfort of the pedestrian experience including cleaning up litter and debris on sidewalks, adding public art, and enforcing limits on loitering.

## **7.2 Mobility Framework Map**

[See Figure 30: Mobility Map]

### ***a. How is the Mobility Map used?***

The Mobility Map was developed by Planning Department staff and the consultant team with input from Planning Team members and the community. The intent of this map is to provide information and context to decision makers about needed plan area improvements and potential impacts of new developments.

#### **Potential Improvements**

This map highlights many of the plan area’s mobility related needs, and some potential improvements that could be funded with public investment. These improvements are meant to support a well-functioning, equitable, and connected transportation system that accommodates all community

member’s needs, now and in the future. Furthermore, this map highlights some of the areas within the plan area that need improvements to help the City meet its Complete Streets and Vision Zero goals.

All potential improvements require further study prior to implementation to confirm consistency with design standards and impacts on the transportation system.

This map may be used to help understand how transportation and mobility investments and programs can support existing communities as well as future development.

## ***b. Mobility Map Legend***

### **Proposed Elements**

Proposed Elements show improvements that could address site specific needs. Proposed Elements include:

- Priority Connections
- Crossing Improvements
- Signage and Wayfinding
- Gateway Features

### **Recent Public Investment**

Bond-funded projects related to mobility are shown to provide information about recent, ongoing, and upcoming investments in the area. Projects shown are from the following Bond Programs:

- 2022-2027 Bond Program
- 2017-2022 Bond Program

### **Mobility Areas**

Mobility Areas are locations that have a demonstrated need for improvement or provide a unique opportunity to improve the plan area’s transportation system. The Far East Community Area Planning Team and residents identified eight mobility areas that should be emphasized for future improvements and redesign. These areas may include priority pedestrian corridors, pedestrian crossings, and/or walk/bike extensions to further enhance mobility to key area destinations. Areas that have been identified include a mix of major corridors to neighborhood thoroughfares all of which should be considered for future improvements and enhancements through appropriate street design elements. Mobility Areas identified on Figure 30 include:

- a. WW White Road from Rigsby Avenue to I-10
- b. Intersection of Rigsby Avenue and Loop 410
- c. East Houston Street East of Loop 410; FM 1346 from Loop 410 to South Foster Road
- d. Martin Luther King Drive from WW White Road to I-10
- e. Pecan Valley from Rigsby Avenue to I-10
- f. Rice Road from WW White Road to Brooksdale Drive
- g. Diane Avenue from Rice Road to Rigsby Avenue
- h. Rigsby Avenue from Holmgreen Road to Semlinger Road

Full details on each of the eight Mobility Areas are in Section 7.3.

### ***c. Proposed Elements***

Proposed Elements show improvements that could address site specific needs. Proposed Elements include:

#### **Priority Pedestrian Corridors**

Pedestrian Priority Areas promote pedestrian-scaled infrastructure to enhance safety and sense of place. Elements to support these areas include bollards, pedestrian crossings, public art, green infrastructure, lighting, pedestrian islands/medians, rectangular rapid flashing beacons (RRFBs), and curb extensions. The areas identified are particularly vulnerable to pedestrian injury or fatalities and are adjacent to key destinations such as schools, grocers, trails, commercial areas, and bus stops. Prioritizing these areas will also enhance area walkability and accessibility to ease and quicken access to key mixed-use destinations, corridors, and transit services. Pedestrian Priority Areas have been identified at key nodes across the Far East Community Area.

- East Houston Street from Rosillo Creek to I-10
- Lord Road from South WW White Road to Loop 410
- Pecan Valley Drive from I-10 to Rigsby Avenue

#### **Pedestrian Crossings**

A designated area that pedestrians can cross roadways, highways, or interstates. Pedestrian crossings may include design elements such as bollards, signage and wayfinding, public art, landscaping, traffic calming, protected areas, buffering, and lighting to help promote safe crossings to area destinations.

- Martin Luther King Drive at Eva Jo Street
- South WW White Road at Shelburn Drive
- East Houston Street at S.J. Davis Middle School

[See Figure 31: Example Midblock Crossing Improvements – Typical Existing Conditions]

[See Figure 32: Example Midblock Crossing Improvements – Design Concepts]

#### **Walk/Bike Extensions**

Walk/Bike Extensions have been identified to encourage enhanced pedestrian and bike activity within the Far East Community Area. Each extent should consider the integration of multi-use paths or protected infrastructure for cyclists and pedestrians. All Walk/Bike extensions promote connectivity between key area destinations and east-west connections between natural features such as Salado Creek Greenway and Rosillo Creek. Encouraging these extensions will enhance pedestrian and bike travel throughout the community area and improve access to services such as grocers, primary health care, parks, and jobs. Walk/Bike extensions should also include public space elements to beautify and attract pedestrians and cyclists to use these spaces. These elements may include public art, signage and wayfinding, character defining features, pedestrian crossings, pedestrian-scaled lighting, street trees, and green infrastructure.

- Martin Luther King Drive from I-10 to South WW White Road
- Lord Road from South WW White Road to Copernicus Park
- South WW White Road from I-10 to Rigsby Avenue
- Pecan Valley Drive from I-10 to Rigsby Avenue
- Diane Avenue from Rigsby Avenue to Rice Road

- Rice Road from South WW White Road to Salado Creek Greenway

### Mobility Hubs

Mobility hubs are envisioned as nodes of mobility options, like frequent transit, shared rides, bicycling, and micro-mobility. Lighting, shelters, benches, real-time travel information, accessible sidewalks, and pedestrian crossings would complement the transportation options to make mobility hubs comfortable and attractive places. Mobility hubs have been identified at:

- Loop 1604 and I-10
- East Houston Street and Loop 410 (VIA Planned Transit Center)
- Martin Luther King Drive and South WW White Road
- Amanda Drive and Roland Avenue
- FM 1346 and South Foster Road

These sites complement VIA’s planned [Primo/Park and Ride/Advanced Rapid Transit] Service and the proposed Eastside Transit Center near East Houston Street and Loop 410.

[See Figure 33: Alternative Transit Infrastructure - Before]

[See Figure 34: Alternative Transit Infrastructure – Local Mobility Hub Concept]

[See Figure 35: Alternative Transit Infrastructure – Transit Center Concept]

## **d. Bond-Funded Projects**

### 2022-2027 Bond Program

#### *Streets, Bridges, & Sidewalks*

Proposition A included funds for “Streets, Bridges, and Sidewalks.” One Mobility-related project funded through this proposition is in the plan area:

- District 2 F-Streets (Hampton Street)

### 2017-2022 Bond Program

#### *Streets, Bridges, & Sidewalks Improvements*

Proposition 1 included funds for “Streets, Bridges, and Sidewalks.” No Mobility-related projects funded through this proposition are in the plan area.

## **7.3 Mobility Areas**

Mobility Areas are locations that have a demonstrated need for improvement or provide a unique opportunity to improve the plan area’s transportation system. The six Mobility Areas (A-F) on Figure 30: Mobility Framework Map are described in detail below.

### **A. South WW White Road**

South WW White Road is a primary arterial that runs north-south and serves as the main commercial corridor within the western portion of the area. As a four-lane roadway with a center turn lane and a large right-of-way, this arterial is geared towards automobile traffic and has minimal facilities for cyclists and pedestrians. There are several VIA transit stops along the corridor for the 552 route. In 2023, a pedestrian island was installed north of Martin Luther King Drive on South WW White Road to alleviate

pedestrian stress for school-age children and pedestrians traveling along this extent of the corridor. Residents have expressed that this is a high-stress road to travel on whether by walking, biking, or traveling by automobile. High speeds and multiple driveway cuts pose dangers to all roadway users by minimizing visibility. Community stakeholders expressed that improvements to South WW White Road should prioritize mitigating pedestrian, bike, and automobile vulnerability through walk/bike extension, mobility hubs, pedestrian priority area treatments.

### ***B. Intersection of Loop 410 and Rigsby Avenue***

The intersection of Loop 410 and Rigsby Avenue has a high concentration of pedestrian and bike injuries and fatalities in an area with a high amount of commercial and neighborhood activity. Adjacent to this intersection are major industries and commercial areas that often bring residents and area workforce to this area making it a high traffic intersection during peak times. Improvements are being made to Loop 410 to enhance vehicle on- and off-ramping, however, improvements to pedestrian and bike facilities are limited. Residents express that this intersection does not promote pedestrian or bike activity and should be considered for future improvements such as pedestrian islands, extended sidewalks, and dedicated bike lanes.

### ***C. East Houston Street and South Foster Road***

East Houston Street from Loop 410 to South Foster Road is a secondary arterial that connects the western portion of the community area to the east. This roadway has a high volume of freight traffic and services pocketed neighborhoods including Eastgate and Royal View. Commercial and residential activity are currently somewhat limited; the primary focus of this arterial is freight movement between Loop 410 and industrial uses along South Foster Road. Community stakeholders emphasized the need to enhance intersections and improve vehicle visibility along this corridor to minimize freight, vehicle, pedestrian, and bike accidents, and to improve freight movement and traffic flow.

[See Figure 36: Mobility Site C – East Houston Street and South Foster Road – Existing]

[See Figure 37: Mobility Site C – East Houston Street and South Foster Road – Concept]

### ***D. Martin Luther King Drive***

Martin Luther King (MLK) Drive is a secondary arterial on the Major Thoroughfare Plan that extends from South WW White Road to I-10 within the Far East Community Area. MLK Drive is historically and symbolically important to the community and has numerous community assets along the corridor such as the Boys and Girls Club, Martin Luther King Park, Salado Creek Greenway Trail, and Martin Luther King Academy. Several neighborhood associations also abut this extent of MLK Drive including Hein Orchard, Eastwood Village, and Wheatley Heights. Residents expressed the need to slow down vehicle traffic and enhance pedestrian and bike facilities and environments. Desired design features mentioned by the Far East Planning Team and residents include a road diet to allow space for dedicated bike lanes or a two-way cycle track and extended sidewalks, complemented by mid-block crossings, improved signage, and public space enhancements such as public art, bollards, and street lighting.

[See Figure 38: Mobility Site D – Martin Luther King Drive – Existing]

[See Figure 39: Mobility Site D – Martin Luther King Drive – Concept]

### ***E. Pecan Valley Drive***

Pecan Valley Drive is a major neighborhood thoroughfare that serves the Wheatley Heights and Southeast neighborhood associations. Pecan Valley Drive is designated as a secondary arterial and is a four-lane roadway with minimal bike and pedestrian facilities. The extent within the Far East Community area is between Rigsby Avenue and I-10 and is bounded by residential neighborhoods and smaller commercial spaces. Community stakeholders emphasized the need to enhance pedestrian, bike, and transit elements along this corridor. Treatments mentioned by the Far East Planning Team and residents include a road diet, protected pedestrian/bike paths, enhanced vehicle visibility, and enhanced transit areas.

[See Figure 40: Mobility Site E – Pecan Valley Drive – Existing]

[See Figure 41: Mobility Site E – Pecan Valley Drive – Concept]

### ***F. Rice Road***

Rice Road from South WW White Road to Salado Creek Greenway is a main neighborhood thoroughfare that is not designated on the Major Thoroughfare Plan. This two-lane roadway serves adjacent neighborhoods and connects major community assets such as the South WW White Road corridor, Salado Creek Greenway and Wheatley Heights Secondary Sports Complex. Residents and Far East Planning Team members noted the need to enhance pedestrian and bike elements along this extent. Treatments may include sharrows, multi-use paths, and buffering between vehicle and pedestrian and bike traffic. Enhanced treatments should be at scale with adjacent residential areas.

### ***G. Diane Avenue***

Diane Avenue is a major neighborhood thoroughfare street that extends from Rigsby Avenue to Rice Road within the Dellcrest Area Neighborhood Association. This street services residents, Herman Hirsch Elementary, and Dellcrest Park. VIA route 28 also runs through this area, connecting residents to routes 552 and 30. During the planning process, residents expressed concerns with speeding, unprotected sidewalks, and limited bike facilities. Extending the sidewalk network and bike facilities along Diane Avenue will improve safe, multimodal neighborhood access to key corridors and slow down vehicle speeds.

[See Figure 42: Mobility Site G – Diane Avenue – Existing]

[See Figure 43: Mobility Site G – Diane Avenue – Concept]

### ***H. Rigsby Avenue***

Rigsby Avenue from Loop 410 to Holmgreen Drive is a high traffic primary arterial that is bounded by residential and commercial areas. This section of Rigsby Avenue has hot spot areas for either pedestrian or bike injuries or fatalities. Due to the number of commercial areas, this segment of Rigsby Avenue has frequent driveway cuts that negatively impacts the flow of traffic and causes added stress to cyclists and pedestrians travelling along this roadway. Residents expressed concerns with truck parking, speeding, vehicle visibility, and lack of pedestrian and bike facilities and protections. Adding appropriate buffers for pedestrians and cyclists would greatly reduce stress for these modes of travel and slow down vehicle speed in areas where people walking or cycling may be more vulnerable.

## **7.4 Mobility Recommendations and Strategies**

The City of San Antonio’s Vision Zero initiative aims to achieve zero fatalities on the community’s roadways and improve safety for all users. While the Far East Area has made strides towards safe multimodal transportation – below average vehicular crashes on highways, bicycle facilities and sidewalk coverage, and transit access – the region remains an unwelcoming environment of fast speeds and limited amenities, restricting travel options for those walking, rolling, or cycling. Major roadways have insufficient accommodations and less-than-ideal conditions for pedestrians and cyclists to travel on and cross safely. The prevalence of wide, high-speed roadways, and unsafe and inconsistent pedestrian and cycling amenities limit options for people who walk or cycle.

Safer transportation options for all will help reduce active transportation traffic fatalities and injuries that disproportionately impact vulnerable communities. Whether traveling by car, truck, bus, bike, or on foot, all road users must be able to move safely throughout the Far East Area.

**Mobility Recommendation – M 1**

***Prioritize comfortable and safe mobility for all. (Goals 1, 4, 7, and 8)***

***Strategy – M 1.1***

*Continue implementation of Vision Zero strategies (reduced speed limits for neighborhood streets) for key areas of conflicts between people driving, walking, and cycling.*

*Key Locations:* Loop 410 Frontage Road, I-10 Frontage Road, South WW White Road, Rigsby Avenue, Diane Avenue, East Houston Street, Lavender Lane, Intersection of Loop 410 and US-87, Intersection of South WW White Road and Rigsby Avenue.

***Strategy – M 1.2***

*Implement traffic calming opportunities, like on-street parking, street trees, and medians for major thoroughfares with a lot of commercial activity.*

*Key Locations:* Rigsby Avenue, East Houston Street, MLK Drive, Bible Street, South Foster Road, South WW White Road.

***Strategy – M 1.3***

*Separate different types of transportation users through infrastructure interventions where possible.*

*Key Locations:* Loop 410 Frontage Road, I-10 Frontage Road, Loop 1604 Frontage Road, East Houston Street, South WW White Road, Rigsby Avenue.

The Far East Area is home to many families and individuals who would benefit from the opportunity to walk to their destinations rather than drive. To foster a safe, comfortable, and aesthetically pleasing environment, the City must widen sidewalks, reduce sidewalk gaps, create safe crossings, increase buffers between sidewalks and roadways, and invest in amenities such as lighting and green infrastructure. Pedestrian-scale aesthetics like lighting, sidewalk greenery, and shade trees can make walking to a destination an enjoyable choice rather than simply an alternative to driving.

**Mobility Recommendation – M 2**

***Increase walkability and neighborhood access through street design. (Goals 1, 2, 3, 4, 6, 8)***

***Strategy – M 2.1***

*Reconnect neighborhoods through pedestrian scale improvements at intersections of highways and*



*arterials.*

*Key Locations: South WW White Road and East Houston Street, South WW White Road and MLK Drive/Lord Road, South WW White Road and Seabreeze Drive, Diane Avenue.*

**Strategy – M 2.2**

*Eliminate sidewalk gaps, especially near transit stops, trailheads, schools and neighborhood centers of activity.*

*Key Locations: J Street and Action Lane (with connections to cul-de-sacs and J Street Park); G Street, H Street, Wheatley Avenue, and Bookertee Road within Salado Creek Greenway; Cresthill Avenue and Roesler Road connecting to Greenway; Brooksdale Drive and streets east towards Greenway; neighborhood bounded by Upland Drive, East Houston Street, South WW White Road, and MLK Drive; Lynhaven Drive; South Foster Road.*

**Strategy – M 2.3**

*Provide pedestrian crossing opportunities along major arterials.*

*Key Locations: South WW White Road, particularly at East Houston Street and Lavender Lane; Loop 410, particularly at East Houston Street and Rigsby Avenue.*

**Strategy – M 2.4**

*Incorporate green infrastructure elements into street design of key mobility projects that promotes multimodal options and area resiliency.*

*Key Locations: South WW White Road from East Houston Street to Rigsby Avenue.*

**Strategy – M 2.5**

*Comply with ADA design standards on neighborhood streets and major corridors and enhance these spaces to better accommodate those travelling by wheelchairs, walkers, and other forms of assisted mobility.*

*Key Locations: South WW White Road, East Houston Street, Rigsby Avenue, MLK Drive, South Foster Road, and Pecan Valley Drive.*

As San Antonio and the Far East Area continue to grow, the transportation network must also grow to meet the needs of a larger community. A complete, connected, multimodal network moves people and goods efficiently, safely, and sustainably and can withstand continued growth without significant travel disruptions. Multimodal transportation includes a well-integrated network of mobility options that enhances travel for transit-users, bicyclists, pedestrians, and vehicle-users all using one connected network. This form of transportation allows for multiple household types to utilize different forms of mobility in a socio-economic friendly environment. Multimodal options can also help spur commercial development or redevelopment and allow for mixed-use development.

**Mobility Recommendation – M 3**

**Create connectivity through multimodal transportation options. (Goals 1, 4, 6, 8)**

**Strategy – M 3.1**



*Provide contiguous protected bicycle infrastructure to build upon the existing Salado Creek greenway network and other area bike facilities.*

*Key Locations: Pecan Valley Drive, MLK Drive, South WW White Road, Rigsby Avenue, East Houston Street.*

**Strategy – M 3.2**

*Determine the feasibility of routes and mobility hubs/transit center/transfer station as Loop 1604 and I-10 develops.*

*Key Locations: Loop 1604 and I-10.*

**Strategy – M 3.3**

*Enhance existing VIA bus stops and facilities in the Far East Community Area to promote ridership and ease challenges from current stops. Interventions may include adding benches/seating, shelters, character defining features, and kiosks.*

*Key Locations: Throughout the plan area.*

**Strategy – M 3.4**

*Study VIA transit routing within the Far East Community Area to assess additional route opportunities and gaps to support vulnerable communities in low-density or high-density areas with no existing VIA routes.*

*Key Locations: Throughout the plan area.*

**Strategy – M 3.5**

*Explore opportunities to support a low-cost or free rideshare program within the Far East Community Area to support older adult, and family households and individuals without a vehicle. Rideshare programs should support origin-destination to key services such as health care, grocers, social services, Older Adult Centers, employment, work programs, education, and government services.*

**Strategy – M 3.6**

*Encourage the installation of multi-use pedestrian and bike paths along major arterials or key thoroughfares to support multiple means of travel to key area destinations.*

*Key Locations: South WW White Road, Rigsby Avenue, East Houston Street, Pecan Valley Drive, MLK Drive, South Foster Road, Loop 410 Frontage Road, I-10 Frontage Road, and Loop 1604 Frontage Road.*

## 8 Amenities and Public Spaces

### 8.1 Amenities and Public Spaces Snapshot

As the city grows, we need to ensure all communities have things that make them not only nice places to live or work, but also places where people enjoy time outdoors, cultural assets and basic infrastructure. This section describes desired future projects or policies to make that future a reality.

Amenities and public spaces are essential for a healthy and vibrant community and help shape the community's identity and character. In this section, we will outline the vision for transforming existing and future spaces into dynamic focal points that cater to the needs and aspirations of Far East Community Area residents and visitors alike. In the Far East Community Area, amenities and public spaces serve as places of recreation, community gatherings, sustainable infrastructure, and beautification. Far East Community Area residents and stakeholders highlighted several priorities for parks, open space, trails, and amenities. These include providing trees along sidewalks, creating east-west trail connections, increasing the amount of lighting, establishing community gardens, and adding multi-functional green infrastructure.

Existing and recommended destinations within the Far East Community Area include Martin Luther King Park, Sam Houston High School, Salado Creek, Copernicus Park, Southwest Preparatory School, IDEA Public School, Essence Charter School, District 2 Older Adult Center, and S.J. Davis Middle School. Incorporating amenities and infrastructure improvements, such as trails, character-defining features, public art, signage and wayfinding, improved lighting, and pedestrian crossings into the Community Area will help these places realize their full potential and give Far East Community Area residents access to all the benefits that amenities and public spaces offer.

Community residents and Planning Team members expressed a desire to have parks established at several locations within the Far East Community Area, including west of Salado Creek Greenway south of Rice Road; near the intersection of Loop 1604 and I-10; and at the old municipal landfill site. These areas lack public parks available to the community. Adding park features within these areas will contribute to the overall quality of life in the Far East Community Area and promote youth engagement and activities.

The Far East Community Area has several alleyways that are maintained by individual property owners. Historically, these areas often are poorly maintained and cause confusion among residents as to whether property owners or the City are responsible for these maintaining these areas. Residents in neighborhoods with alleys have expressed the need to find creative ways to mitigate poor maintenance that led to code enforcement notices and violations. Neighborhood associations also stated that alleys need to be beautified and maintained appropriately to limit public nuisances related to pests, rodents, and other community safety concerns. Establishing a maintenance easement, fund, and volunteer program are several ideas that neighborhood associations identified throughout the planning process. These programs would particularly benefit the Far East Community Area as neighborhoods with alleys have high equity scores according to the City's Equity Atlas. Should this type of programming occur, it should be a phased process and include pilot initiatives to determine feasibility, funding opportunities, and areas with the most need or constraints.

Examples of amenities and public spaces include public parks and plazas, greenway trails, community centers, public art, healthcare facilities, trees and landscaping, lighting, uses of public rights-of-way, and other features that are beneficial to the overall well-being of the residents and visitors. Various

components that help in creating attractive amenities and public spaces are described in more detail along with locations that were identified by the Planning Team and community during community meetings and from input received in surveys.

## 8.2 Amenities and Public Spaces Map

*[See Figure 44: Amenities and Public Spaces Map]*

*[See Figure 45: Focus Area 1 - Amenities and Public Spaces Map]*

*[See Figure 46: Focus Area 2 - Amenities and Public Spaces Map]*

*[See Figure 47: Focus Area 3 - Amenities and Public Spaces Map]*

*[See Figure 48: Focus Area 4 - Amenities and Public Spaces Map]*

*[See Figure 49: Focus Area 5 - Amenities and Public Spaces Map]*

*[See Figure 50: Focus Area 6 - Amenities and Public Spaces Map]*

### ***a. How is the Amenities and Public Spaces Map used?***

The Amenities and Public Spaces Map was developed by Planning Department staff and the consultant team with input from Planning Team members and the community. The intent of this map is to provide information and context to decision makers about needed plan area improvements and potential impacts of new developments.

#### **Potential Improvements**

This map highlights many of the plan area’s amenities and public spaces-related needs, and some potential improvements that could be funded with public investment. These improvements are meant to support well-functioning, equitable, and accessible systems of physical and social infrastructure that accommodate all community members needs now and in the future.

All potential improvements require further study prior to implementation to confirm consistency with design standards and impacts on the transportation system.

This map may be used to help understand how amenities and public spaces investments and programs can support existing communities as well as future development.

### ***b. Amenities and Public Spaces Map Legend***

#### **Recent Public Investment**

Bond-funded projects related to community amenities and public spaces are shown to provide information about recent, ongoing, and upcoming investments in the area. Bond projects shown are from the following Bond Programs:

- 2022-2027 Bond Program
- 2017-2022 Bond Program

#### **Proposed Elements**

Proposed Elements show improvements that could address site specific needs.

- Plazas
- Parks/Open Spaces
- Public Art

- Signage and Wayfinding
- Trailheads
- Crossing Improvements
- Lighting
- Green Infrastructure
- Streets-to-Creeks Connections
- “Main Street” Elements

### ***c. Bond-Funded Projects***

#### **2022-2027 Bond Program**

##### *Drainage & Flood Control*

Proposition B included funds for “Drainage and Flood Control”. One Amenities and Public Spaces-related project funded through this proposition is in the plan area.

- Peggy Drive Area Drainage (Eastgate Subdivision)

##### *Parks & Recreation*

Proposition C included funds for “Parks, Recreation, and Open Space.” Six Amenities and Public Spaces-related projects were funded through this proposition in the plan area.

- Greater Love Multigenerational and Recreation Center
- Pickleball Recreational Improvements (location 1)
- Pickleball Recreational Improvements (location 2)
- Eastside Clubhouse (Boys and Girls Clubs of SA)
- Martin Luther King Park
- Wheatley Heights Sports Complex

##### *Library & Cultural Facilities*

Proposition D included funds for “Library and Cultural Facilities.” No Amenities and Public Spaces-related projects were funded through this proposition in the plan area.

##### *Public Safety Facilities*

Proposition E included funds for “Public Safety Facilities.” No Amenities and Public Spaces-related projects were funded through this proposition in the plan area.

#### **2017-2022 Bond Program**

##### *Drainage & Flood Control Improvements*

Proposition 2 included funds for “Drainage and Flood Control”. One Amenities and Public Spaces-related project was funded through this proposition in the plan area.

- Upland Road Drainage

##### *Parks, Recreation, & Open Space Improvements*

Proposition 3 included funds for “Parks, Recreation, and Open Space”. Four Amenities and Public Space-related projects were funded through this proposition in the plan area.

- Wheatley Heights Sports Complex
- Martin Luther King Park
- Sports Education Facility
- Copernicus Park

### *Library & Cultural Facilities Improvements*

Proposition 4 included funds for “Library and Cultural Facilities.” Two Amenities and Public Spaces-related projects funded through this proposition were in the plan area.

- Greater Love Multi-Generational Cultural/Community Center
- Public Art (Greater Love)

### *Public Safety Facilities Improvements*

Proposition 5 included funds for “Public Safety Facilities.” No Amenities and Public Spaces-related projects funded through this proposition is in the plan area.

## **d. Proposed Elements**

### Plazas

Plazas of different sizes are places where people can walk, sit, and congregate and often feature walkways, trees, shrubs, shade structures, and flexible seating and table options.

### Parks/Open Spaces

Parks can be of varying sizes and include large, linear, or unimproved land that encourage passive or active recreation. Parks can also include amenities such as picnic areas, dog parks, playground, and trails.

### Public Art

A display on any medium whose form, function and meaning are created for public viewing purposes.

[See Figure 67: Example Public Infrastructure Aesthetic Enhancements – Typical Existing Conditions]

[See Figure 68: Example Public Infrastructure Aesthetic Enhancements – Concept]

### Signage and Wayfinding

Signage and wayfinding direct you from point to point and confirm your progress along a route. This type of signage is especially helpful for areas with numerous landmarks to highlight.

[See Figure 51: Example Signage and Wayfinding Concepts]

[See Figure 52: Example Gateway Improvements Concept 1: Monument Signage Over the Road]

[See Figure 53: Example Gateway Improvements Concept 2: Monument Signage Along Side of Road]

[See Figure 54: Example Gateway Improvements Concept 3: Monument Signage in Median]

[See Figure 55: Example Gateway Improvements - Typical Intersection Existing Conditions]

[See Figure 56: Example Gateway Improvements Concept 4: Improvements in Intersection Roundabout]

### Trailhead

An unpaved lane or small road used for walking, hiking, and biking, usually passing through a natural area, or residential. Trailheads refer to the point at which a trail begins, where the trail is often intended for hiking or biking. Trailheads can include a celebrated entrance, site maps, seating, and shading devices.

### Crossing Improvements

Improvements along a road that accommodate people crossing the street are particularly important. These crossings indicate areas with high pedestrian activity and can integrate desirable colors and

designs to increase awareness and safety. They may be at street level, either at intersections or between intersections (mid-block crossings), or above or below the street in the form of a bridge, tunnel, or trail passing below a bridge.

[See Figure 57: Pedestrian Crossing - East Houston Street - Existing]

[See Figure 58: Pedestrian Crossing - East Houston Street – Concept]

[See Figure 59: Example Public Infrastructure Aesthetic Enhancements – Typical Existing Conditions]

[See Figure 60: Example Public Infrastructure Aesthetic Enhancements – Concept]

### Lighting

The use of light is an important element in a public space to help people get oriented and enhance safety. Improved lighting is particularly significant to emphasize walkways, gathering places and building entrances. In certain areas of the City, lighting fixtures compliant with the Dark Sky initiative are preferred.

[See Figure 61: Non-Compliant Dark Sky Initiative Lighting Fixtures]

[See Figure 62: Preferred Dark Sky Initiative Lighting Fixtures]

### Green Infrastructure

Green Infrastructure improvements help protect, restore, or mimic the natural water cycle to manage stormwater runoff. Some techniques can include permeable pavement, bioswales, green roofs, downspout planters, and rainwater harvesting.

[See Figure 63: Example Roadside Green Infrastructure Improvements – Typical Existing Conditions]

[See Figure 64: Example Roadside Green Infrastructure Improvements – Concept]

[See Figure 65: Example Parking Lot Enhancements – Typical Existing Conditions]

[See Figure 66: Example Parking Lot Enhancements – Concept (1)]

[See Figure 67: Example Parking Lot Enhancements – Concept (2)]

[See Figure 68: Example Parking Lot Enhancements – Concept (3)]

### Priority Connections

Specific geographic locations that are missing segments of roadway or trails that will help improve mobility within the plan area.

### Character Defining Features

Elements of design that celebrate the diversity of a place or neighborhood. Those elements can include the shape of a building, materials, or decorative details that are of significance to its people.

## 8.3 Amenities and Public Spaces Recommendations and Strategies

Integrating nature into our built environment is a simple yet powerful solution that can have far-reaching benefits for both the environment and the well-being of Far East Community Area residents. Tree-lined sidewalks and streets instantly transform the visual appeal of a community’s streetscape. Street trees add character, making streets more inviting and attractive to both residents and visitors. This added greenery enhances the aesthetic value of the community, creating a sense of place and identity. One of the advantages of street trees is the shade they offer. In summer months, heat—especially in urban environments—can become unbearable, exacerbating the discomfort of walking or cycling along hot sidewalks. Trees provide a natural canopy that shields pedestrians from the sun,

creating more comfortable experiences. The shade they cast not only makes outdoor activities more enjoyable, but also encourages active transportation, ultimately reducing the reliance on single-occupancy vehicles. Trees can also improve air quality by filtering out pollutants and releasing oxygen into the atmosphere. Along sidewalks, they absorb harmful gases such as carbon dioxide, sulfur dioxide, and nitrogen dioxide, while also trapping airborne particulates. This natural filtration system not only cleanses the air but can also improve respiratory health for residents. As air quality improves, so does the overall quality of life, reducing healthcare costs associated with pollution-related illnesses. The City of San Antonio Parks and Recreation Department has a dedicated division for Urban Forestry. They are responsible for San Antonio’s tree canopy and providing opportunities for residents to add trees to their private property. The Urban Forestry Division also works collaboratively with the Public Works Department to add street trees in accordance with public improvement projects. The Division also provides educational services to residents and organizations regarding the benefit of trees and provides recommendations for the types of trees that should be planted.

***Amenities and Public Spaces Recommendation – APS 1***

***Provide trees along sidewalks to beautify streets and alleys, provide shade, reduce the urban heat island effect, and improve air quality. (Goals 1 and 7)***

***Strategy – APS 1.1***

*Incorporate trees into streetscape enhancements and improvements.*

- *Collaborate with the City’s Public Works and Parks and Recreation departments to increase the number of street trees along pedestrian and bike-oriented streetscapes.*

*Key Locations:* *Martin Luther King Drive; WW White Road; East Houston Street.*

***Strategy – APS 1.2***

*Encourage planting of trees along the back of sidewalks on private property.*

- *Partner with the Parks and Recreation Department – Urban Forestry Division to provide low-cost or free trees in areas of high equity scores as identified in the city’s Equity Atlas.*

*Key Locations:* *Throughout the plan area.*

***Strategy – APS 1.3***

*Create a neighborhood planting program to plant new trees and maintain existing ones.*

- *Study tree feasibility within Far East Community Area neighborhoods to assess the area’s existing tree canopy and benefits as well as potential tree species that could be added to the community area.*

*Key Locations:* *Throughout the plan area.*

***Strategy – APS 1.4***

*Educate private property owners about responsibilities and best practices for maintenance of trees, landscaping, and sidewalks.*

*Key Locations:* *Throughout the plan area.*



**Strategy – APS 1.5**

*Establish maintenance programs and policies to properly maintain alleyways within Far East neighborhoods and promote area beautification.*

- *Explore establishing alley maintenance easements in areas of high equity scores.*
- *Create an alleyway fund program that assists residents with maintenance.*
- *Create a volunteer program that assists low-income, older adults, and other vulnerable population groups in maintaining alleyways.*

*Key Locations: Throughout the plan area.*

The creation of efficient and well-connected trail systems can play a vital role in promoting active lifestyles and enhancing the overall quality of life for Far East Community Area residents. A strategic approach to trail development involves creating east-west connections that intersect with existing north-south trails. The Far East Community Area has a distinct physical divide at Loop 410. To better connect all parts of the community area, east-west trail connections are needed on East Houston Street and portions of Rigsby Avenue, I-10, and along the Rosillo Creek greenway. By introducing east-west trail connections that intersect with north-south routes, Far East Community Area residents will have more opportunities to engage in outdoor activities. Well-connected trails will make it easier for people to walk, jog, run, or bike safely from their neighborhoods, ultimately promoting healthier and more active lifestyles. The Southeast Community Area Plan, adopted in 2022, also has a recommendation to use the Rosillo Creek area as a trail feature that could serve as an extension and establish a robust trailway within each community area.

**Amenities and Public Spaces Recommendation – APS 2**

***Create east-west trail connections that intersect with existing north-south trail amenities. (Goals 1, 4, 7, and 8)***

**Strategy – APS 2.1**

*Create new and enhance existing trail connections to allow all Far East residents to safely access parks and community facilities.*

- *Explore and incentivize trail easements in key locations to increase the amount of trail features and promote trail connections between the eastern and western portions of the community area.*

*Key Locations: Between I-10 and Rigsby Avenue; Between Loop 410 and Rosillo Creek; Along I-10.*

**Strategy – APS 2.2**

*Prioritize trail connections that allow residents to efficiently and safely access key destinations like schools, health care, and grocery stores by foot or bike.*

*Key Locations: Between I-10 and Rigsby Avenue; Between Loop 410 and Rosillo Creek.*

**Strategy – APS 2.3**

*Enhance connections to and access points along existing and future trails.*

- *Partner with San Antonio River Authority and San Antonio Parks and Recreation Department to establish a standardized topology for creek to street connections.*



*Key Locations: Between I-10 and Rigsby Avenue; Salado Creek Greenway Trail; Between Loop 410 and Rosillo Creek.*

Parks and public spaces often remain underutilized after sunset due to inadequate lighting. Increasing the amount of lighting will extend the usable hours of these places. Adequate illumination allows these areas to remain open and accessible after dark, accommodating the diverse schedules of residents and providing opportunities for evening activities. Adequate lighting makes it easier for pedestrians and cyclists to navigate paths and for children to play safely. An increased sense of safety also encourages more people to visit these spaces, which can discourage criminal activities and enhance the overall safety of the community. Lighting should be dark skies friendly.

**Amenities and Public Spaces Recommendation – APS 3**

***Increase the amount of lighting at parks and public spaces to allow them to be utilized during more times of the day. (Goals 1 and 7)***

**Strategy – APS 3.1**

*Conduct a lighting study to identify gaps and potential improvements.*

*Key Locations: Martin Luther King Park; J Street Park; Copernicus Park; Dellcrest Park; East Houston Street; South WW White Road; Martin Luther King Drive.*

**Strategy – APS 3.2**

*Work with developers and CPS Energy to enhance lighting around public areas as part of new developments or infill developments.*

*Key Locations: Throughout the plan area.*

**Strategy – APS 3.3**

*Integrate improved lighting into park maintenance, improvement projects, along mobility areas, and in established residential areas.*

*Key Locations: Martin Luther King Park; Salado Creek; Rosillo Creek, Residential areas throughout the plan area, Mobility Areas (see Section 7.3).*

**Strategy – APS 3.4**

*Incorporate decorative lighting fixtures in public spaces along mixed-use corridors and key commercial destinations.*

- *Partner with San Antonio for Growth on the Eastside (SAGE) and the City of San Antonio Development Services and Public Works departments to establish or expand programs to promote placemaking opportunities related to decorative lighting.*

*Key Locations: WW White Road; East Houston Street; Rigsby Avenue; Loop 1604 and I-10 intersection.*

Community gardens are communal green oases that offer a host of benefits, ranging from promoting healthy lifestyles to fostering social connections and enhancing environmental sustainability. These spaces can be valuable assets for Far East Community Area residents. The cultivation of fruits,

vegetables, herbs, and flowers in community gardens provides an opportunity to improve food security within Far East Community Area neighborhoods. This recommendation should work in conjunction with Economic Development Recommendation #3.

**Amenities and Public Spaces Recommendation – APS 4**

***Establish and preserve community gardens and urban agriculture at existing parks and open spaces. (Goals 1, 2, and 7)***

**Strategy – APS 4.1**

*Create or expand programs that educate residents on how to effectively maintain and start a community, urban, or home garden, and about the health benefits they provide.*

- *Support the expansion of the San Antonio Metropolitan Health District’s to initiate the Healthy Neighborhoods program within Far East Community Area neighborhoods to establish community-based programs related to healthy food access and insecurity.*

*Key Locations: Throughout the plan area.*

**Strategy – APS 4.2**

*Connect residents to resources and supplies to create community gardens, food forests, and urban agriculture.*

- *Partner with local agencies and city departments to establish a grant program to assist neighborhood associations with start-up expenditures.*
- *Explore opportunities to establish a tool rental program to promote the installation of food forests and urban agriculture on private property.*

*Key Locations: Throughout the plan area.*

**Strategy – APS 4.3**

*Identify potential locations and potential partners to create community gardens and urban agriculture to help ensure that all Far East residents have equitable access to locally grown produce.*

*Key Locations: Churches; Schools; Libraries; Community Centers.*

**Strategy – APS 4.4**

*Identify areas where existing or future median features will be installed and incorporate pollinator gardens within these areas.*

*Key Locations: WW White Road; Diane Road; Martin Luther King Drive; East Houston Street; Loop 1604.*

Multi-functional green infrastructure can serve as both a stormwater mitigation tool and a traffic calming measure. Impervious surfaces, such as roads and parking lots, prevent water from infiltrating the ground naturally. This excess runoff can lead to flooding and water pollution. Multi-functional green infrastructure, including features like permeable pavements, bioswales, and rain gardens, intercept and absorb stormwater, reducing the strain on traditional drainage systems. These green solutions mimic natural processes, allowing water to percolate into the soil, filtering out pollutants, and replenishing groundwater. By effectively managing stormwater, the Far East Community Area can minimize the risks

of flooding, protect water quality, and enhance the overall resilience of the community. Multi-functional green infrastructure can also serve as a traffic calming measure, making streets safer and more pedestrian-friendly. Features like traffic islands, raised crosswalks, and curb extensions not only slow down vehicular traffic but also create more inviting spaces for pedestrians and cyclists. The presence of greenery and aesthetically pleasing designs can encourage people to walk or bike, reducing dependence on single occupancy vehicles and promoting a healthier, more sustainable transportation mix.

***Amenities and Public Spaces Recommendation – APS 5***

***Add multi-functional green infrastructure for stormwater mitigation and traffic calming. (Goals 1 and 7)***

***Strategy – APS 5.1***

*Integrate green infrastructure improvements in street maintenance and improvement projects.*

*Key Locations: Houston Street; Along Salado Creek; Along Rosillo Creek; Holmgreen Road.*

***Strategy – APS 5.2***

*Prioritize green infrastructure improvements in flood-prone areas.*

*Key Locations: Rice Road, Foster Road, Diane Drive, Rigsby Avenue.*

***Strategy – APS 5.3***

*Incorporate green infrastructure in streetscape projects, especially near schools, parks, and commercial corridors to assist in traffic calming.*

*Key Locations: East Houston Street; Martin Luther King Drive; WW White Road.*

## 9 Housing

### 9.1 Housing Snapshot

Anticipation of future growth throughout the City necessitates a discussion of housing in each SA Tomorrow sub-area plan. This section outlines recommendations for housing in the Far East Community Area that align with and support the broad development concepts in the future land use section.

The Far East Community Area had a population of approximately 19,800 people and 7,060 households in 2021 (a household is composed of one or more people who occupy a housing unit). The Community Area has increased by over 954 new households since 2010, greatly outpacing its growth in housing units from the prior decade (119 units for an annual growth rate of 0.2%). Additionally, the number of households in the community area is growing at a slightly higher rate than the city at large, increasing by 1.3% annually since 2010 compared to 1.0% for the City.

The characteristics of households in the Far East Community Area are similar to the city overall. Most households (67%) in the Far East are considered family households, in which the people within the households are related by birth, marriage, or adoption. The City of San Antonio has a slightly lower share of family households, with 65% of households falling into this category. The Community Area has an average household size of 2.77 persons, slightly larger than the overall city’s average of 2.69. The Far East Community Area’s population is slightly older than the City’s population overall; the median age in the area is 37.8 years, compared to 34.5 in the City. The community area has a five percent higher share of older adults (age 65+) than the city overall.

<b>HOUSING SNAPSHOT</b>	<b>FAR EAST AREA</b>	<b>CITY OF SAN ANTONIO</b>
<b>Total Population</b>	72,160	1,463,625
<b>Total Households</b>	29,700	533,534
<b>Annual Household Growth (2010- 2021)</b>	0.2%	1.0%
<b>Average Household Size (Persons)</b>	2.19	2.69
<b>Non-Family Households</b>	48%	35%
<b>Average Household Income</b>	\$74,104	\$70,801

Source: ESRI Business Analyst (2021)

The housing stock in the Far East Community Area differs from the City overall. There are 9,051 total housing units in the Community Area of which 79% are single-family detached homes, far higher than the City’s share of 62%. Tenure is more heavily owner-occupied in Far East (64%) than in the City overall (52%). Most homes were built prior to 1980, however, there has been recent housing development in the community area. New single-family homes are being built, mostly on the east side of Loop 410.

There have also been new multi-family apartment complexes built in the community area in recent years.

Housing costs are lower than average in the Far East Community Area compared to the City. The average single-family home price for the 78220 zip code is \$179,694, which is slightly more than half of the citywide average (approximately \$301,000). Twenty six percent of homeowners pay more than 30% of income towards housing which is in line with the county-wide average. Fifty-eight percent of homeowners in the community area do not have a mortgage, compared to 37% overall in Bexar County. New single-family homes being built in the area are selling for between \$235,000 to \$425,000. Apartment rental rates are also lower than the citywide average by 22%. Seventy-seven percent of rentals are affordable to a household earning the Citywide median income of \$52,361, and rent has increased at a slower rate than the County overall since 2010. A new apartment project built in 2019 within the community area is an income restricted project with renters having to earn 60% or less of the area median income. At this affordability level, units are renting at between \$850 and \$1,300 per month at this new project. The average household income in the Far East Community Area (\$47,668) is far lower than the City average (\$70,801).

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***Far East AREA PERCENT OF***

***COST BURDENED OWNER HOUSEHOLDS, 2021***

Owner Cost Burden: 26% of homeowners are cost burdened, paying more than 30% of income towards housing.

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*Source: ESRI Business Analyst (2021)*

## 9.2 Housing Challenges

The Far East Community Area Planning Team completed an assessment of the Community Area’s housing challenges as part of two Planning Team meetings devoted to housing and economic development during the plan process. This analysis helped identify housing challenges that need to be addressed in the plan and missing housing types the plan can help capture. There are three main housing challenges that were identified for the Far East Area Community Area.

### ***a. Workforce Housing***

Housing within the Far East Community Area is more affordable than elsewhere in the city to households earning the median income. However, the area is home to many lower-paying service jobs in the retail and food sectors. In addition, the growing industrial base in the area is adding jobs that are higher paying than retail jobs but still provide wages at or below the median wages in the city. As employment grows in the community area, the demand for housing that is affordable to area workers will increase.

### ***b. Reinvestment in Existing Housing Stock***

The western portions of the Far East Community Area have older neighborhoods with homes built prior to 1980. These homes will continue to need reinvestment and improvements to sustain over time. The owners of these homes, in many cases, are older residents and a high percentage of the owners do not have mortgages. Support for homeowners may be needed to maintain the health of these

neighborhoods.

### **c. Greater Diversity in Housing Stock**

Seventy-five percent of homes within the Far East Community are single-family detached homes. While this type of housing product is desirable to the area, a greater diversity in housing options would promote workforce housing, older adult living, and market responsiveness. Encouraging a greater diversity in housing options would allow older adults to down-size, provide a mix of affordable options to families, and increase densities to promote market responsiveness within commercial or mixed-use development. Housing options to enable greater diversity include:

- Older Adult Living
- Cottage-Style Living
- Townhomes
- Urban Multi-Family
- Affordable Multi-Family
- Duplexes, Triplexes, and Quadplexes
- Accessory Dwelling Units (ADUs)

## **9.3 Housing Recommendations and Strategies**

East Houston Street and South WW White Road have long sections of continuous commercial uses. However, there is a growing presence of underutilized and low performing commercial centers as well as many undeveloped pad sites and parcels along these corridors. These underutilized and vacant sites have the potential to attract new housing development that can support reinvestment in the area and add to the customer base to support existing retailers as well as the future VIA Metropolitan Transit (VIA) Eastside Transit Center.

### ***Housing Recommendation – H 1***

***Encourage infill housing development along East Houston Street and South WW White Road to promote reinvestment in older or underutilized commercial centers. (Goal 5)***

#### ***Strategy – H 1.1***

*Encourage the development of multi-family housing along mixed-use corridors identified in the Future Land Use Map. Support Rezoning requests and other efforts that provide multi-family housing on suitable mixed-use sites.*

#### ***Strategy – H 1.2***

*Implement community-centered principles and incentives into the infill development process. (SHIP Strategy CHS6)*

- *Explore tax incentives for affordable infill development and rebates or other supports to offset tax increases for homeowners near developments.*
- *Strengthen neighborhood outreach as infill housing projects develop.*

The Far East Community Area has two primary housing types available to area residents: detached single-family houses and multi-family apartments. While these housing types continue to be desirable to the area, a greater diversity of options will help support existing residents looking to down-size or up-

size, and future residents seeking options to live in this community area.

**Housing Recommendation – H 2**

***Provide a greater diversity of housing options in the Far East Community Area to suit the needs of current and future residents. (Goal 5)***

**Strategy – H 2.1**

*Encourage higher-density housing options in areas with access to major arterials, highways, and transit service to reduce impacts on existing neighborhoods, especially near the East Houston Street/Loop 410 and Loop 1604/I-10 intersections.*

**Strategy – H 2.2**

*Work with housing development partners to identify potential locations for older adult housing projects, including projects with affordable units.*

- *Explore land acquisition opportunities to support older adult housing projects.*
- *Study the feasibility of launching a house-sharing platform to support this type housing need.*

**Strategy – H 2.3**

*Advance Universal Design standards to promote accessibility in new housing projects and update current building practices. (SHIP Strategy HPRP4).*

**Strategy – H 2.4**

*Support a range of missing middle housing types that promote a greater diversity of neighborhood-compatible housing product types including more compact attached and detached single-family options, affordable lower-density multi-family units, accessory dwelling units (ADUs), and older adult housing. The following areas are most suitable for this type of housing:*

- *Between Loop 410 and South WW White Road*
- *Between Pecan Valley Drive and I-10*
- *Between South Foster Road and Loop 410*
- *Within Focus Areas 1, 2, 3, 5, and 6 (See Focus Areas)*

**Strategy – H 2.5**

*Establish a multi-family rental rehabilitation program. (SHIP Strategy HPRP 1).*

- *Preserve existing older multi-family stock and minimize negative impacts on overall community character.*

**Missing Middle Housing**

Missing Middle Housing options include a range of house-scale buildings with multiple units and provides variety beyond the conventional single-family detached products that are more common throughout the greater San Antonio area. They offer options that are compatible with detached single-family homes. Figure 69 graphically depicts other product type options that are encouraged to diversify choices for residents and our current and future workforce.

[See Figure 69: Missing Middle Housing - Lower Density Concepts]

The older neighborhoods in the Far East Community Area have housing that was built over 40 to 50



years ago. Some homeowners in these neighborhoods need assistance to maintain their homes. In some cases, these homeowners are older adults and/or no longer have a mortgage on their home. These owners may face challenges with having available capital or access to capital to maintain their homes. Support from existing and potentially expanded programs provided by the City can help support stability in these neighborhoods.

**Housing Recommendation – H 3**

***Provide support to existing homeowners within older neighborhoods to allow them to reinvest in and maintain their homes. (Goal 5)***

***Strategy – H 3.1***

*Stabilize residents and preserve homes by mitigating displacement pressures related to code enforcement through increased funds for repair programs. (See also SHIP Strategy CIH3)*

- *Raise awareness and expand marketing of homeowner assistance programs, such as minor repairs programs and homebuyer down payment assistance programs through the City’s Neighborhood Housing Services Department (NHSD) and San Antonio for Growth on the Eastside (SAGE) to increase use of these programs.*
- *Assess homes within established neighborhood areas and identify housing stock in risk of demolition or displacement and utilize housing assistance programs to stabilize existing housing stock.*

***Strategy – H 3.2***

*Encourage adding accessory dwelling units to existing residences as a means to build wealth for households with low incomes and support additional housing options for older adults. (See also SHIP Strategy HPRP3)*

- *Explore and study the feasibility of a rebate program to promote accessory dwelling units and to offset costs for lower-income households seeking this housing option.*

***Strategy – H 3.3***

*Continue to support the use of the Office of Historic Preservation’s Vacant Building Program (VBP) where it applies within the Far East Community Area. (See also SHIP Strategy HPRP5)*

- *Identify opportunities to expand the program service area outside of the existing boundaries.*
- *Identify how the program can also address vacant lots in the area that may not fit into the current criteria for the program (e.g., vacant structure or code compliance issues) to identify opportunities for sale of or reinvestment in these sites.*

***Strategy – H 3.4***

*Establish a Demolition Prevention and Mitigation Program. (SHIP Strategy PPN1)*

- *Preserve existing older housing stock for affordable housing and anti-displacement.*

***Strategy – H 3.5***

*Identify strategies to assist rightful property owners to establish clear titles to their property. (See also SHIP Strategy PPN6)*



**Strategy – H 3.6**

*Investigate the potential for a community land trust that can support the growth of the Far East Community Area. Work with community stakeholders to identify a preferred approach to creating a trust. Work with City and area partners to identify an organization (public or non-profit) with the resources and capacity to manage the trust over the long term. (See also SHIP Strategies CIH5 and CIH7)*

## 10 Economic Development

### 10.1 Economic Development Snapshot

Future economic growth depends on economic opportunities within an area. This section describes specific recommendations to help create an area with a thriving economy.

The Far East Community Plan Area is located on the eastern edge of San Antonio and includes the eastern portion of I-10 and intersects with Loop 410 and North Loop 1604. The Martindale Army Airfield is located within the plan area and serves as a part of Joint Base San Antonio. Additionally, Martin Luther King Park is a large park in the area that includes the Wheatley Heights Sports Complex and the Salado Creek Trail.

The Far East Community Plan Area had approximately 9,110 jobs in 2021. Retail Trade is the plan area's largest employment sector, accounting for 22% of the total jobs. The next largest employment sectors are Wholesale Trade with 15% and Accommodation and Food Services with 11%. The largest employers in the Far East Community Plan Area are Lancer International Sales Inc. with 500 employees and Johnson Controls Inc. with 375 employees. Lancer is a manufacturer of fountain drink-dispensing equipment and Johnson Controls produces HVAC, fire, and security equipment systems.

The community area has a large presence of middle-wage jobs including jobs in industrial oriented sectors such as transportation and warehousing, wholesale trade, and manufacturing. These sectors typically have jobs with wages near the county-wide average. Most jobs in the Far East Community Area pay more than \$15,000 per year (81%) with many being in the average wage range of between \$30,000 and \$60,000 annually. Low-wage jobs with earnings less than \$15,000 per year only account for 19% of all jobs despite the higher-than-average presence of retail and food service jobs. Most people employed in the Far East Community Plan Area do not live in the area – 97.5% of workers commute in from other places.

Non-residential development in the Far East Community Area is dominated by industrial space. There is a total of 11.3 million square feet of industrial space in area with over 8 million square feet built since 2012. The area has become a sought-after location for manufacturing and distribution uses due to the access to I-10, I-35, Loop 410, and Loop 1604. The growth is an extension of industrial activity that has grown eastward out of the neighboring Fort Sam Houston Area Regional Center. An H-E-B Super Regional Facility was recently completed in an area along Foster Road and Kiefer Road that includes other large distribution centers for Amazon and Dollar General.

The next largest development sector is retail. The Far East Community Area has an inventory of 1.9 million square feet. There has been limited new retail development in the past decade with only 126,000 square feet of new space built. The retail inventory is mostly older (built prior to 2000) and in need of reinvestment especially for older centers along WW White Road. However, the growing employment and residential base in the Community Area is likely to spur renewed retail development. There is a collection of small hotels (12 properties) totaling 769 rooms, with only one new project built since 2012. Lastly, there is a small amount of office space (110,000 square feet).

The Far East Community Area is within the Eastside Promise Zone that was designated in 2014. The Promise Zone program is a 10-year Federal program designed to test, fund, and implement place-based initiatives to provide “ladders of opportunity” for residents of Promise Zones. This program helped

create momentum for efforts to support Far East Area residents. Subsequently, Federal efforts have shifted towards attracting investment in underserved areas. Portions of the Far East Area along Martin Luther King Drive are within the designated Eastside Opportunity Zone. Opportunity Zones are a Federal program to incentivize investment into development and business creation/growth within distressed areas. Investors in projects and/or businesses within Opportunity Zones become eligible for capital gains tax deferral and/or reduction.

### San Antonio for Growth on the Eastside

San Antonio for Growth on the Eastside (SAGE) was formed in 1998 as an economic development organization focused on promoting the cultural vitality and economic development of the Eastside of San Antonio. SAGE is a 501(c)3 non-profit corporation and currently has four guiding principles:

- Advocate for efficient, sustainable growth for San Antonio’s Eastside;
- Advance small business development;
- Maintain and promote the area’s history and culture; and
- Provide innovative, progressive solutions to Eastside challenges.

As the Far East Area continues to change, SAGE will adapt to continue to serve the needs of the community especially as the growth and renewed investment in Downtown has started to reach and impact the Eastside and Far East areas. Development of new housing and reinvestment in existing homes in the Far East Area has brought about some change in the area and has led to significant increases in property values. There has been less investment in – and impact on – commercial properties in the Far East Area. However, there is an opportunity to leverage the renewed interest in living in the Eastside and Far East Area neighborhoods to support businesses and employment.

## **10.2 Economic Challenges**

During the plan process, the Far East Community Area Planning Team members were asked to assess the community area’s economic challenges during discussions at the two Planning Team meetings devoted to housing and economic development. Planning Team members were presented with relevant existing conditions data and asked to qualitatively describe the plan area’s strengths and challenges. These conversations helped identify specific economic challenges that need to be addressed in the plan as well as the economic opportunities the plan can help encourage.

The Far East Community Area has become a large industrial hub in the past five to seven years. The community area is also growing as a desirable area for new housing. The Planning Team, however, did identify four main economic challenges for the community area:

### ***a. Reinvestment in Older Commercial Areas***

The arterial corridors in the community area (East Houston Street and WW White Road) have many older commercial centers, some of which are underutilized and/or in need of reinvestment. The new housing growth in the area may present an opportunity to attract investment into these existing centers.

### ***b. Attraction of neighborhood-serving grocery stores***

The greater east side of San Antonio has been identified as a food desert with limited grocery options for residents. The Far East Community Area lacks access to grocery stores aside from the one HEB grocery store that has been in the area for several years. However, residents and the Planning Team have expressed that the current HEB is a small-scale grocery store that is in need of expansion to meet demographic capacity.

***c. Attraction of community services such as health care***

The greater east side of San Antonio is also lacking health care providers and a hospital. Residents must travel to central, south, or northeast San Antonio for a hospital or access to providers. Planning Team members and residents described travelling up to three hours by transit to get appropriate health care services. There are currently only two health care facilities within the Far East Area, not including a hospital.

***d. Development of desirable retail and restaurants***

While there is a large amount of existing retail and restaurant spaces within the Far East area, residents and Planning Team members expressed interest in expanding these services to be more desirable and fitting of community needs. A greater diversification of retail and restaurant services will enable a higher quality of life and provide job opportunities for youth and young adults. New development should include an established identity unique similar to area examples such as Alamo Quarry Market and The Rim.

**10.3 Economic Opportunities**

Target industries and economic opportunities were identified for the Far East Community Area. The target industries and economic opportunities are meant to help organize the city’s economic geography and provide guidance on the role the Far East Area can play in the city’s overall economic development efforts. These identified industries can also give direction to the city and its economic partners as to what areas are best suited for certain opportunities when they arise. The target industries and economic opportunities for the Far East Community Area are:

***a. Modern Industrial Hub***

The Far East Community Area is growing into a major industrial location in the region. The area can continue to grow into a modern industrial hub with supporting infrastructure that can facilitate distribution needs and support advanced manufacturing companies. This type of opportunity is appropriate east of Loop 410 and west of South Foster Road.

***b. Mixed-Use Destinations***

The Far East Community Area has the potential to leverage its major transportation routes to attract development of mixed-use destination projects. These mixed-use destination projects should allow for higher density housing, employment uses, and retail/entertainment options that are lacking in the community area. Anchor uses for the areas can also help address community needs, including the attraction of entertainment uses, a major medical center, and grocery stores.

### ***c. Neighborhood Main Street***

The Far East Community Area has pockets of smaller commercial areas that provide an opportunity to incorporate neighborhood-centric uses. Many of these areas are embedded within or along edges of existing neighborhoods. Promoting a variety of uses in these areas such as a small-scale grocer, primary health care, entertainment/retail, and medium density housing would help increase access to services that are currently lacking within the community area and provide the opportunity for youth employment. This opportunity also encourages rehabilitation of existing neighborhood corridors and nodes to support established commercial areas.

## **10.4 Target Employment Sectors**

The City of San Antonio’s Ready to Work program can enhance workforce opportunity for those who reside within the Far East Community Area. Ready to Work is a training, education, and employment program provided by the city’s Workforce Development Office. The program offers prospective employees with job training and placement to encourage economic development and to enhance job skills and access to higher paying jobs within the city. The Ready to Work program is directed at individuals earning no more than 250% of Federal poverty guidelines. The program also offers a variety of educational options ranging from certificate programs to bachelor’s degrees. Industries participating in the program with desirable economic opportunities within the Far East Community Area include:

- Aerospace
- Energy/Oil and Gas/Utilities
- Manufacturing
- Architecture
- Finance/Insurance
- Professional Services
- Construction
- Health Care
- Skilled Trades
- Education
- Information Technology/Cybersecurity
- Transportation/Warehousing/Logistics

These industries should serve as targeted sectors for the Far East Community Area to promote higher wages, job opportunity, and educational attainment within the area. An emphasis on public outreach and education of the program to the community area will encourage residents to participate and encourage increased employment opportunities within Far East area.

School age employment that leads to gateway labor and educational opportunities is of importance to the Far East Community Area. There are current San Antonio Independent School District (SAISD) programs that enable Far East Area students to participate in accelerated education pathways. These programs include:

- St. Philips College Early College High School
- Cyber P-Tech at Sam Houston High School
- Evening FLEX High School

Each program allows participating students to gain early college credits and/or earn certificates and degrees within specific topic areas. However, a small portion of the programs offer school age employment or internship opportunities while students participate in the programs. Targeting programs like these or expanding the Ready to Work program to include school age labor opportunities will enhance youth employment within the community area. Expansion of these programs should include industries identified within the Ready to Work program and offer workforce opportunities at a school age to encourage educational attainment and a secondary means of income for multi-generational households.

## 10.5 Target Employment Areas

San Antonio will continue to implement a variety of tools, including economic incentives, workforce development, and strategic partnership to support existing and new businesses in the community. The City’s Economic Development Department recently modified its tax abatement program to improve opportunities for community economic development and will adapt economic development incentives in a way that supports communities of color and areas with high levels of poverty.

To leverage this designation as a priority incentive area in accordance with the Ready to Work industries, there need to be desirable locations for new businesses to locate and for existing businesses to expand. In addition to areas identified for supporting neighborhood hubs of retail goods, grocers, health care services, and restaurants, there are four areas within the Far East Community Area that should be targeted for public investments and improvements to increase their appeal for attracting and growing businesses that can offer higher wages and better career pathways. These areas are:

### ***a. WW White Road Corridor***

The areas designated for Urban Mixed-Use and Neighborhood Mixed-Use.

### ***b. Loop 410 at East Houston Street and Rigsby Avenue***

The areas designed for Business/Innovation Mixed-Use, Employment/Flex Mixed-Use, and Urban Mixed-Use.

### ***c. South Foster Road***

Areas designated for Light Industrial, Employment/Flex Mixed-Use, and Business/Innovation Mixed-Use.

### ***d. Loop 1604 and I-10 Intersection***

The areas designated for Urban Mixed-Use, Regional Commercial, and Community Commercial.

## 10.6 Economic Development Recommendations and Strategies

The eastern edge of the community area has developed into a major industrial hub in the region, with the attraction of several large distribution centers. The presence of Martindale Army Heliport supports the designation of the area for industrial uses as residential and higher density uses are not compatible

with the runway and air-space restrictions. The Foster Road and Kiefer Road areas are well suited to continued industrial development; however, some infrastructure improvements may be needed. In addition, small-scale commercial development may be encouraged within this area to serve surrounding residential areas and the anticipated increase in workforce within areas that are designated as Business/Innovation Mixed-Use or Employment/Flex Mixed-Use on the Future Land Use Map.

**Economic Development Recommendation – ED 1**

**Plan for the development of additional industrial uses around the Martindale Army Heliport, southeast of the I-10 and Loop 410 intersection. (Goal 5)**

**Strategy – ED 1.1**

*Support the annexation of properties on the edge of the city that are requesting annexation to facilitate employment uses.*

**Strategy – ED 1.2**

*Identify strategies that allow the City to partner with businesses and developers to build out needed infrastructure to support industrial development.*

- *Assess the existing roadway network surrounding the area southeast of the intersection of I-10 and Loop 410 to gauge vehicle sight visibility, turn lanes, and road widths to improve the current network for freight traffic.*

**Strategy – ED 1.3**

*Work with the City’s Economic Development Department and greater:SATX to actively promote and market employment-oriented development sites along I-10 and Loop 410 to site selectors and other economic development entities.*

**Strategy – ED 1.4**

*Work with internal and external partners, including San Antonio for Growth on the Eastside (SAGE), St. Philip’s College, and the City’s Workforce Development Office, to create opportunities and programs for job skill education and training and workforce education.*

- *Support the SA Ready to Work program to promote workforce development.*
- *Utilize the City’s Equity Atlas to identify communities with a high equity score that could particularly benefit from these opportunities.*

The I-10/Loop 1604 and Loop 410/East Houston Street intersections provide key opportunities for attracting higher density and community destination uses. The areas should allow for higher density housing and greater employment density to expand workforce opportunities. Major employment anchors and community services, especially health care facilities, should be encouraged in these locations. The addition of family-centric entertainment facilities would also further expand these opportunities and make these areas as an attractive destination.

**Economic Development Recommendation – ED 2**

**Attract development and businesses to mixed-use designated areas at the I-10/Loop 1604 and Loop 410/East Houston Street interchanges. (Goals 2, 3, 5, 6)**

**Strategy – ED 2.1**

*Incentivize the development of family-oriented entertainment uses to promote local workforce*



*opportunities and expanded leisure options for the area.*

**Strategy – ED 2.2**

*Explore the creation of a new City-initiated Tax Increment Reinvestment Zone (TIRZ) to support desired development patterns and needed infrastructure near East Houston Street and Loop 410 (see Focus Area 1) and near I-10 and Loop 1604 (see Focus Area 6).*

**Strategy – ED 2.3**

*Partner with the City’s Workforce Development Office to explore youth job training and employment opportunities near East Houston Street and Loop 410 (see Focus Area 1) and near I-10 and Loop 1604 (see Focus Area 6).*

New housing growth in the area may present the opportunity to attract additional grocery stores, and spur HEB to expand and improve its existing store at South WW White Road and Lord Road.

**Economic Development Recommendation – ED 3**

***Attract new grocery and healthy food options to the area. (Goal 2)***

**Strategy – ED 3.1**

*Work with local partner agencies and organizations to study the availability of fresh food in the area, identify food deserts, develop strategies for filling gaps in grocery services, and identify potential locations to grocery providers.*

**Strategy – ED 3.2**

*Partner with City departments and other citywide agencies to identify small-scale vacant or underutilized properties and study the potential of establishing community gardens and other urban agricultural opportunities in the area.*

There are a few small clusters of businesses along corridors within the older portion of the community area west of Loop 410 that have potential to grow into coordinated commercial districts that collectively manage and promote themselves. Support is needed to help these businesses form a collective promotion and management entity.

**Economic Development Recommendation – ED 4**

***Support the growth of small neighborhood commercial nodes in the western portion of the Far East Community Area. (Goals 2, 3, 5, 6)***

**Strategy – ED 4.1**

*Identify and engage businesses along the commercial corridors to assess their interest in participating in the City’s Economic Development Department programs.*

**Strategy – ED 4.2**

*Continue to support SAGE’s Store Front Grant program to aid property and business owners in investing in existing commercial buildings.*

**Strategy – ED 4.3**

*Explore options to waive impact fees for new or incubator businesses or non-profits and support local economic development, wealth, and ownership.*

**Strategy – ED 4.4**

*Support education and engage established small businesses within these areas to obtain certifications through South Central Texas Regional Certification Agency to gain access into the Economic Development Department’s Small Business Economic Development Advocacy Program.*

There is one primary health care facility within the Far East Community Area with no general hospitals nearby to service the area. A greater diversity of health care services is desired by the community and support is needed to spur the development of health care services in this community area.

**Economic Development Recommendation – ED 5**

***Work with community stakeholders to solicit interest in, and investigate the potential for, attracting health services and healthcare facilities to the Far East Community Area. (Goal 2)***

**Strategy – ED 5.1**

*Study the availability of health care services in the area and assess gaps in services and identify potential locations to medical service providers including level IV or V trauma hospitals and primary care.*

**Strategy – ED 5.2**

*Support the reduction of impact fees for primary health care providers that develop in the Far East Community Area.*

**Strategy – ED 5.3**

*Explore grant opportunities through the U.S. Department of Health and Human Services – Office of Minority Health and partner with the San Antonio Metro Health District to increase health care access, education, and equity through these opportunities.*

## 11 Neighborhood Profiles and Priorities

### 11.1 What Are Neighborhood Profiles and Priorities?

San Antonio is a city of neighborhoods, each with its own unique history, qualities, and character. Some neighborhoods throughout the City have developed neighborhood or community plans that reflect local values and priorities. These plans, adopted by the City, have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City.

The City is currently in the process of creating Sub-Area Plans to implement the SA Tomorrow Comprehensive Plan. These Sub-Area Plans are intended to provide a more coordinated, efficient, and effective structure for neighborhood planning. The Sub-Area Plans are intended to increase equity citywide, by ensuring that all of San Antonio's neighborhoods have a base level of policy guidance, as many neighborhoods within the City lack an existing neighborhood plan or a registered neighborhood organization. In this way, each Sub-Area Plan will integrate key elements of existing neighborhood plans for those neighborhoods that have a plan, while promoting citywide policy consistency and providing key recommendations and strategies for those neighborhoods currently lacking that direction.

The Neighborhood Profile and Priorities section summarizes strengths, weaknesses, opportunities, challenges, and priorities for each participating neighborhood to more efficiently direct public and private investment to help these neighborhoods achieve their short-term goals and long-term vision.

#### ***a. Development of Neighborhood Profiles and Priorities***

At the beginning of the sub-area planning process, all registered neighborhood associations were invited to participate in the planning process by assigning a representative to the Planning Team. The Planning Team provided input that was used to develop the recommendations, strategies, and broader content of the entire sub-area plan. Additionally, neighborhood associations that participated by assigning a Planning Team member, were also invited to work with staff on developing a Neighborhood Profile and Priorities section for their association.

To develop the Neighborhood Profile and Priorities sections, neighborhood association members were asked to think about their neighborhood over the next 10-15 years and provide input relating to strengths, weaknesses, opportunities, and challenges, which were used to develop a profile and set of priorities.

#### **Profile: Strengths, Weaknesses, Opportunities, and Challenges**

The Strengths and Weaknesses listed below are represent current conditions in the neighborhood that residents reported valuing or that their area may be struggling with. Opportunities and Challenges are ideas about what could be done in the future to both enhance what is working and to address ongoing needs.

#### **Priorities**

Priorities identify common themes expressed by association members that deserve more attention and focus on in the future.

## ***b. Acknowledgements***

Special thanks to all residents and stakeholders who spent time and energy speaking with Planning Department staff throughout the planning process, and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.

## ***c. Previous Plans***

A neighborhood plan was not previously completed for neighborhood associations within the Far East Community Area. All participating neighborhood association in the Neighborhood Profile and Priorities are located within the boundaries of the Eastern Triangle Community Plan (2009), however there is not a section or chapter uniquely dedicated to these neighborhoods. Staff reviewed the goals, objectives, and action steps from the Eastern Triangle Community Plan to determine what is applicable to all neighborhoods in the Far East Area and integrated priorities into the Far East Community Area Plan, specifically within this section of the plan based on current conditions and the vision and goals established for the Far East Community Area and community input received. Key recommendations and accomplishments from the Eastern Triangle Community Plan are listed and reflect priorities identified by neighborhood associations and residents.

## ***d. Key Recommendations from Previous Planning Efforts:***

The Eastern Triangle Community Plan includes the following overall goals, each with sub-goals, objectives, and action steps to identify how the goals would be achieved. These key recommendations are applicable to the Dellcrest Area Neighborhood Association and align with priorities identified by residents and within the Far East Community Area Plan.

- Improve safety and mobility along the major thoroughfares and neighborhood streets in the Eastern Triangle.
- Utilize various traffic calming methods and devices to reduce speeding on residential streets.
- Encourage the placement of additional streetlights for safety and security of all modes of transportation where necessary.
- Improve the sense of security through education and police presence and cooperation.
- Keep commercial and residential properties well maintained in the Eastern Triangle.
- Expand and build thriving commercial corridors.
- Promote diversification of businesses and services.
- Enhance the physical environment.
- Encourage well-maintained neighborhoods and housing stock.
- Recognize walking as a viable mode of transportation and provide a safe way for residents and visitors to explore and use the Eastern Triangle on foot.
- Create safe school zones.
- Build and maintain roads that are in great condition for traveling in and around neighborhoods.
- Enhance County and City services to residents in the Eastern Triangle.
- Address the community's needs for basic and mental health care through improved access to health care, preventative health programs and community collaboration.

## ***e. Accomplishments from the Eastern Triangle Community Plan:***

Goal 18: Build a library within the Eastern Triangle with distinct areas that has the resources to address

the needs of all ages from youth to adult.

- Schaefer Branch Library, located on US Highway 87 and constructed in 2017, includes state-of-the-art resources and services that assist adults and addresses the needs of youth.

Objective 17.3: Enhance existing park facilities.

- A range of parks within the Eastern Triangle and Far East Community Area were awarded bond funding from the 2012, 2017, and 2022 Bond Programs. The following park areas include:
  - Martin Luther King Park (2012, 2017, and 2022)
  - Copernicus Park and Community Center (2012 and 2017)
  - Wheatley Heights Sports Complex (2022)
  - Dellcrest Park (2022)

Objective 29.2: Improve traffic flow around Loop 410 to alleviate traffic congestion.

- Texas Department of Transportation is updating and enhancing traffic flow at Rigsby Avenue, East Houston Street, and I-10.

Goal 37: Reduce flooding in the community by improving drainage.

- The 2012, 2017, and 2022 Bond Programs identified the following drainage projects.
  - Eastwood Village (Completed)
  - Stoneleigh (Completed)
  - Eastgate (Ongoing)

## 11.2 Southeast Side, Wheatley Heights, and Eastgate Neighborhood Profiles

[See Figure 70: Southeast Side, Wheatley Heights, and Eastgate Neighborhood Associations Map]

### *a. Neighborhood Snapshot*

The Neighborhood Profile and Priorities section of the Sub-Area Plans provides special attention to prior neighborhood planning efforts and recognizes the community groups and individuals who were instrumental in their creation. Within this community area there are six registered neighborhood associations. Three participated in the process of developing a Neighborhood Profile and Priorities document for their neighborhood: Hein Orchard, Eastwood Village, and Dellcrest Area neighborhood associations. Each of these neighborhood’s profiles are presented later in this section of the Far East Community Area Plan. The remaining three neighborhoods profiled here include: Southeast Side, Wheatley Heights, and Eastgate neighborhood associations.

This section of the Neighborhood Profile and Priorities provides special attention to these neighborhoods who were not able to participate in the process to ensure priorities are conveyed for these areas. The following snapshot and priorities are based on feedback obtained during community-wide open houses, surveys, events, and other neighborhood priorities identified within neighboring communities. Much of the same vision and goals that the neighborhoods have for their community is captured in the vision and goals for the plan overall.

## ***b. Neighborhood Strengths and Character***

The earliest neighborhood developed was the Southeast Side neighborhood in the 1940s with a handful of houses in the 1950s and 1960s. Eastgate and Wheatley Heights were developed around the same time in the 1950s and 1960s. These three neighborhoods have the “older” suburban development style with small linear lot sizes, little to no sidewalks, and aging infrastructure.

Neighboring Southeast Side and Wheatley Heights neighborhoods have similar characteristics and geography. Each neighborhood is within walking distance to the Salado Creek Trail and neighborhood parks such as Martin Luther King Park and J Street Park. Both areas have access to I-10 and major neighborhood thoroughfares including Pecan Valley Drive and Martin Luther King Drive. There are some commercial areas along I-10 and Rigsby Avenue. However, undeveloped space along I-10 and major neighborhood thoroughfares could add additional services to the area. Several civic institutions are within this area and include:

- Martin Luther King Academy
- Boys and Girls Club of San Antonio
- Pecan Valley Metro Health District Clinic

The Eastgate Neighborhood Association is east of Loop 410 and west of Martindale Army Heliport. This area is characterized by larger linear lots with some parcels that are undeveloped with commercial and industrial areas abutting the neighborhood from the west, north, and south. Eastgate is an area that does not have great access to grocers, primary health care, or other commercial services that are desired by residents. Eastgate recently received bond funding for drainage improvements along Peggy Drive to improve and control flooding constraints.

The following strengths, opportunities, and challenges characterize all three neighborhoods. However, certain elements may be more applicable depending on the neighborhood.

### **Strengths:**

- Access to major transportation networks
- Access to parks and trails
- Nearby workforce opportunities
- Nearby civic institutions

## ***c. Neighborhood Challenges and Opportunities***

The Southeast Side, Wheatley Heights, and Eastgate neighborhood associations have similar challenges and opportunities. Increased growth on the eastern side of San Antonio has spurred traffic congestion and a demand on commercial services in the Far East Community Area. Each neighborhood lacks access to grocery stores and health care services, which requires residents in these areas to travel long distances to receive services and goods. While Eastgate Neighborhood Association recently received bond funding for drainage improvements, aging infrastructure and lack of mobility infrastructure constrains resident mobility through these neighborhoods and limits their access to key destinations. Aging and unattractive infrastructure also detracts from the appearance of public spaces and does not promote a sense of place for the neighborhood.

Opportunities to enhance public space through green infrastructure and Crime Prevention Through

Environmental Design (CPTED) strategies will promote inviting spaces and decrease public concerns regarding safety and nuisances. Other opportunities for each of these neighborhoods includes utilizing undeveloped or underutilized spaces adjacent to these areas to increase access to commercial, grocery, and health care services.

**Opportunities and Challenges:**

- Increasing traffic congestion
- Lack of commercial services
- Access to grocery stores and health care services
- Beautification of public spaces
- Enhancements to public infrastructure
- Incorporation of green infrastructure
- Neighborhood safety and nuisances

***d. Priorities***

The following priorities have been identified for the Southeast Side, Wheatley Heights, and Eastgate neighborhood associations.

- Enhance and complete neighborhood sidewalk network to promote accessibility, connectivity, and safety.
- Improve street lighting within neighborhoods.
- Reduce speeding on residential streets to promote safety near transit stops, school zones, and throughout the neighborhood. A variety of traffic calming mechanisms are desired by residents, including street trees, crosswalks, signage, and protected sidewalks.
- Address public safety challenges through education, increased police presence, and collaboration with the San Antonio Police Department, Animal Care Services, and the District 2 Council Office.
- Improve the appearance and performance of the South WW White Road, East Houston Street, and Rigsby Avenue corridors and transform them into walkable neighborhood destinations with a variety of commercial activities. The following activities were specifically identified by residents:
  - Medical Services
  - Restaurants
  - Retail/Grocery stores
  - Entertainment
- Preserve the low-density character of the community and promote housing assistance programs to maintain neighborhood vitality.
- Enhance access to primary health care and hospitals to minimize travel time to, and costs of, accessing these services.
- Improve access to public information and establish connections with citywide agencies to promote programs beneficial to area residents.
- Improve neighborhood beautification and appearance through the enhancement of public spaces.



## 11.3 Hein Orchard Neighborhood Association

[See Figure 71: Hein Orchard Neighborhood Association Map]

Special thanks to all Hein Orchard residents and stakeholders who spent time and energy speaking with Planning Department staff throughout the planning process, and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.

### ***a. Neighborhood Snapshot***

Hein Orchard is a welcoming neighborhood made up of single-family homes located in the Far East Community Area. Situated along South WW White Road and West Hein Road, this residential area offers a warm and neighborly atmosphere. One of the oldest neighborhoods in the area, Hein Orchard has a rich history dating back to the 1930s. The neighborhood is known for its larger residential lots, providing ample space for families to enjoy outdoor activities. With its small-scale neighborhood layout, Hein Orchard fosters a tight-knit community where neighbors often know and help each other.

### ***b. Neighborhood Strengths and Character***

Residents of Hein Orchard enjoy the convenience of having amenities within walking distance. The neighborhood is just a short walk away from HEB, as well as Martin Luther King Park, which includes a pavilion, basketball court, and green space perfect for outdoor recreation. Additionally, the Salado Creek Greenway offers a scenic trail for biking and walking enthusiasts. The homes in Hein Orchard showcase a mix of architectural styles, with houses built from the 1930s up to the 1970s. This variety adds to the neighborhood's character and charm.

#### **Strengths:**

- Larger single-family lots provide a sense of privacy
- Access to major corridors including Martin Luther King Drive and South WW White Rd.
- Access to local amenities such as HEB, Salado Creek Greenway, and Martin Luther King Park
- A mix of architectural housing products, adding to neighborhood character
- Existing sidewalk network
- Access to nearby elementary and middle schools
- Friendly neighbors
- Local VIA bus stops for routes 26, 225, 552, 28 which connect the neighborhood to South WW White Road, East Houston Street, and Rigsby Avenue

### ***c. Neighborhood Challenges and Opportunities***

Hein Orchard is experiencing some recent challenges related to neighborhood beautification, public safety, and access to local amenities and services. There are currently green spaces surrounding the community that lacks proper maintenance, diminishing the neighborhood's overall vitality. Since Hein Orchard was developed in the 1940s era, the existing sidewalks in the neighborhood are narrower than other parts of the City. Continued sidewalk maintenance and improvements at key locations could make a significant difference for area residents accessing places and services. The community also experiences a regular occurrence of stray animals and crime that interferes with the outdoor recreational activities that residents desire. Hein Orchard residents have identified the following challenges and future opportunities for positive change in their neighborhood.

### Challenges:

- Public safety related to stray animals, vehicle break-ins, and shootings in vacant areas.
- Poorly maintained residential properties.
- Lack of code enforcement, specifically to address yard and fence maintenance.
- Speeding on minor and major streets within and along the neighborhood.

### Opportunities:

- Economic expansion along the South WW White Road corridor to transform it into a more active and walkable destination. The corridor is suitable for an increase in economic activity, goods, and services, particularly neighborhood-scaled businesses such as coffee shops, restaurants, bakeries, medical services, grocery stores, gyms, or boutiques.
- Improvement of public spaces within the community to enhance quality of life, sense of place, and safety. Residents have recommended improvements including added streetlighting, pedestrian crossings, reduced speed limits, signage, traffic calming mechanisms, transit stops, and protected sidewalks.
- Beautification of common areas along West Hein Road and Martin Luther King Drive to enhance area sense of place and add to the character of the neighborhood.
- Explore Neighborhood Housing Services Department programs to assist Hein Orchard residents with minor home repair projects and surrounding communities to maintain adequate housing standards and neighborhood appeal.

### *d. Priorities*

Some opportunities identified by area residents to continue improving the area are:

- Improve neighborhood beautification and appearance through the enhancement of public spaces.
  - Address yard and fence maintenance through proactive code enforcement.
  - Beautifying common areas surrounding the community including areas along Martin Luther King Drive and West Hein Road.
  - Preserve natural areas along Salado Creek Greenway
- Improve street lighting within the neighborhood, along transit routes, and around transit stops.
- Reduce speeding on residential streets to promote safety near transit stops, school zones, and throughout the neighborhood. A variety of traffic calming mechanisms are desired by residents of Hein Orchard, including speed bumps, street trees, crosswalks, signage, and protected sidewalks.
- Address public safety challenges through education, increased police presence, and collaboration with San Antonio Police Department and District 2 Council Office to establish an Office of Crime Prevention.
- Improve the appearance and performance of the South WW White Road corridor and transform it into a walkable neighborhood destination with a variety of commercial activities. The following activities were specifically identified by residents:
  - Medical Services
  - Grocery stores
  - Restaurants
  - Retail
  - Entertainment
- Preserve the low-density character of the community and promote housing assistance programs to maintain neighborhood vitality.

## 11.4 Eastwood Village Neighborhood Association

[See Figure 72: Eastwood Village Neighborhood Association Map]

Special thanks to all Eastwood Village residents and stakeholders who spent time and energy speaking with Planning Department staff throughout the planning process, and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.

### ***a. Neighborhood Snapshot***

Eastwood Village is a tight-knit neighborhood made up of single-family homes located in the Far East Community Area. Situated along South WW White Road, East Houston Street., and Martin Luther King Drive, this residential area offers a neighborly atmosphere with a long-established neighborhood association. One of the oldest neighborhoods in the area, Eastwood Village has a rich history dating back to the 1950s. Eastwood Village fosters a welcoming community where neighbors often know and help each other.

### ***b. Neighborhood Strengths and Character***

The neighborhood is just a short walk away from HEB, as well as Martin Luther King Park, which includes a pavilion, basketball court, and green space perfect for outdoor recreation. Additionally, the Salado Creek Greenway offers a scenic trail for biking and walking enthusiasts. The homes in Eastwood Village showcase a mix of architectural styles, with houses built from the 1950s up to the 1970s. This variety adds to the neighborhood's character and charm.

#### **Strengths:**

- Access to major corridors including Martin Luther King Drive, East Houston Street, and South WW White Road.
- Access to local amenities such as HEB, Salado Creek Greenway, and Martin Luther King Park.
- A mix of architectural housing products, adding to neighborhood character.
- Access to nearby elementary and middle schools.
- Friendly neighbors.
- Local VIA bus stops for routes 26, 225, 552, and 25 which connect the neighborhood to South WW White Road, East Houston Street, and Rigsby Avenue.
- Long-standing neighborhood association

### ***c. Neighborhood Challenges and Opportunities***

Eastwood Village is experiencing mobility challenges that diminish access to local amenities. The neighborhood does not have a complete network of sidewalks and appropriate ADA ramps are missing at several cross streets and neighborhood thoroughfares. Lack of adequate bus stops discourages the use of transit and often places riders near roadways without an appropriate buffer between them and fast-moving vehicles. While Eastwood Village has great access to East Houston Street, South WW White Road, and Martin Luther King Drive, these areas lack sufficient retail, restaurants, and entertainment options desired by the neighborhood. The attraction of new commercial or mixed-use development to spur these types of uses would present the opportunity to enhance quality of life within the neighborhood and the greater Far East Community Area. Opportunities to support existing local businesses through both public and non-profit programs would benefit the area.

**Challenges:**

- Public safety related to stray animals and vehicle break-ins.
- Lack of code enforcement, specifically to address yard and fence maintenance.
- Speeding on minor and major streets within and along the neighborhood.
- Pedestrian accessibility and walkability.
- Lack of variety of entertainment, restaurant, and retail options within a walkable distance.
- Safety at local VIA transit line bus stops and pick-up locations for school buses.
- Support for distressed local businesses.
- Alleyway conditions and maintenance challenges.

**Opportunities:**

- Economic expansion along the South WW White Road and East Houston Street corridors to transform them into more active and walkable destinations. The corridors are suitable for an increase in economic activity, goods, and services, particularly neighborhood-scaled businesses such as coffee shops, restaurants, bakeries, medical services, grocery stores, gyms, or boutiques.
- Improvement of public spaces within the community to enhance quality of life, sense of place, and safety. Residents recommended improvements such as added streetlighting, pedestrian crossings, reduced speed limits, signage, traffic calming mechanisms, transit stops, and protected sidewalks.
- Support local businesses through grant programs to improve building facades and public spaces.
- Complete the neighborhood’s overall sidewalk network to ensure connectivity and accessibility through the community and to key destinations.
- Enhance public safety through street design and by having additional Police and Animal Care Services presence.

***d. Priorities***

Some opportunities identified by area residents to continue improving the area are:

- Enhance and complete the neighborhood sidewalk network to promote accessibility, connectivity, and safety throughout Eastwood Village. The current network is at 50% coverage.
- Improve street lighting within the neighborhood, along transit routes, and around transit stops.
- Reduce speeding on residential streets to promote safety near transit stops, school zones, and throughout the neighborhood. A variety of traffic calming mechanisms are desired by residents of Eastwood Village, including speed bumps, street trees, crosswalks, signage, and protected sidewalks.
- Address public safety challenges through education, increased Police presence, and collaboration with the San Antonio Police Department, Animal Care Services, and the District 2 Council Office.
- Improve alleyway conditions and maintenance through volunteer programs and established city initiatives to address this challenge.
- Improve the appearance and performance of the South WW White Road and East Houston Street corridors and transform them into walkable neighborhood destinations with a variety of commercial activities. The following activities were specifically identified by residents:
  - Medical Services
  - Restaurants
  - Retail/Grocery Stores

- Entertainment
- Enhance access to primary health care and hospitals to minimize travel time to, and costs of, accessing these services.
- Improve access to public information and establish connections with Citywide agencies to promote programs beneficial to Eastwood Village residents.

## 11.5 Dellcrest Area Neighborhood Association

[See Figure 73: Dellcrest Area Neighborhood Association Map]

### *a. Neighborhood Snapshot*

Dellcrest Area Neighborhood Association is a large, tight-knit community that anchors several community assets. The neighborhood boasts access to two community parks, Herman Hirsch Elementary School, and major transportation networks. Homes in Dellcrest Area were mostly built in the 1950s and 1960s and comprise a variety of housing and parcel sizes. Areas surrounding the neighborhood largely comprise commercial areas including vehicle servicing, restaurants and drive-thrus, strip mall development, and Fanick’s Garden Center, which is at the heart of the neighborhood.

### *b. Neighborhood Strengths and Character*

The neighborhood has several major thoroughfares that serve as main gateways into the community including Diane Drive, Rice Road, Hershey Drive, and Semlinger Road. Dellcrest Area Neighborhood Association residents also have strong access to local parks including Dellcrest and Copernicus Parks that serve as assets within the community. The community boasts unique neighborhood characteristics including a long-standing neighborhood association, mix of architectural housing, and friendly neighbors that are strongly engaged with their neighborhood.

#### **Strengths:**

- Direct access to major roadway and commercial corridors, including Loop 410, Rigsby Avenue, and South WW White Road.
- Access to local amenities such as Dellcrest Park and Copernicus Park.
- A mix of architectural housing products, adding to neighborhood character.
- Access to nearby elementary schools that are within walking distance for some residents.
- Friendly neighbors.
- Local VIA bus stops for routes 28 and 552, which connects the neighborhood to South WW White Road, East Houston Street, and Rigsby Avenue.
- Long-standing and active neighborhood association that keeps interested residents apprised of local events and helps voice residents’ concerns.

### *c. Neighborhood Challenges and Opportunities*

Dellcrest Area Neighborhood Association is experiencing challenges that affect the overall quality of life within the community including public safety, economic development, and infrastructure. Neighborhood security and safety is a concern for the Dellcrest Area. The neighborhood has experienced property break-ins and nuisances related to code enforcement, noise, and stray animals. Redesigning neighborhood thoroughfares and major arterials to include improved lighting, address speeding, and increase signage such as school zones, children at play, or speed warning signs will promote street

safety. Additional Police, Code Enforcement, and Animal Care Services presence can also contribute to improving overall safety and security within the neighborhood. Residents of the Dellcrest Area neighborhood currently lack access to nearby health care facilities including a hospital and primary care. Decreasing the distance and travel time to these facilities would provide an opportunity for residents to get adequate care while minimizing transportation costs. Much of the existing area infrastructure was constructed several decades ago under different standards than current practices and poses challenges that impact access, walking, and safety for residents. At several nodes across the neighborhood, inadequate ramps do not comply with current ADA standards, thereby limiting accessibility and causing hardships for residents traveling by wheelchair, pushing strollers, and other forms of travel that require or would benefit from use of ADA ramps. There are also several road segments that do not have sidewalks or appropriate connections between sidewalk networks. Connecting these areas would greatly enhance connectivity and accessibility through the area and to key community assets such as Herman Hirsch Elementary School, Copernicus Park, and Dellcrest Park.

### **Challenges:**

- Public safety related to code enforcement and vehicle break-ins.
- Speeding on minor and major streets within and along the neighborhood.
- Pedestrian accessibility and walkability.
- Lack of variety of entertainment, restaurant, and retail options within a walkable distance.
- Long travel times to access adequate health care facilities.
- Housing pressures from outside development.
- Distressed established businesses along major corridors such as WW White Road and Rigsby Avenue.
- Lengthy construction timeframes of infrastructure projects that produce conflict with operation of existing businesses.

### **Opportunities:**

- Economic expansion along the South WW White Road and Rigsby Avenue corridors to transform them into more active and walkable destinations. These corridors are suitable for increasing economic activity to provide more goods and services, particularly neighborhood-scaled businesses such as coffee shops, restaurants, bakeries, medical services, grocery stores, gyms, or boutiques.
- Improvement of public spaces within the community to enhance quality of life, sense of place, and safety. Residents recommended improvements such as added streetlighting, pedestrian crossings, reduced speed limits, landscape beautification, signage, traffic calming mechanisms, transit stops, and protected sidewalks.
- Improve access to nearby health care and healthy foods.
- Complete the neighborhood's overall street network to ensure connectivity and accessibility throughout the community and to key destinations.
- Enhance public safety through street design and by having additional police presence.
- Increase residents' access to information by establishing greater connections to different city departments, other agencies, and local organizations.

### ***d. Priorities***

Some opportunities identified by area residents to continue improving the area are:

- Enhance and complete neighborhood sidewalk network to promote accessibility, connectivity, and safety throughout Dellcrest Area.

- Diane Road
- Lord Road
- Willenbrock Avenue
- Improve street lighting within the neighborhood.
- Reduce speeding on residential streets to promote safety near transit stops, school zones, and throughout the neighborhood. A variety of traffic calming mechanisms are desired by residents of Dellcrest Area including street trees, crosswalks, signage, and protected sidewalks.
  - Diane Road
  - Bible Street
  - Willenbrock Avenue
  - Rice Road
- Address public safety challenges through education, increased Police presence, and collaboration with San Antonio Police Department, Animal Care Services, and District 2 Council Office.
- Improve the appearance and performance of the South WW White Road and Rigsby Avenue corridors and transform them into walkable neighborhood destinations with a variety of commercial activities. The following activities were specifically identified by residents:
  - Medical Services
  - Restaurants
  - Retail/Grocery stores
  - Entertainment
- Preserve the low-density character of the community and promote housing assistance programs to maintain neighborhood vitality.
- Enhance access to primary health care and hospitals to minimize travel time to and costs of accessing these services.
- Improve access to public information and establish connections with citywide agencies to promote programs beneficial to Dellcrest residents.
- Improve neighborhood beautification and appearance through the enhancement of public spaces particularly along major corridors such as South WW White Road and Rigsby Avenue.



## Appendix A: Figures and Exhibits

### List of Figures

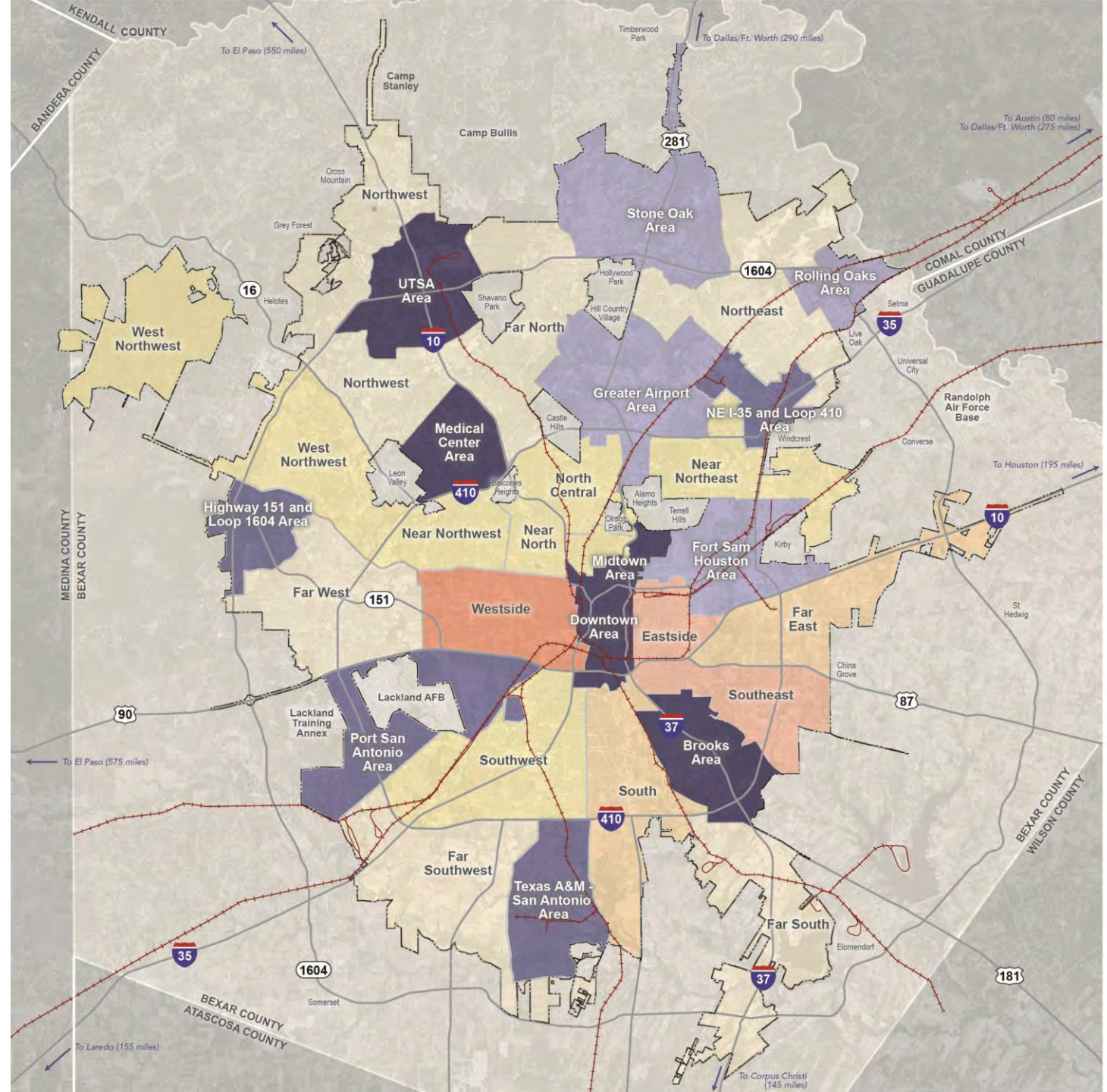
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- Exhibit 2: Equity Atlas

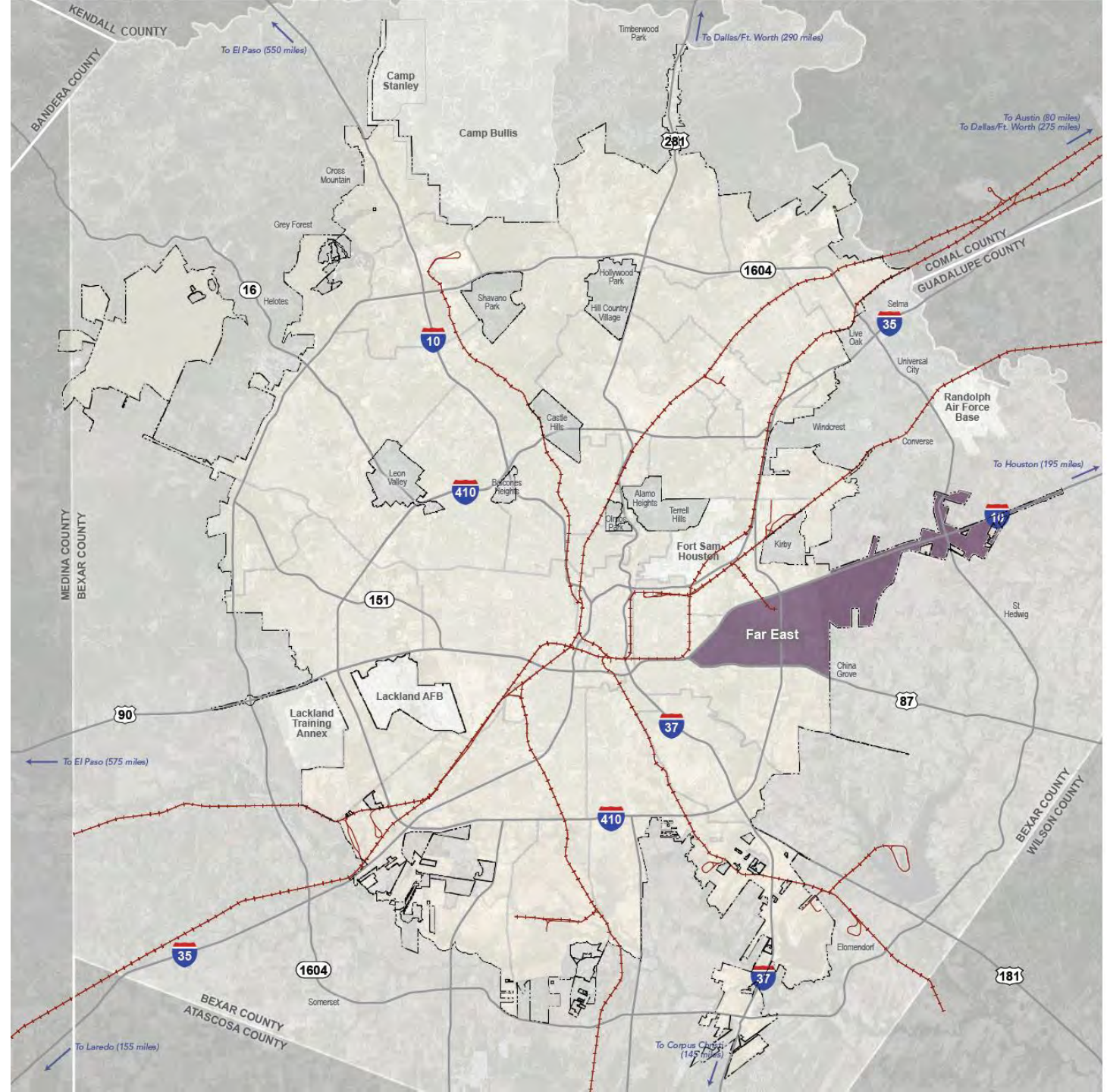
Figure 1: SA Tomorrow Sub-Area Planning Phases Map



- LEGEND**
- City Boundary
  - Major Highway
  - Rail Line
  - Regional Center Plan Areas**
  - Phase 1
  - Phase 2
  - Phase 3
  - Community Plan Areas**
  - Phase 1
  - Phase 2
  - Phase 3
  - Phase 4
  - Phase 5



Figure 2: Plan Location Map

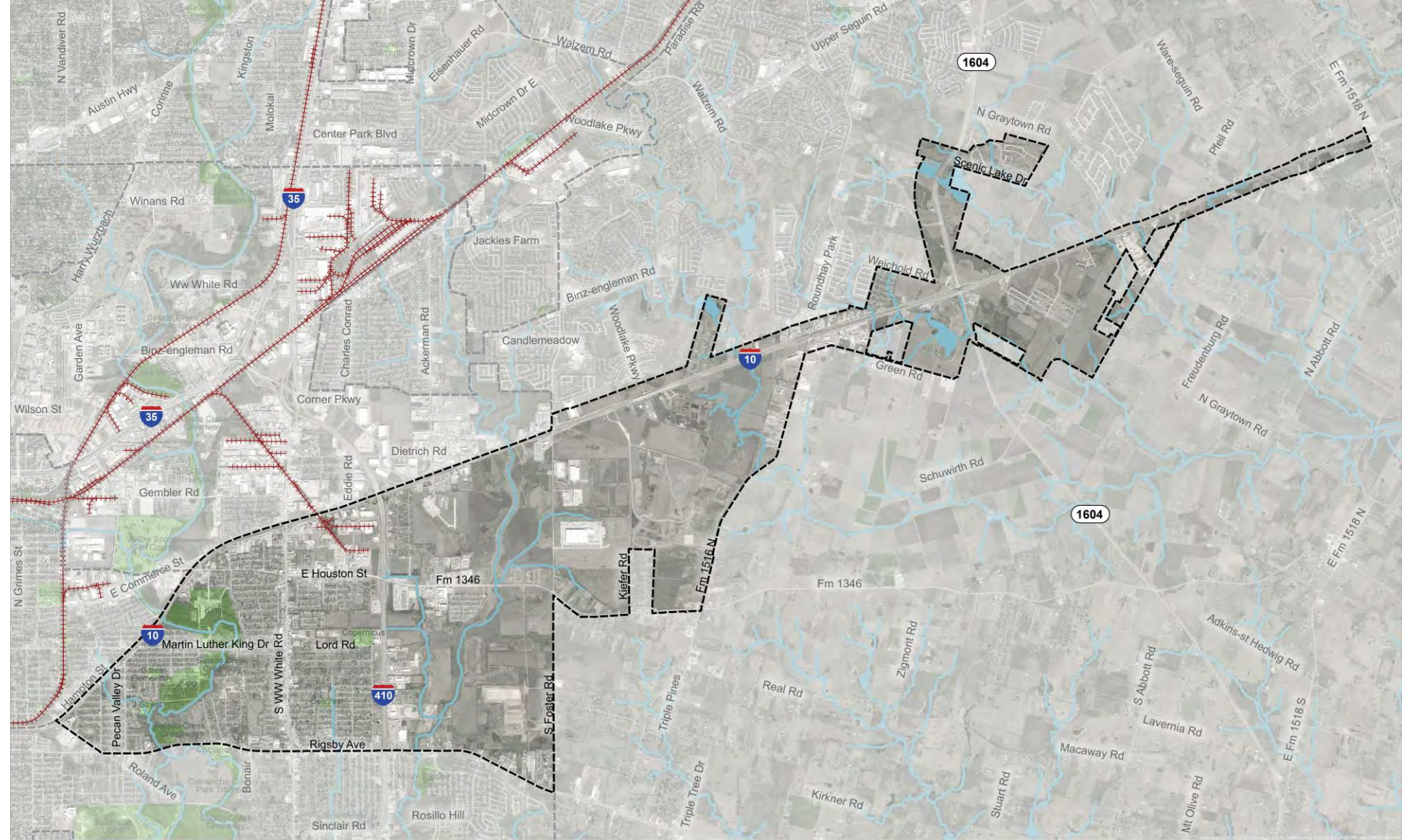


# PLAN LOCATION

- LEGEND
- City Boundary
  - Major Highway
  - Rail Line
  - Community Area Boundary



Figure 3: Study Area Map



STUDY AREA

-  Community Plan Area Boundary
-  Adjacent Regional Center or Community Area
-  Public or Private Park or Open Space
-  River or Stream
-  Railroad Line

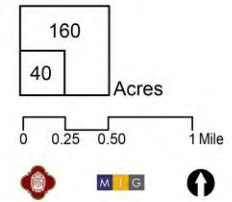
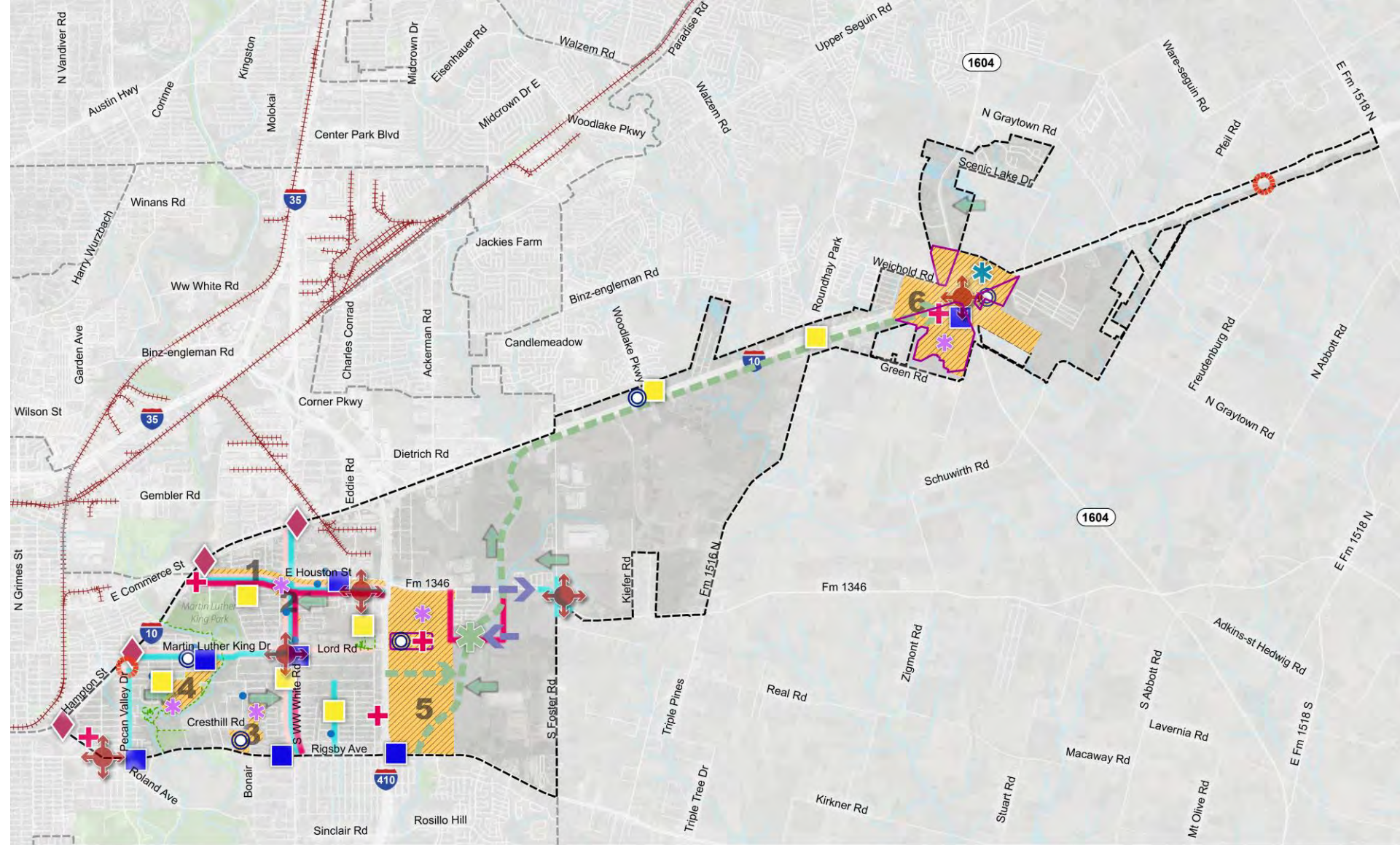




Figure 4: Implementation Priorities Map



PLAN FRAMEWORK

- LEGEND**
- Community Plan Area Boundary
  - Adjacent Regional Center or Community Area
  - Public or Private Park or Open Space
  - River or Stream
  - Railroad Line
  - Focus Areas
  - Economic Development Opportunities
  - Public Schools
  - Public Libraries

- PROPOSED ELEMENT**
- Priority Connections
  - Trail
  - Trailhead
  - Green Infrastructure
  - Character-Defining Features
  - Public Art
  - Signage and Wayfinding
  - Adaptive Reuse
  - Health Care Services
  - Improved Lighting
  - Improved Pedestrian Crossing
  - Gateway
  - Mobility Hub
  - Activity Hub
  - Pedestrian Priority Areas
  - Streetscape Improvements
  - Transition Zone

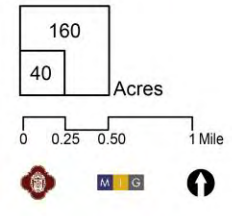
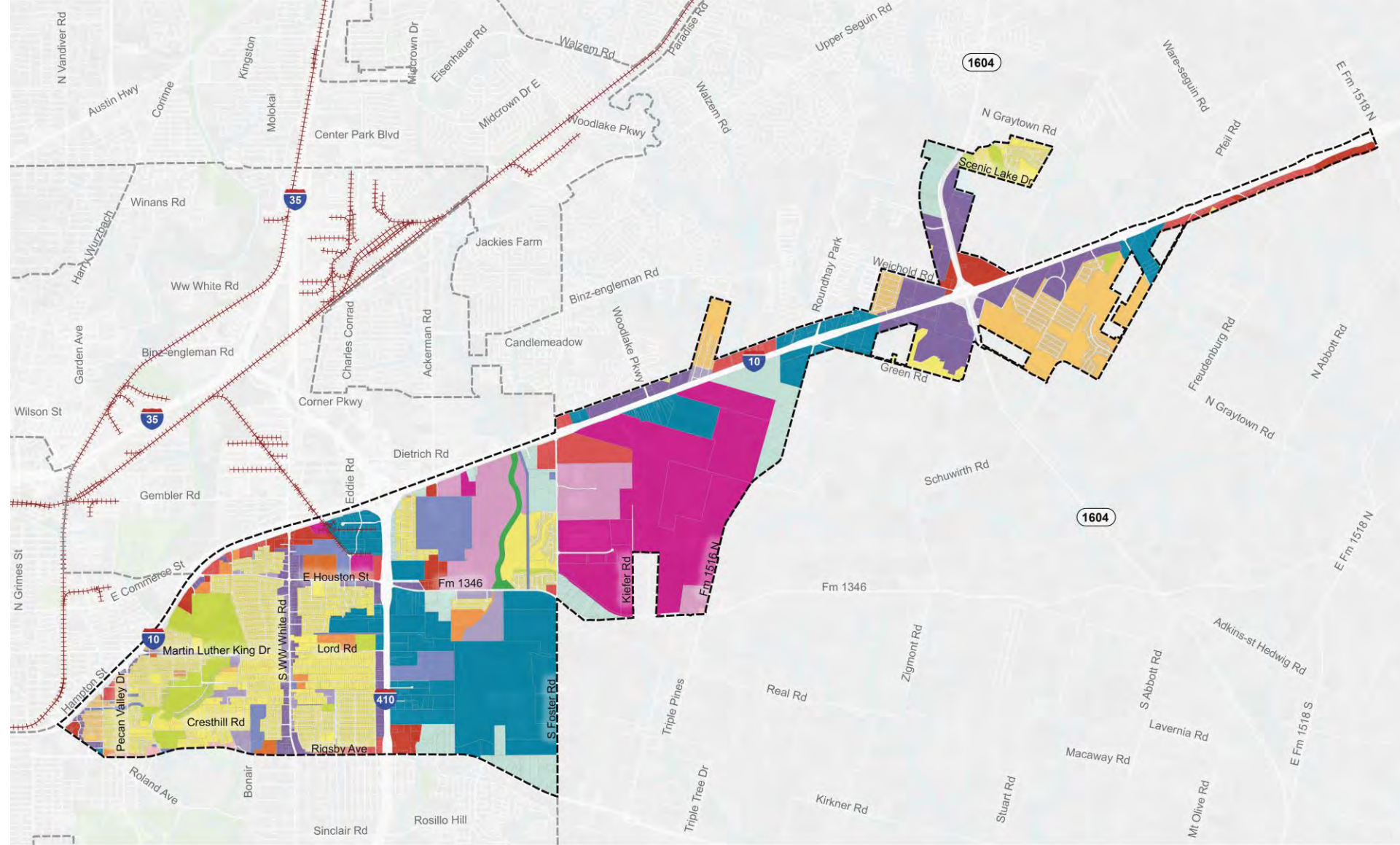




Figure 5: Future Land Use Map



FUTURE LAND USE

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area

Land Uses

- Low Density Residential
- Urban Low Density Residential
- Medium Density Residential
- High Density Residential

- Neighborhood Mixed-Use
- Urban Mixed-Use
- Regional Mixed-Use
- Employment / Flex Mixed-Use
- Business / Innovation Mixed-Use
- Light Industrial
- Heavy Industrial

- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- City / State / Federal Government
- Parks / Open Space
- Agricultural

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

160

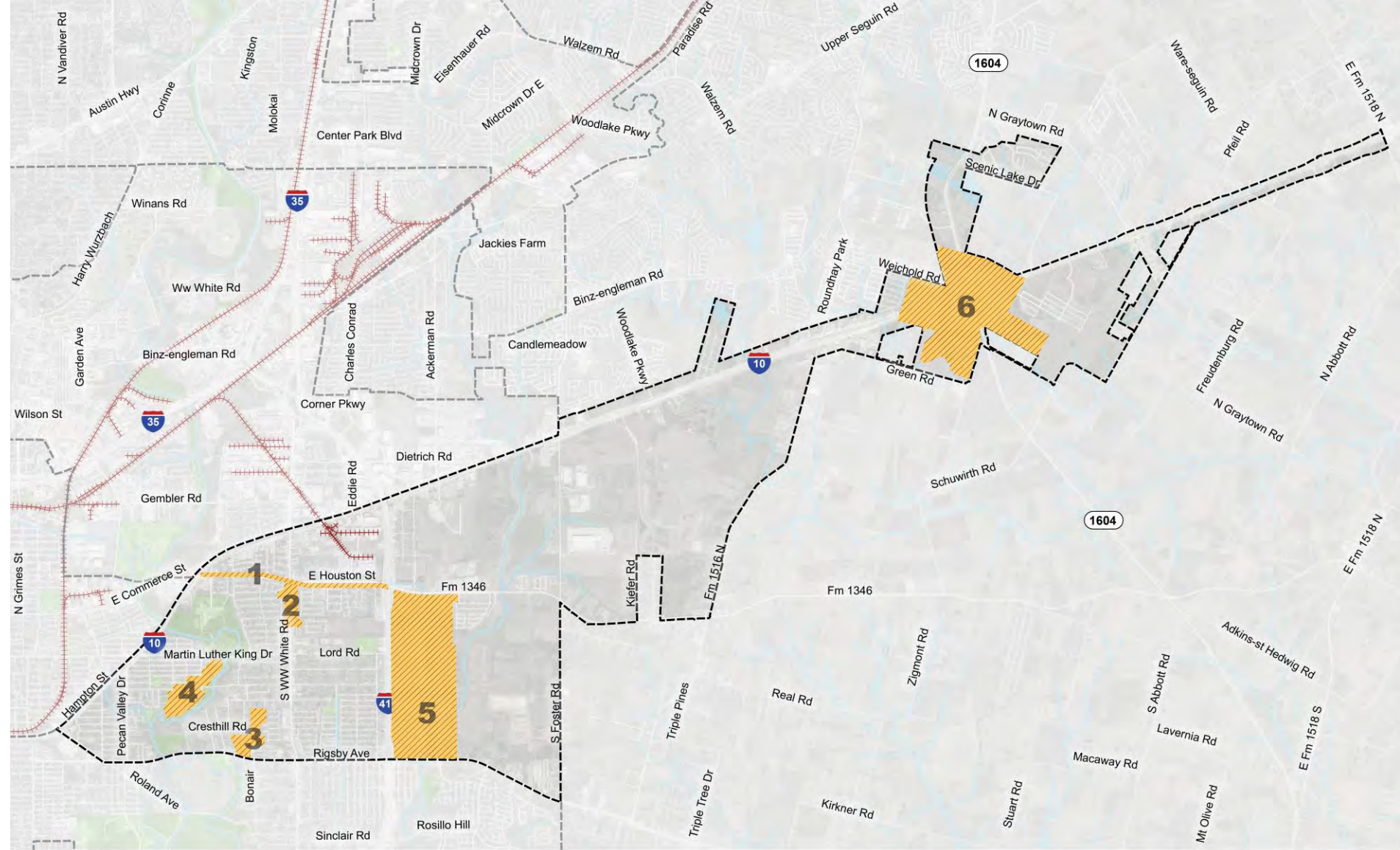
40

Acres

0 0.25 0.50 1 Mile



Figure 6: Focus Areas Map



FOCUS AREAS

LEGEND

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Public or Private Park or Open Space
- River or Stream
- Railroad Line
- Focus Areas

FOCUS AREA IDENTIFIERS

- 1** East Houston Street Corridor
- 2** Old Ww White Elementary School
- 3** Ww White Rd. & Old Municipal Land Fill Site
- 4** Wheatley Heights
- 5** East Loop 410
- 6** Loop 1604 & IH-10

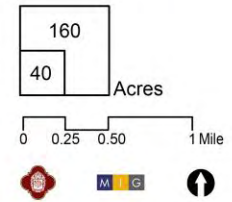
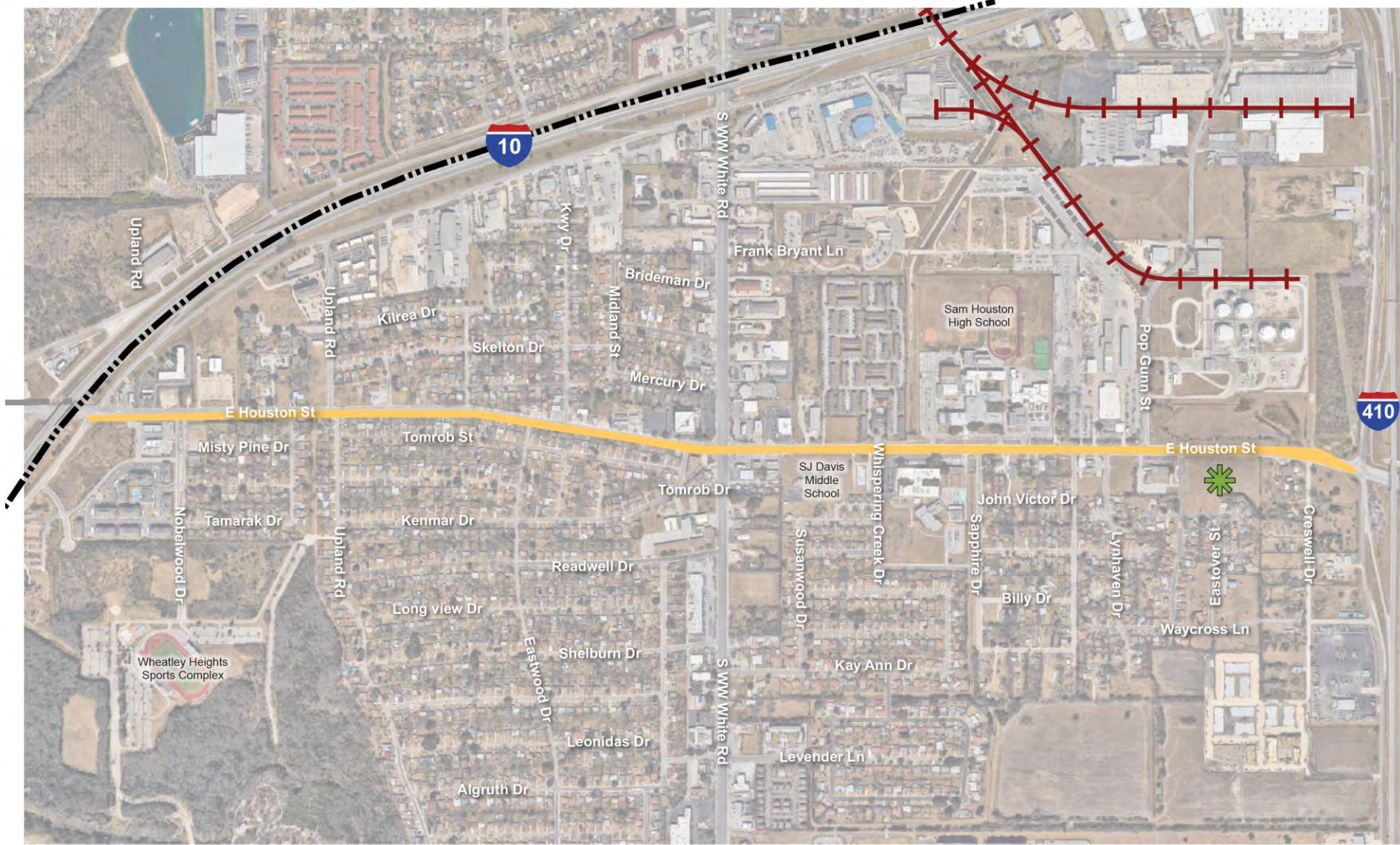




Figure 7: Focus Area #1: East Houston Street Corridor



**FOCUS AREA 1:  
EAST HOUSTON  
STREET CORRIDOR**

- LEGEND**
- Community Plan Area Boundary
  - Adjacent Regional Center or Community Area
  - Focus Area
  - Railroad Line
  - Future VIA Eastside Transit Center



Figure 8: Focus Area #2: South WW White Road



FOCUS AREA 2:  
SOUTH WW WHITE  
ROAD

LEGEND

	Community Plan Area Boundary		Focus Area		Old WW White Elementary School
	Adjacent Regional Center or Community Area		Eastwood Village Strip Center		Railroad Line

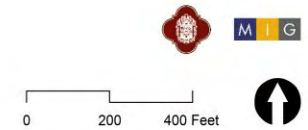




Figure 9: Focus Area #2: South WW White Road - Existing







Community Park w/  
Playground, Splash Pad,  
Dog Park, and Shelter

Townhome Residential Infill

WW White Roadway  
Improvements:  
Street Trees, Bike  
Lanes, Crosswalks

Outdoor Community  
Event Space

Adaptive Reuse of  
Elementary Building

Green Infrastructure  
Improvements  
to Existing Parking

General Aesthetic  
Improvements to Existing  
Strip Commercial

Additional Retail  
and Live/Work Infill

Rehabilitation  
to Existing Retail

Townhome Residential Infill

Community Gardens

Additional Retail and Live/Work Infill



Figure 10: Focus Area #2: South Ww White Road - Concept





Tomrob Drive

Kenmar Drive

WW White Elementary Site

Readwell Drive

WW White Road



Figure 11: Transformative Project: Old WW White Elementary School Campus – Existing





Kenmar Drive

Tomrob Drive

Community Park with  
Playground, Dogpark, Shelter,  
and Splashpad

Subsidized Townhome  
Residential Infill

Community  
Center

Entertainment  
/ Restaurant

Semi-private  
Open Space

Outdoor Amphitheatre for  
Community Events

Entertainment  
/ Restaurant

Shared Parking

Community Use  
(Health / Education)

WW White Elementary Site

Readwell Drive

WW White Road



Figure 12: Transformative Project: Old WW White Elementary School Campus – Concept



Figure 13: Transformative Project: South WW White Road – South WW White Road Crossing – Existing





Figure 14: Transformative Project: South WW White Road – South WW White Road Crossing – Concept





Figure 15: Focus Area #3: Old Municipal Landfill Site



FOCUS AREA 3:  
OLD MUNICIPAL  
LANDFILL SITE

- LEGEND
-  Community Plan Area Boundary
  -  Adjacent Regional Center or Community Area
  -  Focus Area
  -  Railroad Line

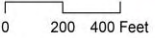


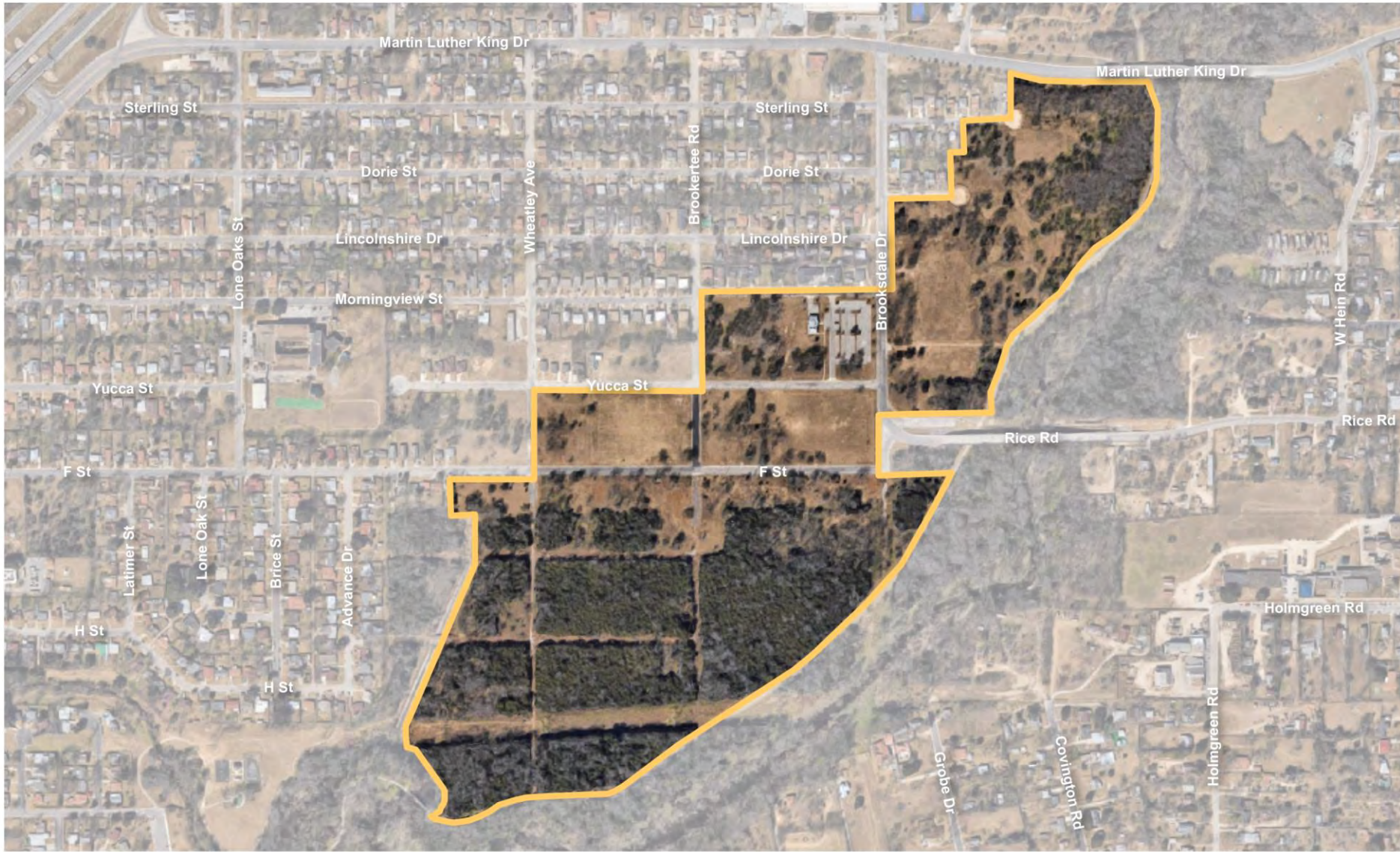






Figure 16: Focus Area #4:  
Wheatley Heights



FOCUS AREA 4:  
WHEATLEY  
HEIGHTS

- LEGEND
-  Community Plan Area Boundary
  -  Focus Area
  -  Adjacent Regional Center or Community Area





MARTIN LUTHER KING  
ACADEMY FOR ARTS  
INTEGRATION

YUCCA ST

WHEATLEY AVE

F STREET

ADVANCE DR

H STREET

CRESTHILL ROAD



Figure 17: Transformative Project: Salado Creek Storm Water Park - Existing





MARTIN LUTHER KING  
ACADEMY FOR ARTS  
INTEGRATION

Elevated "Boardwalk" Walkways

Open Space with Trails and  
Naturalized Plantings

ADVANCE DR

H STREET

Naturalization of  
Existing Drainage Ditch

Loop Trail with Connection to  
Salado Creek Greenway

Amphitheater

F STREET

Regional Park Amenities  
- Rec Courts, Playground, Etc.

Overlook and Treetop Walkway

SALADO CREEK

CRESTHILL ROAD



Figure 18: Transformative Project: Salado Creek Storm Water Park – Concept





Open Space Areas Become Partially Flooded During Typical Storm Events

MARTIN LUTHER KING ACADEMY FOR ARTS INTEGRATION

Wheatley Ave  
Yucca St

F STREET

ADVANCE DR

H STREET

SALADO CREEK

CRESTHILL ROAD



Figure 19: Transformative Project: Salado Creek Storm Water Park – Concept (Rain Event)





MARTIN LUTHER KING  
ACADEMY FOR ARTS  
INTEGRATION

Open Space Areas  
Become Flooded During  
Large Storm Events

SALADO CREEK

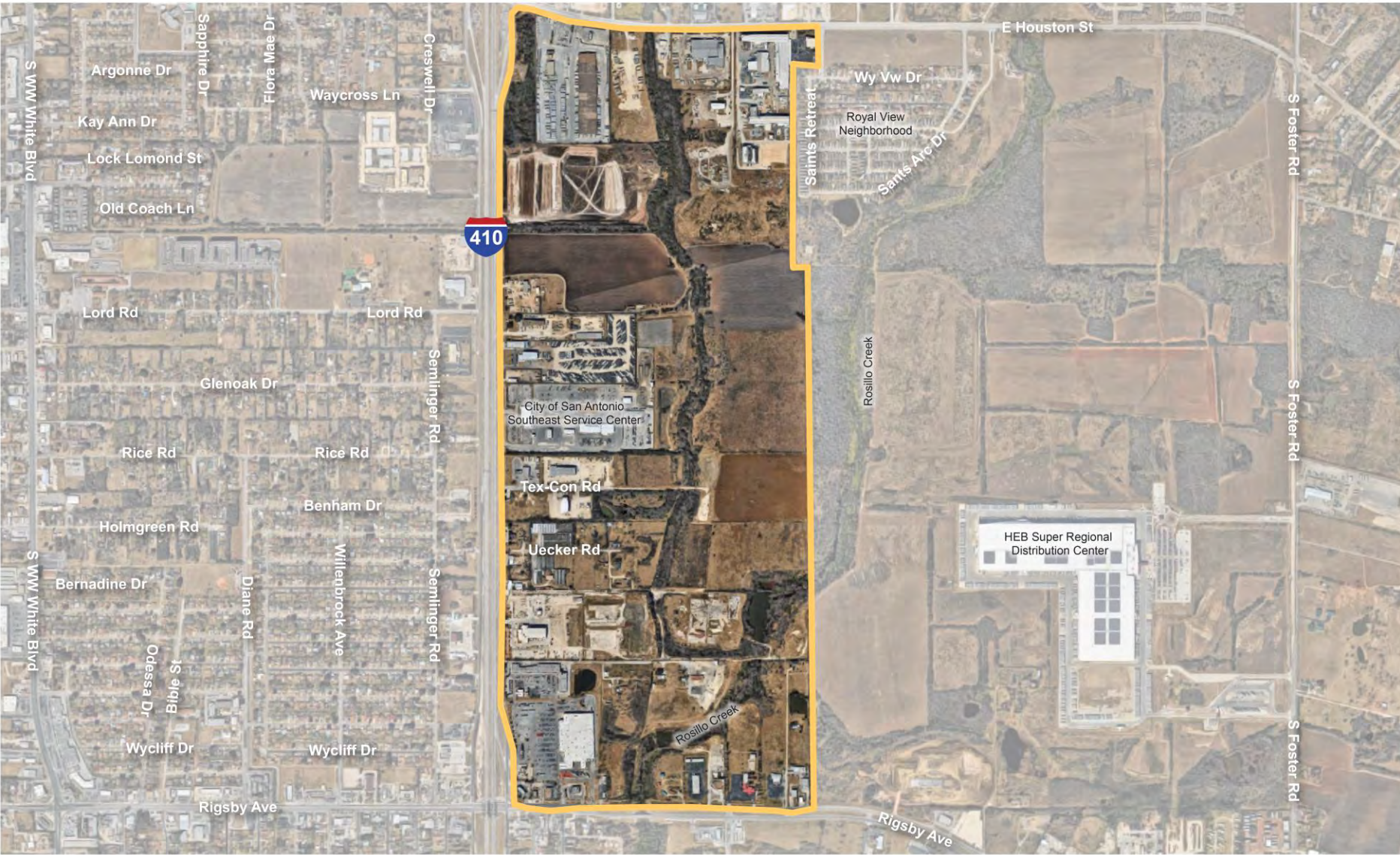
CRESTHILL ROAD



Figure 20: Transformative Project: Salado Creek Storm Water Park – Concept (Flood Event)



Figure 21: Focus Area #5: East Loop 410



FOCUS AREA 5:  
EAST LOOP 410

- LEGEND
-  Community Plan Area Boundary
  -  Adjacent Regional Center or Community Area
  -  Focus Area
  -  Railroad Line

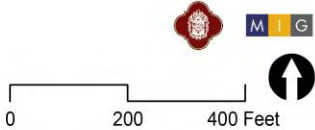






Figure 22: Transformative Project: East Loop 410 – Existing (Looking North)





ROSILLO CREEK

PROPOSED ACCESS ROAD

I-410 CONALLY LOOP



Figure 23: Transformative Project: East Loop 410 – Concept (Looking North)





Figure 24: Transformative Project: East Loop 410 – Existing (Looking South)





ACKERMAN CREEK

PROPOSED ACCESS ROAD

SAINTS HAVEN

ROYAL VIEW

NEIGHBORHOOD ASSOCIATION

ROYAL VIEW DR

ROSILLO CREEK

I-410 CONALLY LOOP

E HOUSTON ST



Figure 25: Transformative Project: East Loop 410 – Concept (Looking South)



Figure 26: Transformative Project: East Loop 410 – Street View Existing





Figure 27: Transformative Project: East Loop 410 – Street View Concept





Figure 28: Focus Area #6: Loop 1604 and I-10



**FOCUS AREA 6:**  
LOOP 1604  
AND I-10

LEGEND

	Community Plan Area Boundary		Focus Area
	Adjacent Regional Center or Community Area		Railroad Line



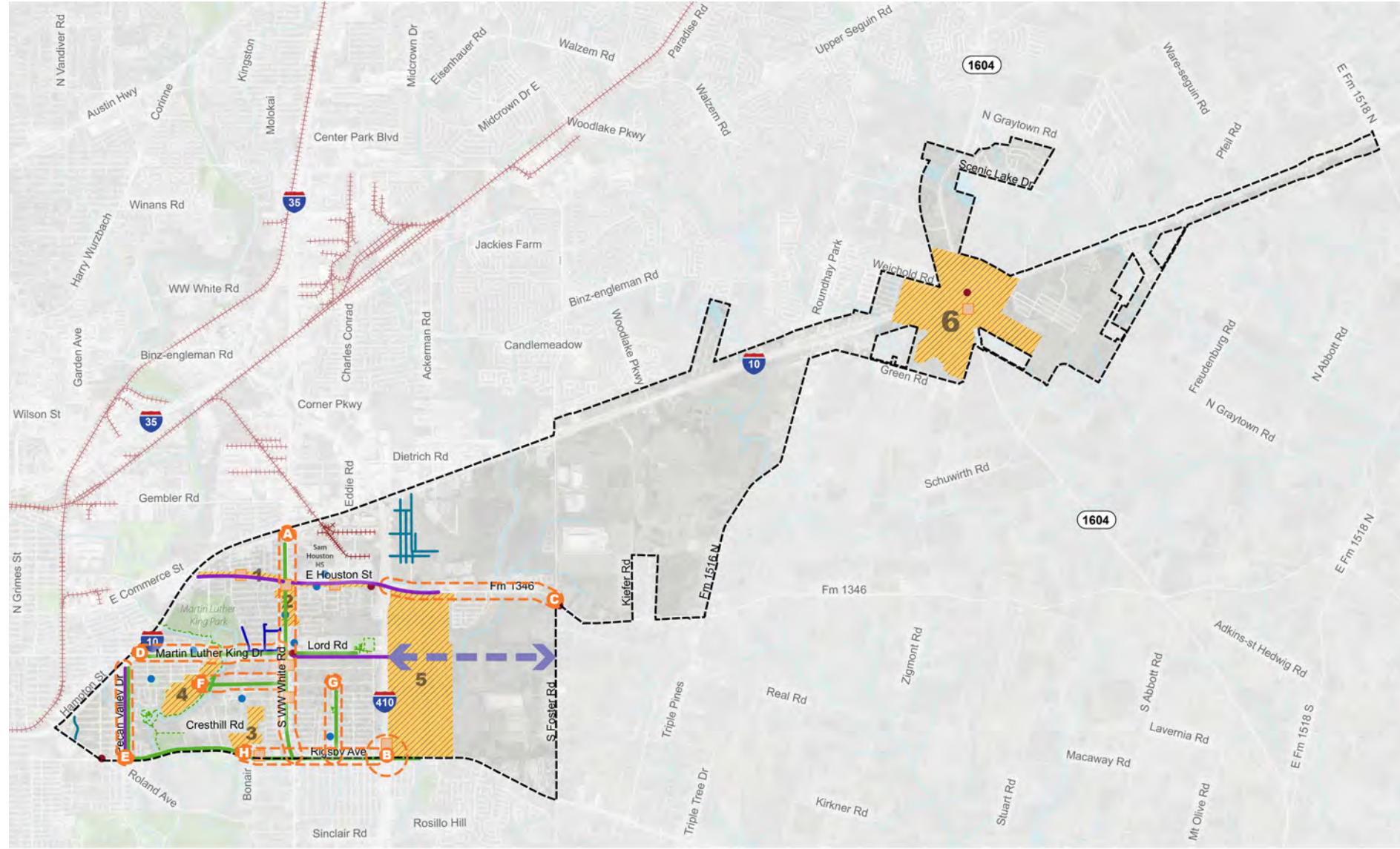


Figure 29: Focus Area #6: Loop 1604 and I-10 - Concept





Figure 30: Mobility Map



MOBILITY

LEGEND

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Public or Private Park or Open Space
- River or Stream
- Railroad Line
- Focus Areas
- Public Schools

MOBILITY AREAS

- A** South WW White Road
- B** Intersection of Loop 410 and Riggsby Avenue
- C** East Houston Street and South Foster Road
- D** Martin Luther King Drive
- E** Pecan Valley Drive
- F** Rice Road
- G** Diane Avenue
- H** Riggsby Avenue

MOBILITY FEATURES

- 2022 Bond Projects (Planning/ Design Phase)
- 2017 Bond Projects (Completed/Nearly Complete)
- Park Trails

PROPOSED ELEMENT

- Mobility Hub
- Pedestrian Crossing
- Walk/Bike Trail Extension
- Priority Pedestrian Corridors
- East-West Connection

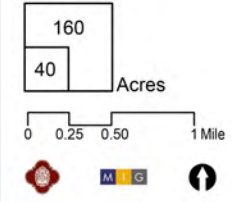




Figure 31: Example Midblock Crossing Improvements – Typical Existing Conditions

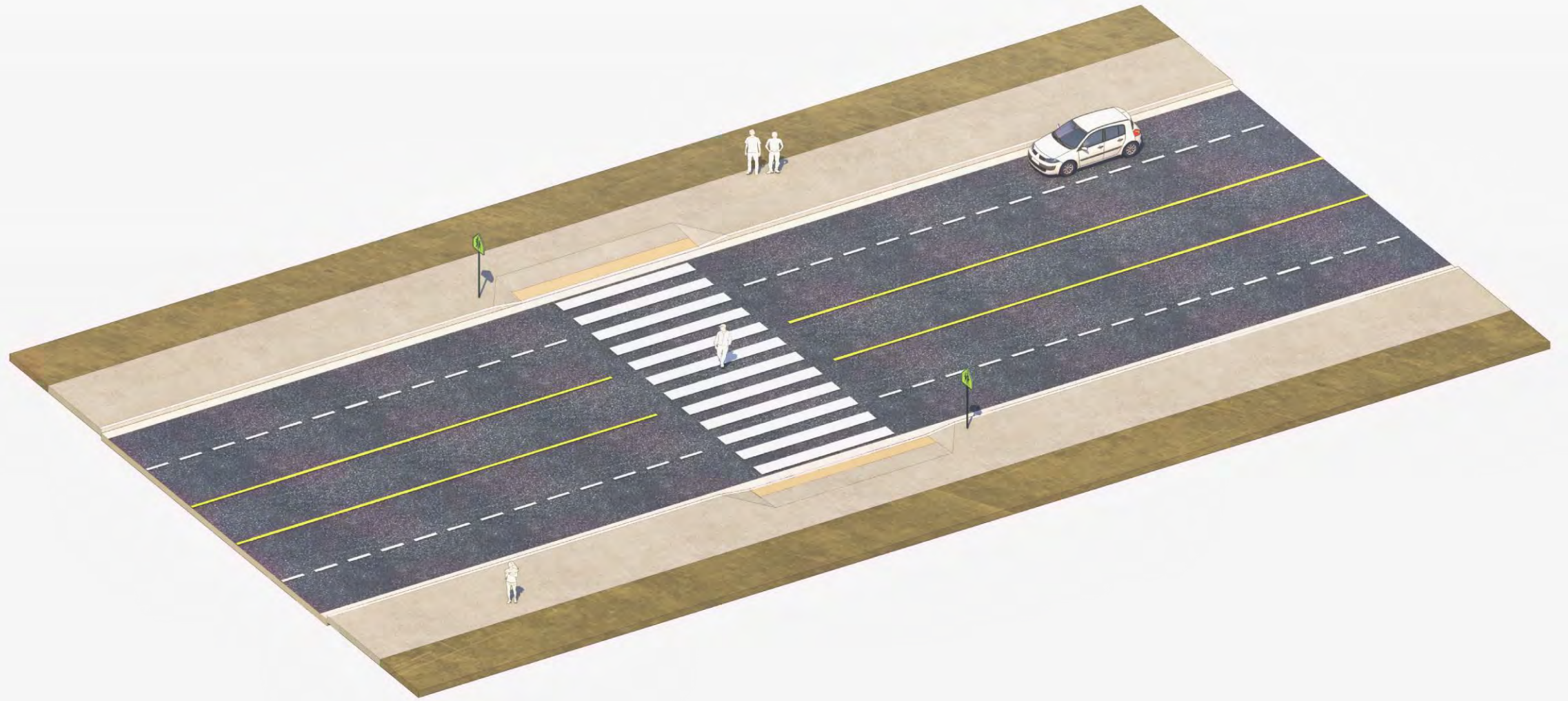




Figure 32: Example Midblock Crossing Improvements – Design Concepts

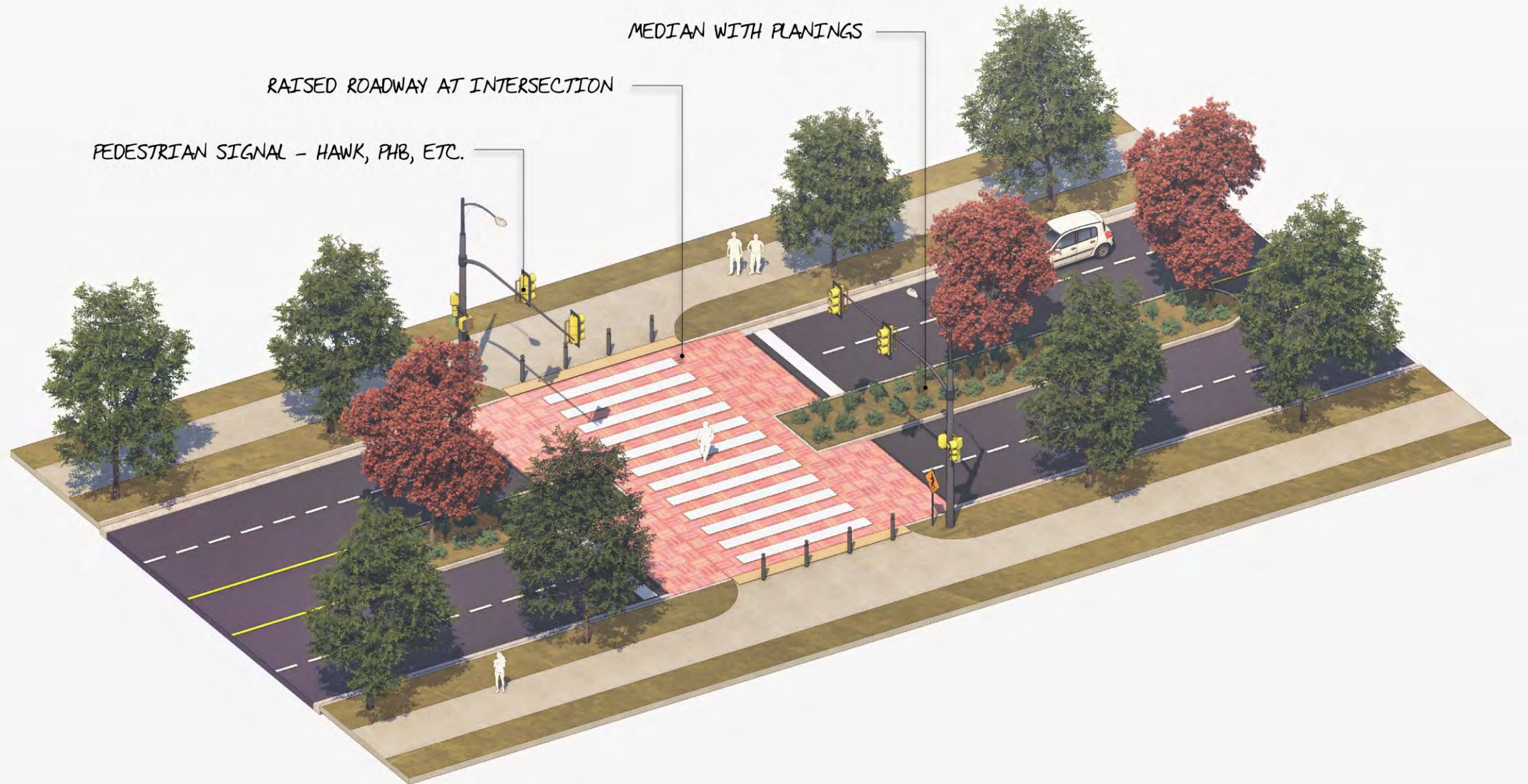




Figure 33: Alternative Transit Infrastructure - Before

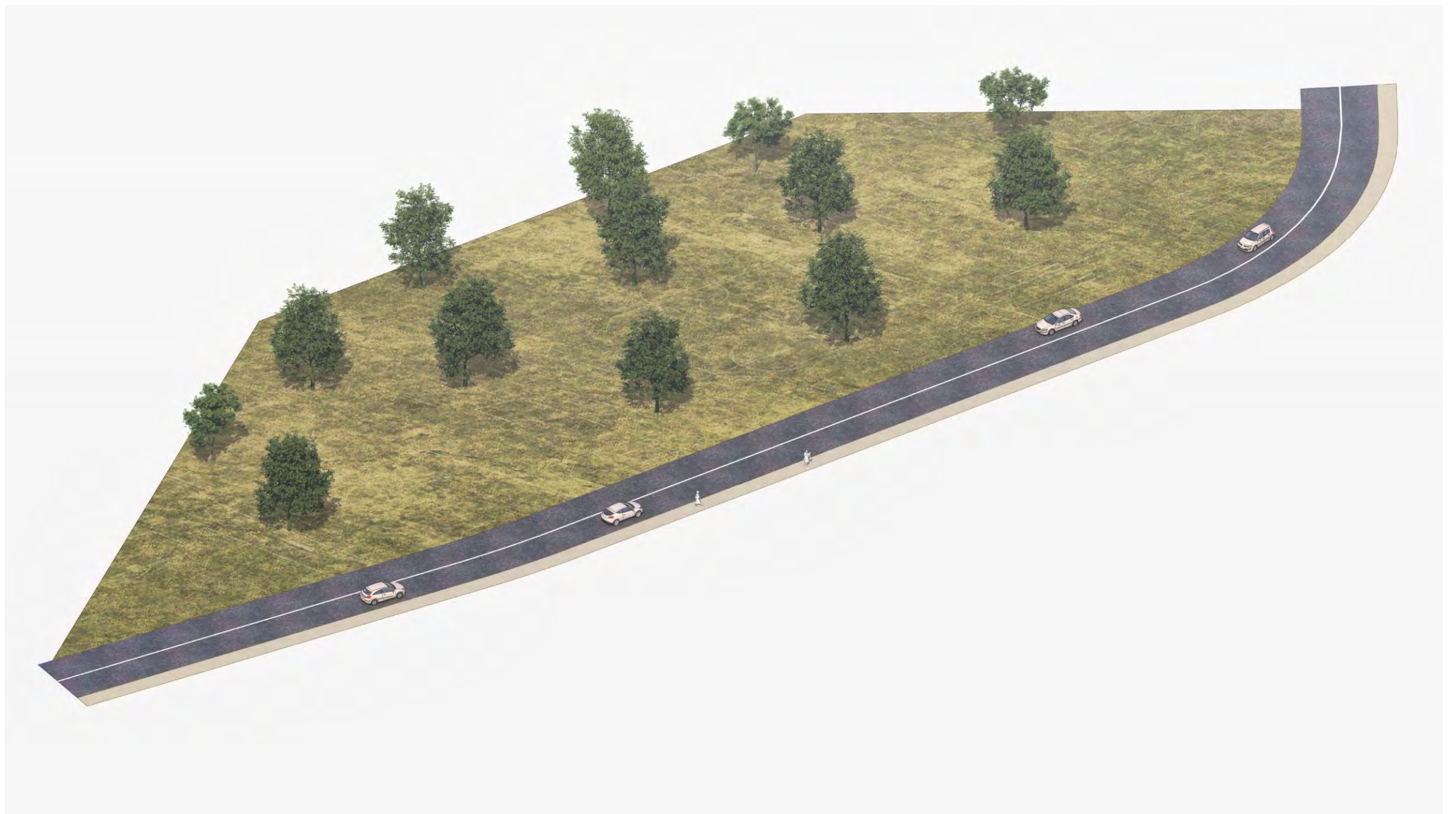




Figure 34: Alternative Transit Infrastructure – Local Mobility Hub Concept

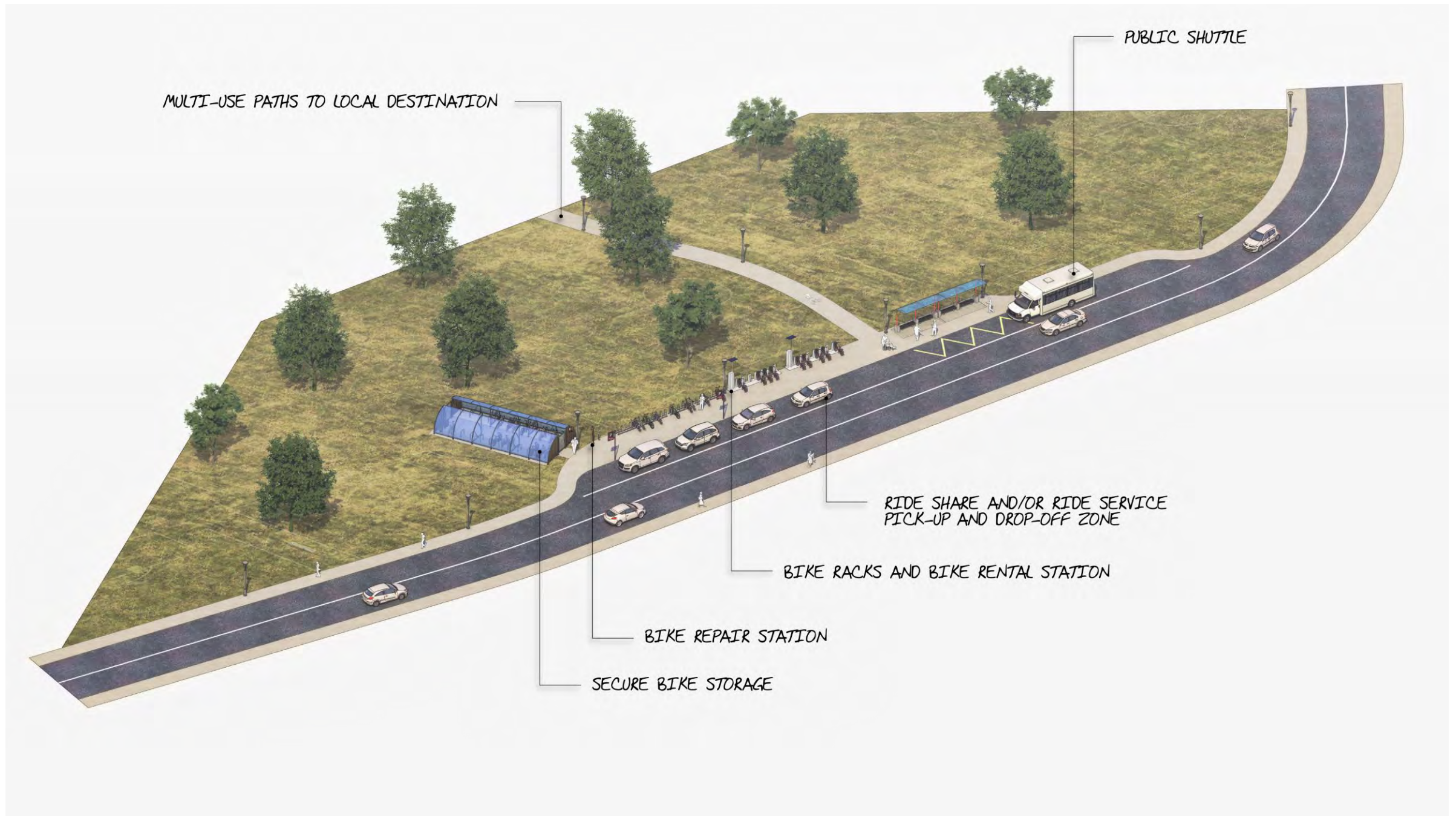




Figure 35: Alternative Transit Infrastructure – Transit Center Concept





Figure 36: Mobility Site C - East Houston Street and South Foster Road - Existing





Figure 37: Mobility Site C - East Houston Street and South Foster Road - Concept

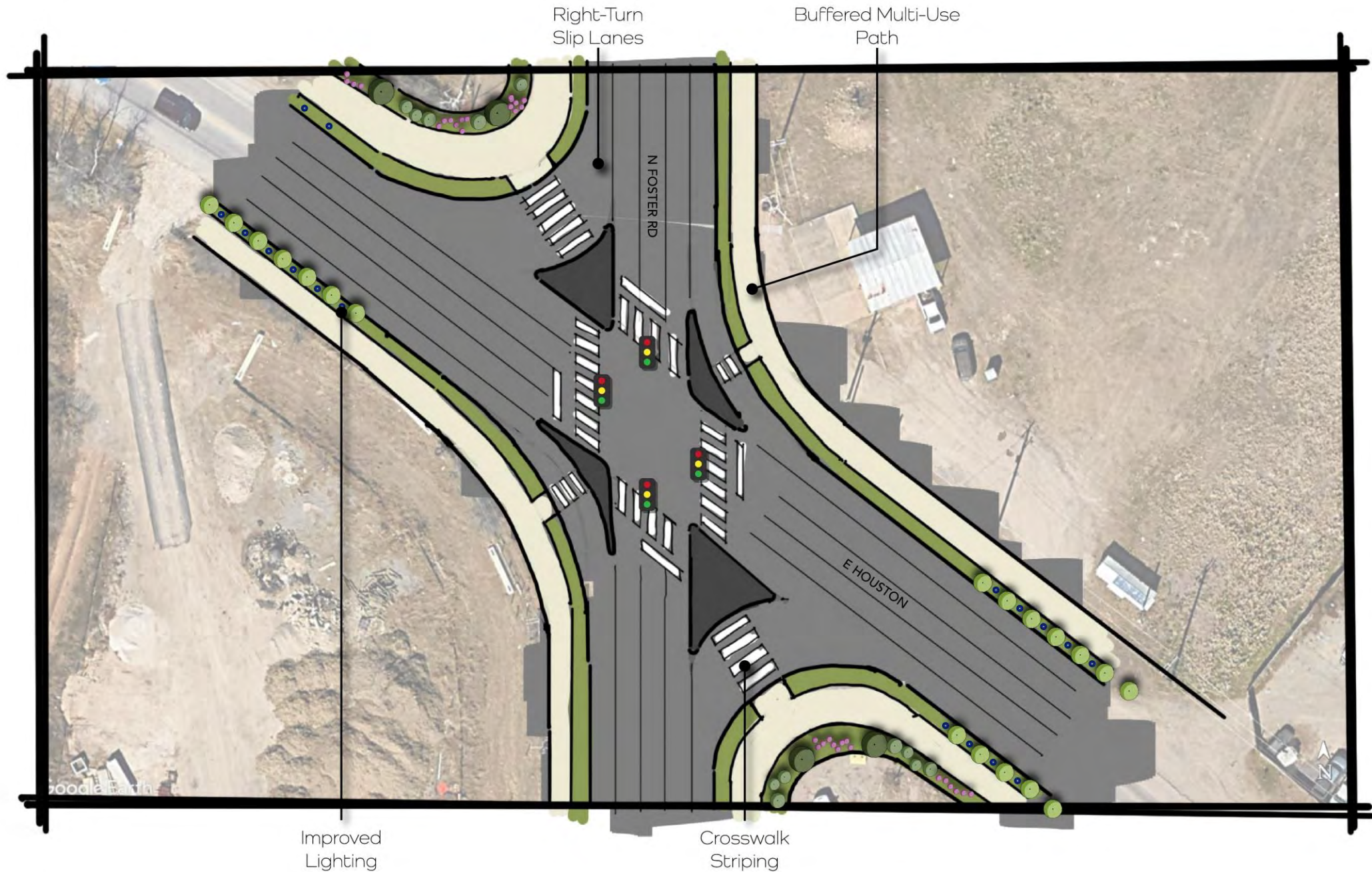




Figure 38: Mobility Site D – Martin Luther King Drive - Existing





Figure 39: Mobility Site D – Martin Luther King Drive - Concept

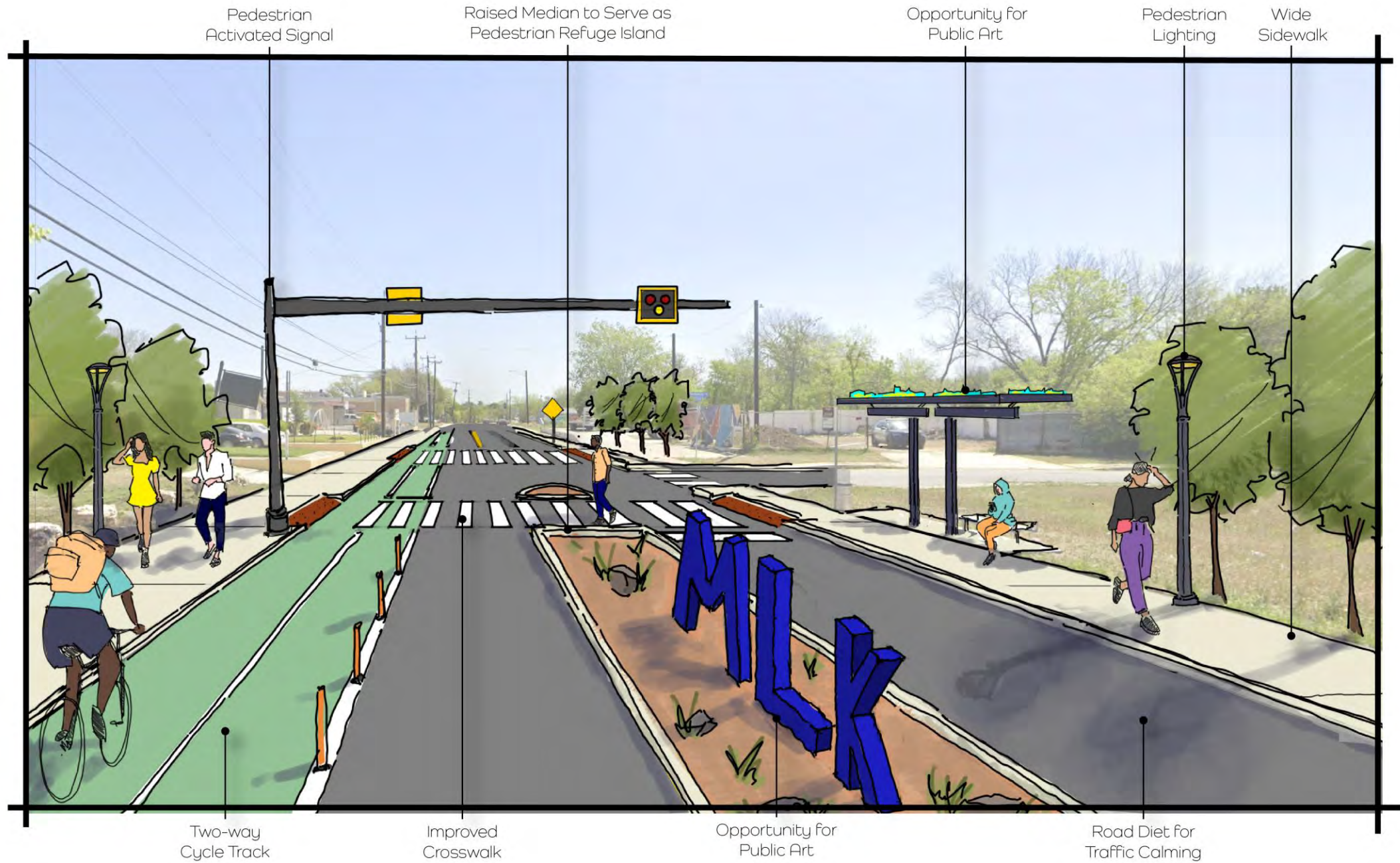




Figure 40: Mobility Site E – Pecan Valley Drive - Existing





Figure 41: Mobility Site E – Pecan Valley Drive - Concept

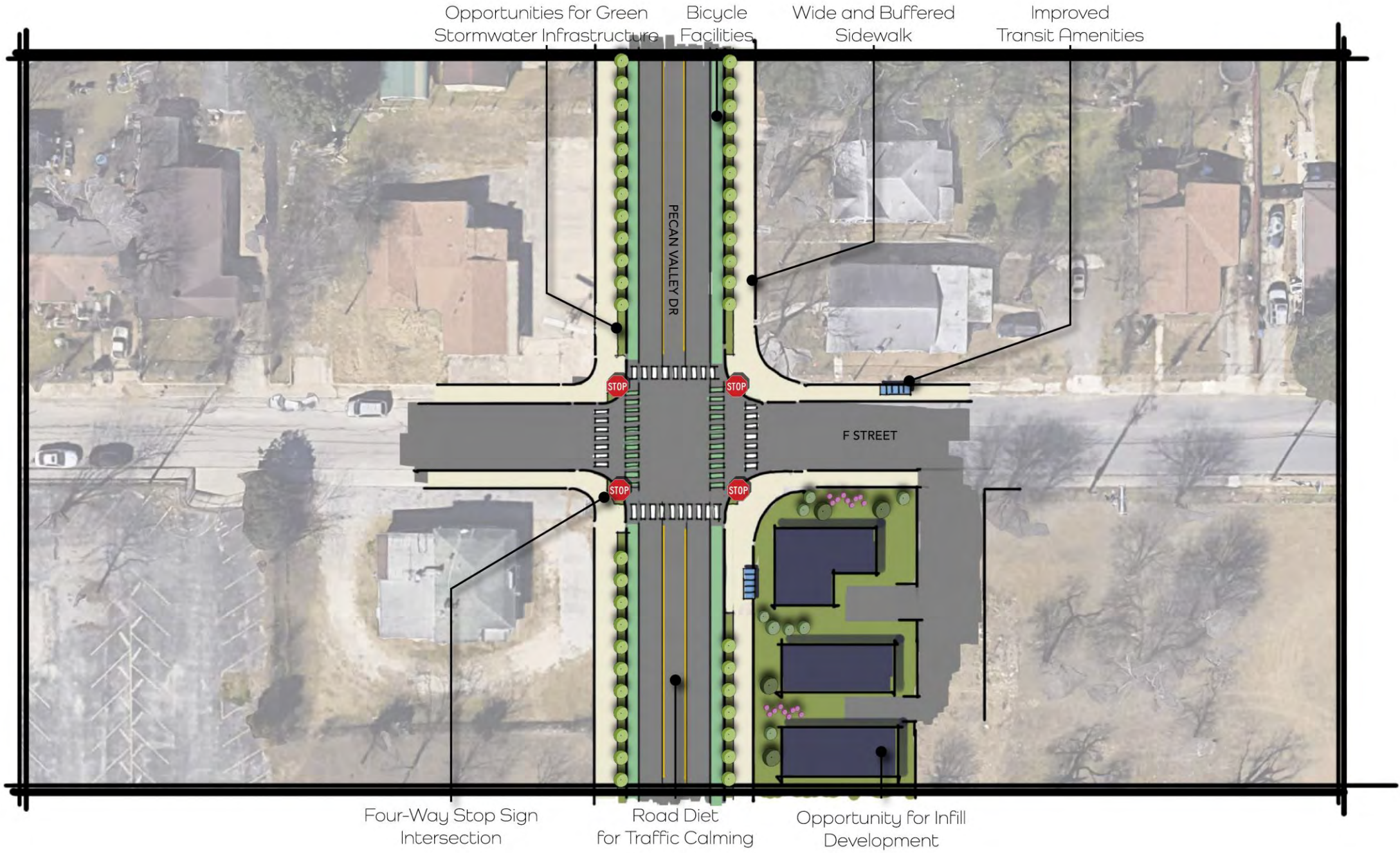




Figure 42: Mobility Site G – Diane Avenue - Existing



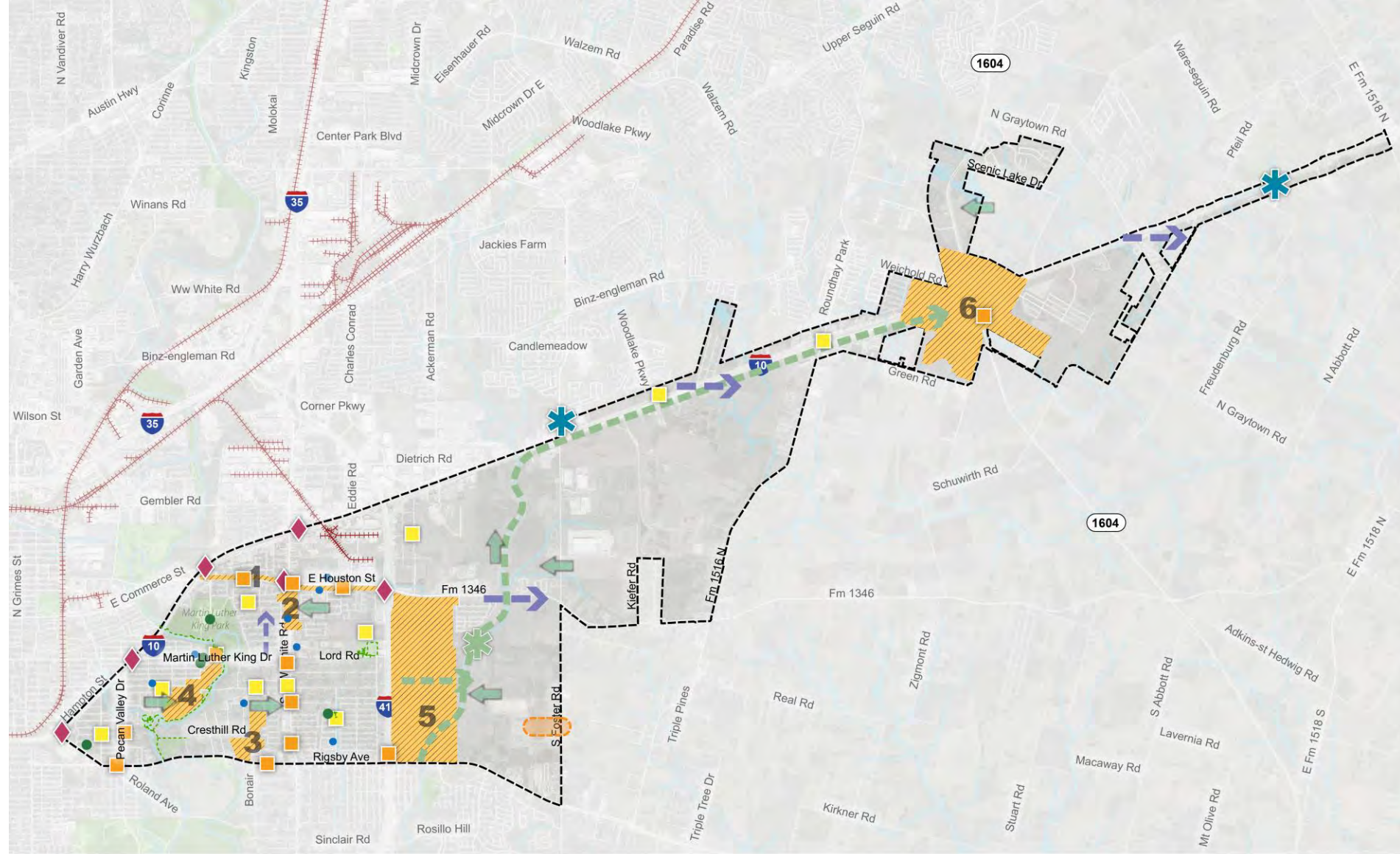


Figure 43: Mobility Site G – Diane Avenue - Concept





Figure 44: Amenities and Public Spaces Map



AMENITIES AND PUBLIC SPACES

LEGEND

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Public or Private Park or Open Space
- River or Stream
- Railroad Line
- Focus Areas
- Public Schools
- 2022 Bond Projects (Planning/ Design Phase)

PROPOSED ELEMENT

- Priority Connections
- Trail
- Character-Defining Features
- Public Art
- Signage and Wayfinding
- Trailhead
- Improved Lighting
- Pedestrian Crossing
- Green Infrastructure

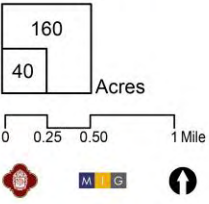
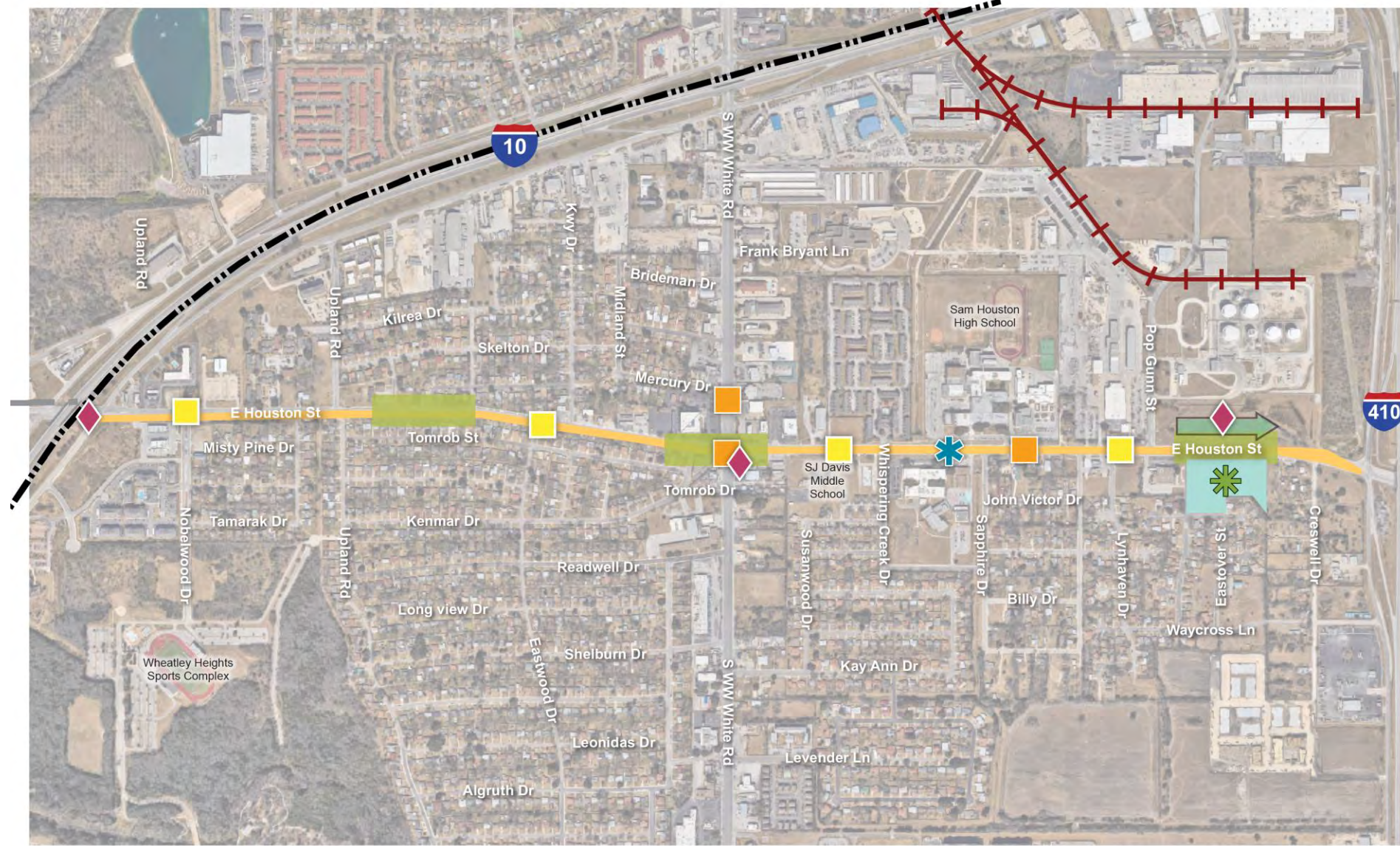




Figure 45: Focus Area #1 – Amenities and Public Spaces Map



**FOCUS AREA 1:  
EAST HOUSTON  
STREET CORRIDOR**

- LEGEND**
- Community Plan Area Boundary
  - Adjacent Regional Center or Community Area
  - Focus Area
  - Railroad Line
  - Future VIA Eastside Transit Center

**FOCUS AREA RECOMMENDATIONS**

- Proposed Park/Open Space
- Mobility Hub
- Public Art
- Signage and Wayfinding
- Improved Lighting
- Pedestrian Crossing
- Green Infrastructure

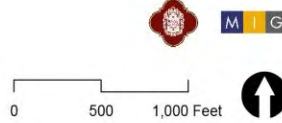




Figure 46: Focus Area #2 – Amenities and Public Spaces Map



**FOCUS AREA 2:  
SOUTH WW WHITE  
ROAD**

**LEGEND**

-  Community Plan Area Boundary
-  Focus Area
-  Old Ww White Elementary School
-  Eastwood Village Strip Center
-  Railroad Line

**FOCUS AREA RECOMMENDATIONS**

-  Proposed Park/Open Space
-  Character-Defining Features
-  Public Art
-  Improved Lighting
-  Pedestrian Crossing
-  Green Infrastructure

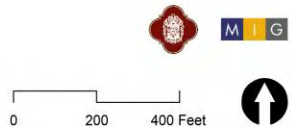




Figure 47: Focus Area #3 – Amenities and Public Spaces Map



**FOCUS AREA 3:  
OLD MUNICIPAL  
LANDFILL SITE**

**LEGEND**

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Focus Area
- Railroad Line

**FOCUS AREA RECOMMENDATIONS**

- Priority Connections
- Proposed Park/Open Space
- Public Art
- Improved Lighting
- Pedestrian Crossing
- Green Infrastructure

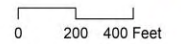




Figure 48: Focus Area #4 – Amenities and Public Spaces Map



**FOCUS AREA 4:  
WHEATLEY  
HEIGHTS**

**LEGEND**

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Focus Area
- Railroad Line

**FOCUS AREA RECOMMENDATIONS**

- Proposed Park/Open Space
- Public Art
- Improved Lighting
- Green Infrastructure

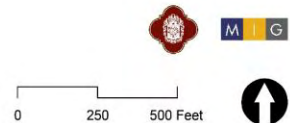




Figure 49: Focus Area #5 – Amenities and Public Spaces Map



FOCUS AREA 5:  
EAST LOOP 410

LEGEND

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Focus Area
- Railroad Line

FOCUS AREA RECOMMENDATIONS

- Priority Connections
- Trail
- Character-Defining Features
- Signage and Wayfinding
- Trailhead
- Pedestrian Crossing

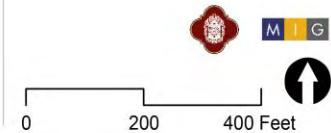




Figure 50: Focus Area #6 – Amenities and Public Spaces Map



FOCUS AREA 6:  
LOOP 1604  
AND I-10

LEGEND  
 Community Plan Area Boundary  
 Adjacent Regional Center or Community Area

Focus Area  
 Railroad Line

FOCUS AREA RECOMMENDATIONS

- Priority Connections
- Proposed Plaza
- Proposed Park/Open Space
- Character-Defining Features
- Public Art
- Signage and Wayfinding
- Improved Lighting
- Pedestrian Crossing
- Green Infrastructure



Figure 51: Example Signage and Wayfinding Concepts

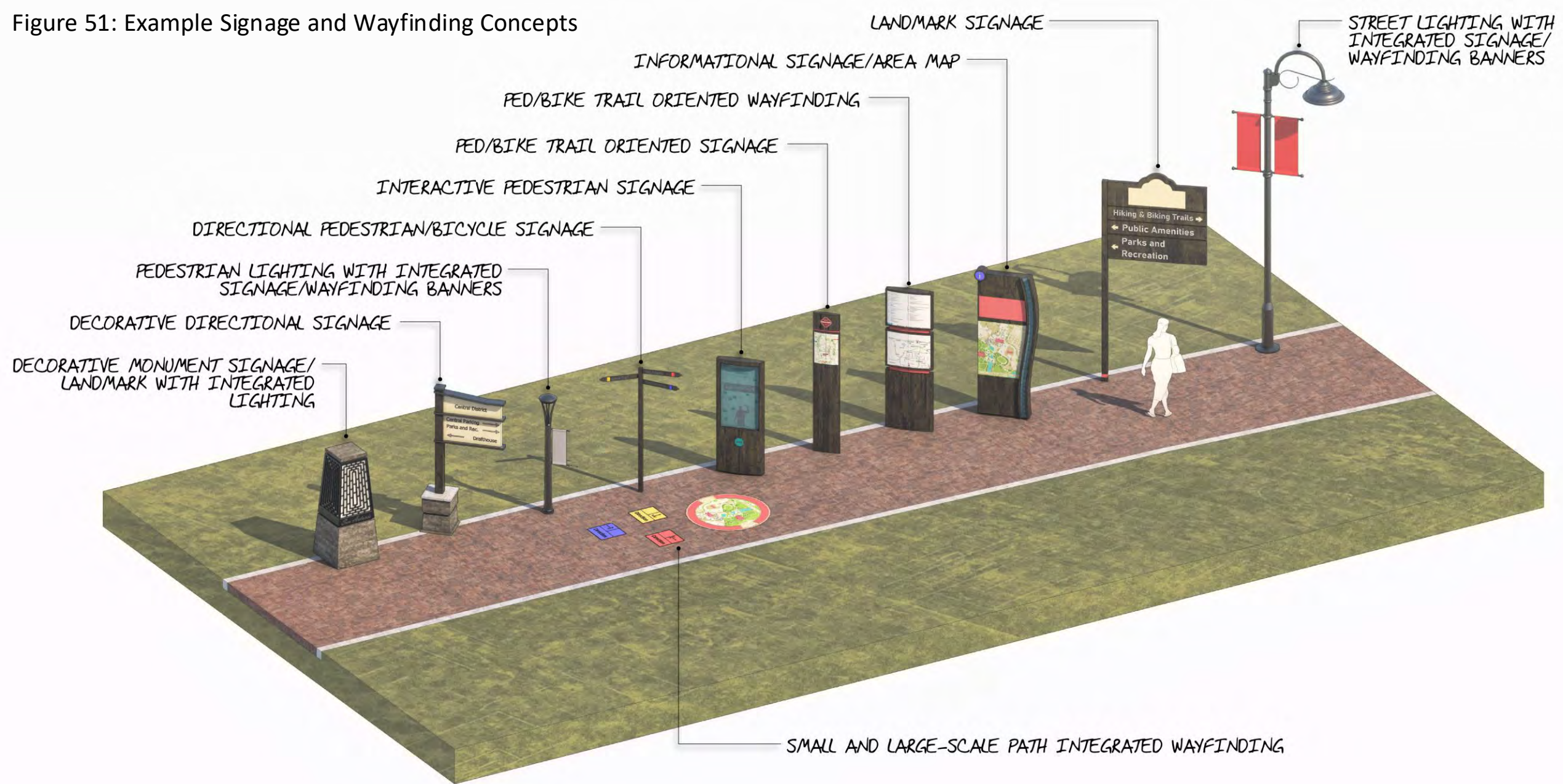




Figure 52: Example Gateway Improvements Concept 1: Monument Signage Over the Road



Figure 53: Example Gateway Improvements Concept 2: Monument Signage Along Side of Road





Figure 54: Example Gateway Improvements Concept 3: Monument Signage in Median



Figure 55: Example Gateway Improvements – Typical Intersection Existing Conditions

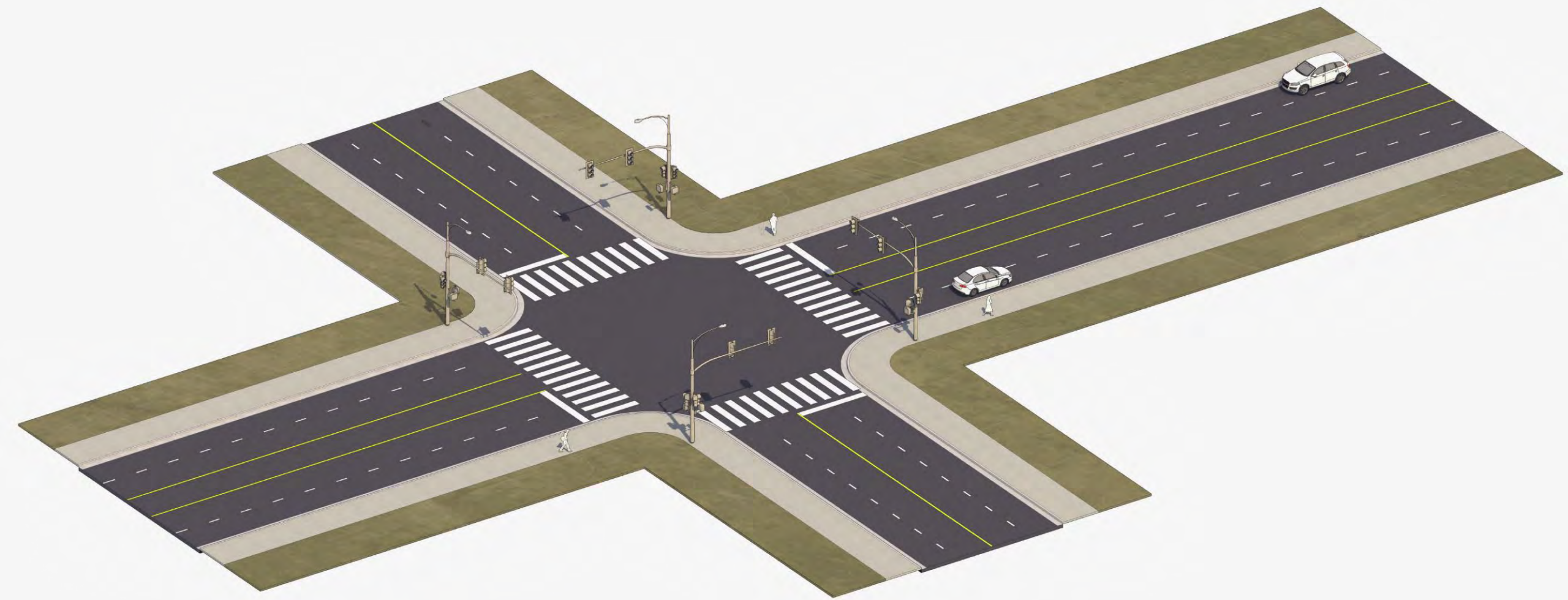




Figure 56: Example Gateway Improvements Concept 4: Improvements in Intersection Roundabout





Figure 57: Pedestrian Crossing – East Houston Street - Existing



Google Earth

© 2022 Google



Figure 58: Pedestrian Crossing – East Houston Street - Concept



Figure 59: Example Public Infrastructure Aesthetic Enhancements – Typical Existing Conditions

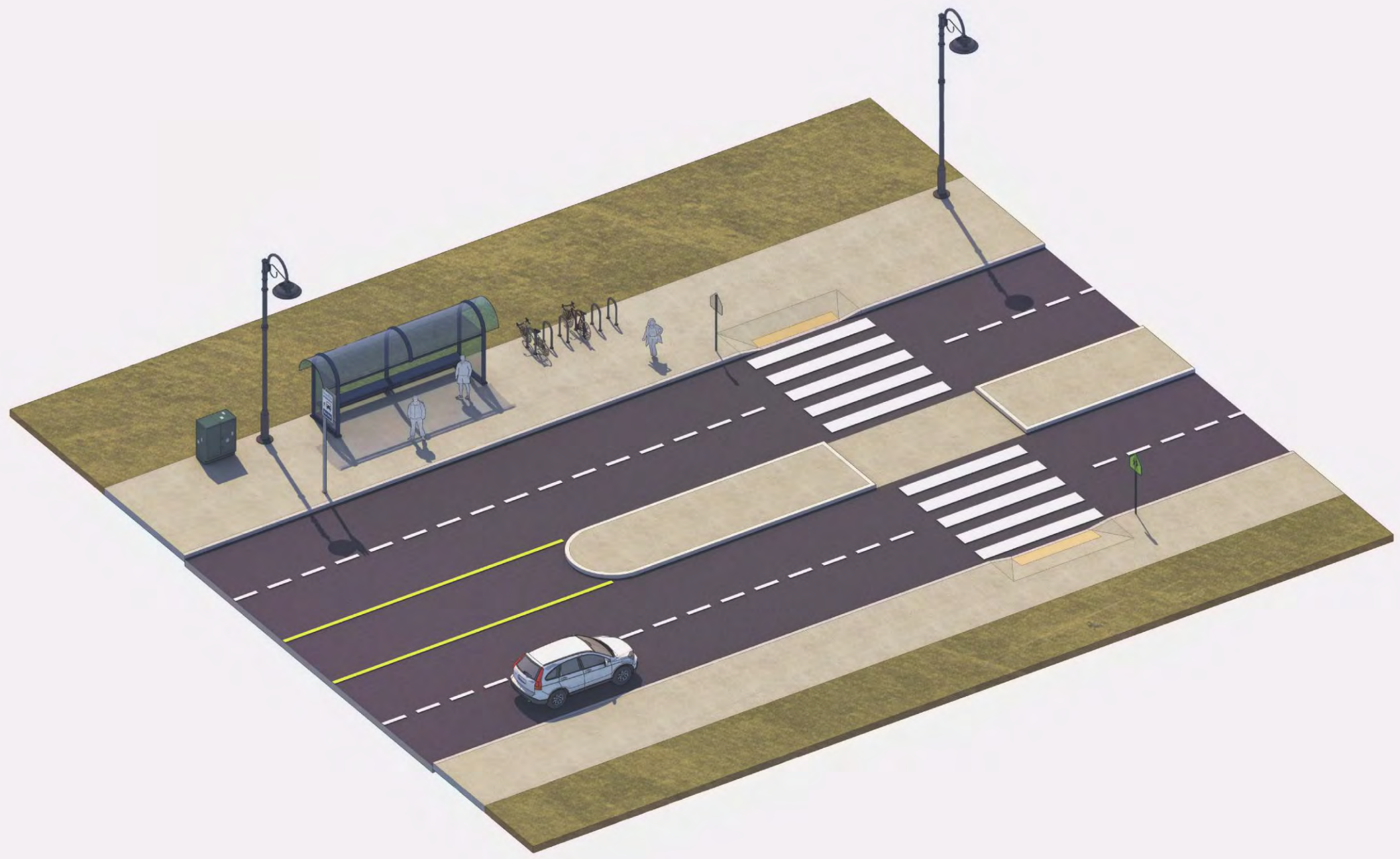




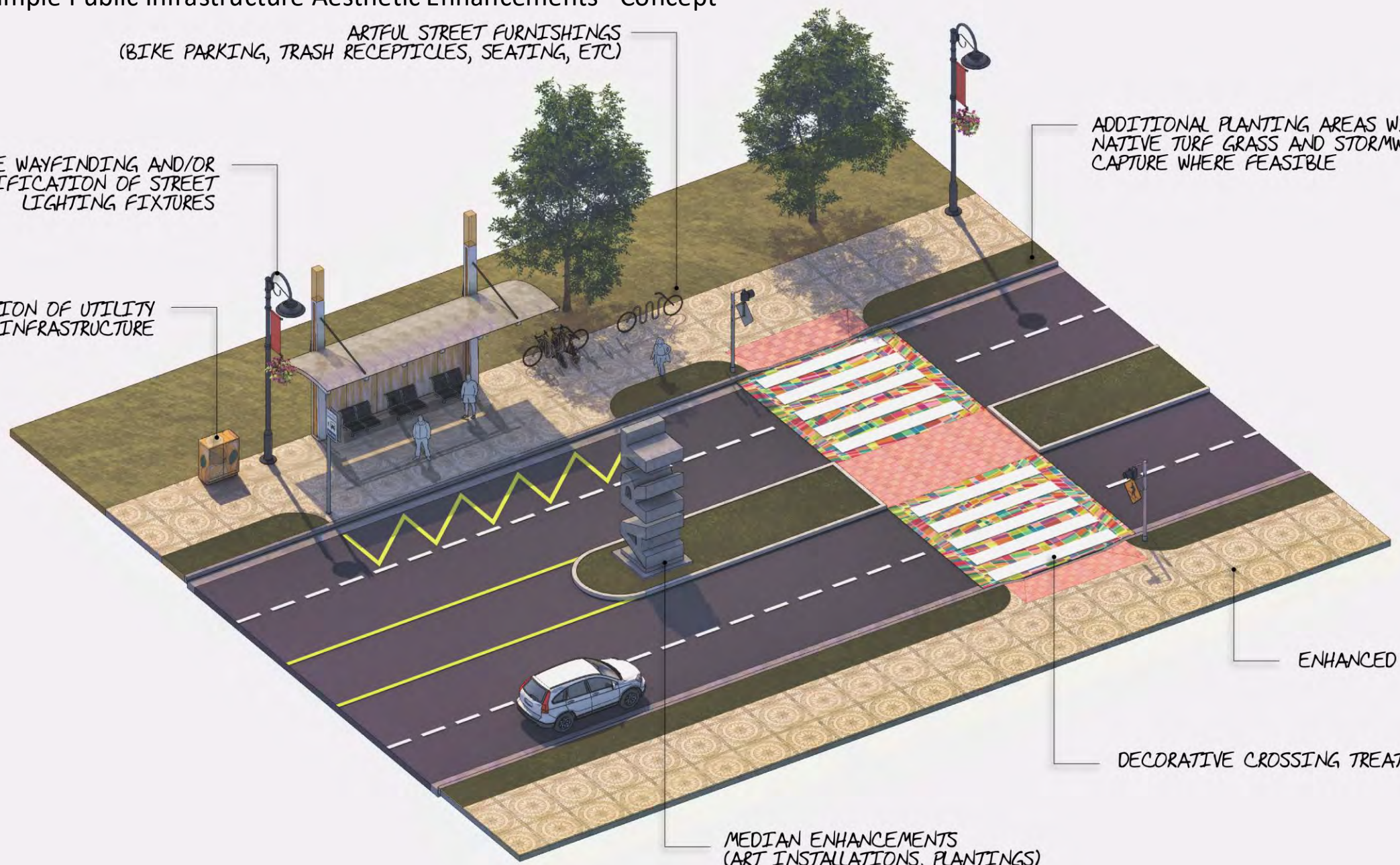
Figure 60: Example Public Infrastructure Aesthetic Enhancements - Concept

ARTFUL STREET FURNISHINGS  
(BIKE PARKING, TRASH RECEPTICLES, SEATING, ETC.)

SIGNAGE WAYFINDING AND/OR  
BEAUTIFICATION OF STREET  
LIGHTING FIXTURES

BEAUTIFICATION OF UTILITY  
INFRASTRUCTURE

ADDITIONAL PLANTING AREAS WITH  
NATIVE TURF GRASS AND STORMWATER  
CAPTURE WHERE FEASIBLE



ENHANCED PAVING

DECORATIVE CROSSING TREATMENTS

MEDIAN ENHANCEMENTS  
(ART INSTALLATIONS, PLANTINGS)



Figure 61: Non-Compliant Dark Sky Initiative Lighting Fixtures





Figure 62: Preferred Dark Sky Initiative Lighting Fixtures



Figure 63: Example Roadside Green Infrastructure Improvements – Typical Existing Conditions





Figure 64: Example Roadside Green Infrastructure Improvements - Concept



NATIVE DROUGHT-TOLERANT TREES

ADDITIONAL STORMWATER CAPTURE AREA

ROADSIDE STORMWATER CAPTURE



Figure 65: Example Parking Lot Enhancements – Typical Existing Conditions

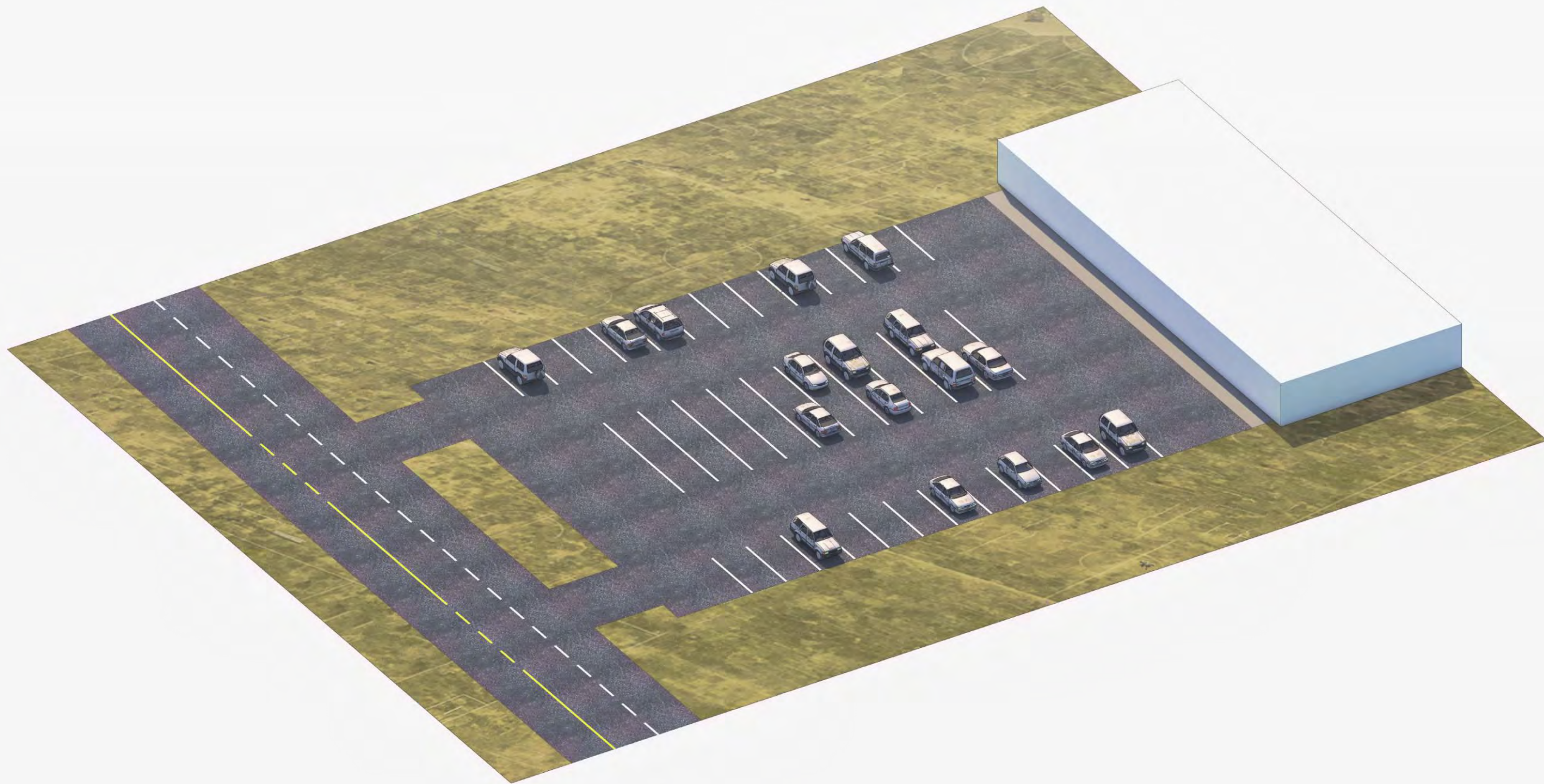




Figure 66: Example Parking Lot Enhancements – Concept (1)

STORMWATER CAPTURE AREAS

PERMEABLE PAVING





Figure 67: Example Parking Lot Enhancements – Concept (2)



EXPANDED ISLAND WITH PEDESTRIAN WALKWAY AND PLANTINGS

RAISED CROSSING

PEDESTRIAN PATHS TO DESTINATION

PERMEABLE PAVING



Figure 68: Example Parking Lot Enhancements – Concept (3)



EXPANDED ISLAND WITH PEDESTRIAN WALKWAY AND PLANTINGS

SOLAR PARKING CANOPIES

STORMWATER CAPTURE AREAS

PERMEABLE PAVING



Figure 69: Missing Middle Housing – Lower Density Concepts



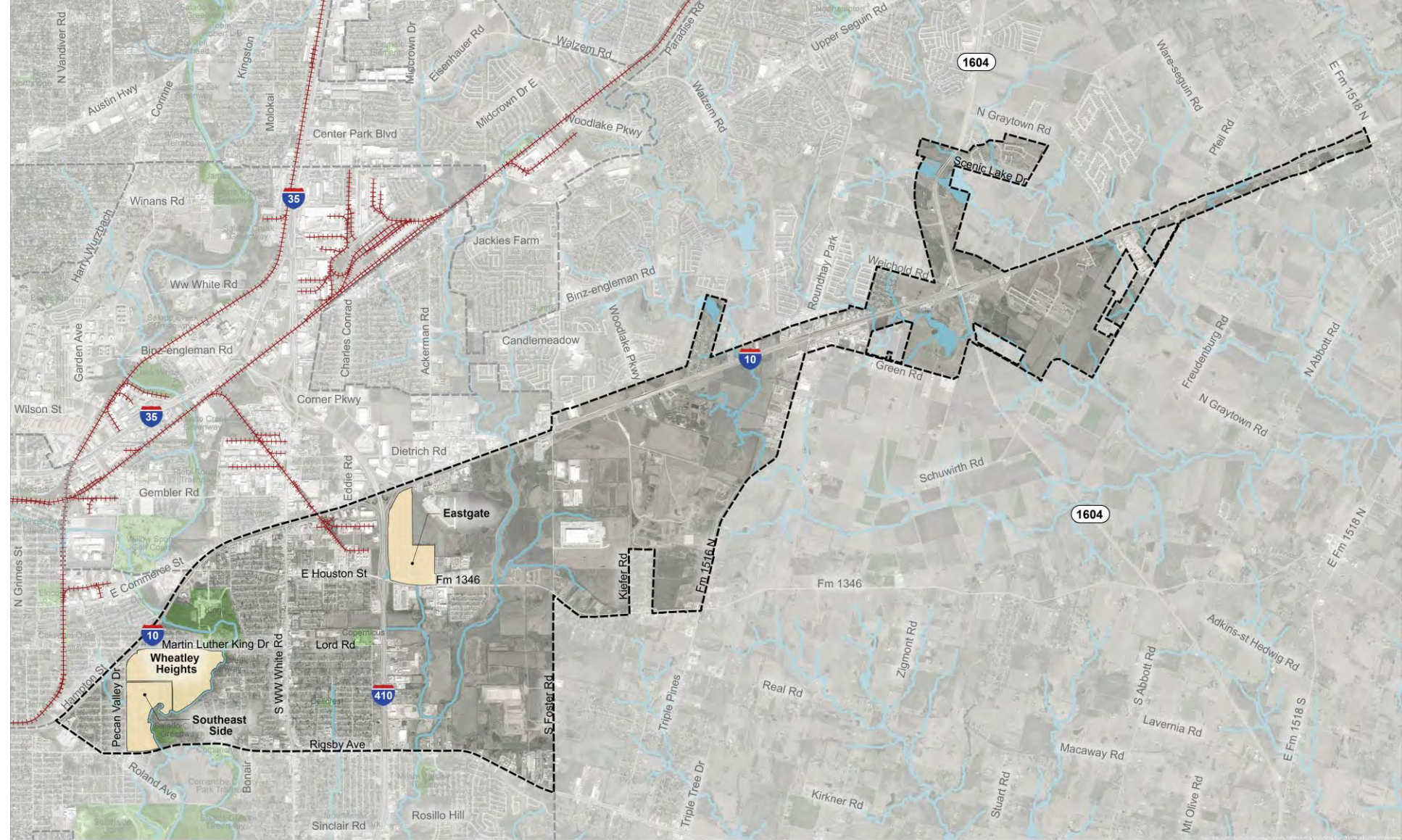
ADDITIONAL DWELLING UNIT

DUPLEX





COTTAGE COURT HOUSING



Figure 70: Southeast Side, Wheatley Heights, and Eastgate Neighborhood Associations Map



### NEIGHBORHOODS

-  Community Plan Area Boundary
-  Neighborhood Association
-  Adjacent Regional Center or Community Area
-  Parcels

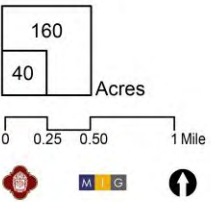
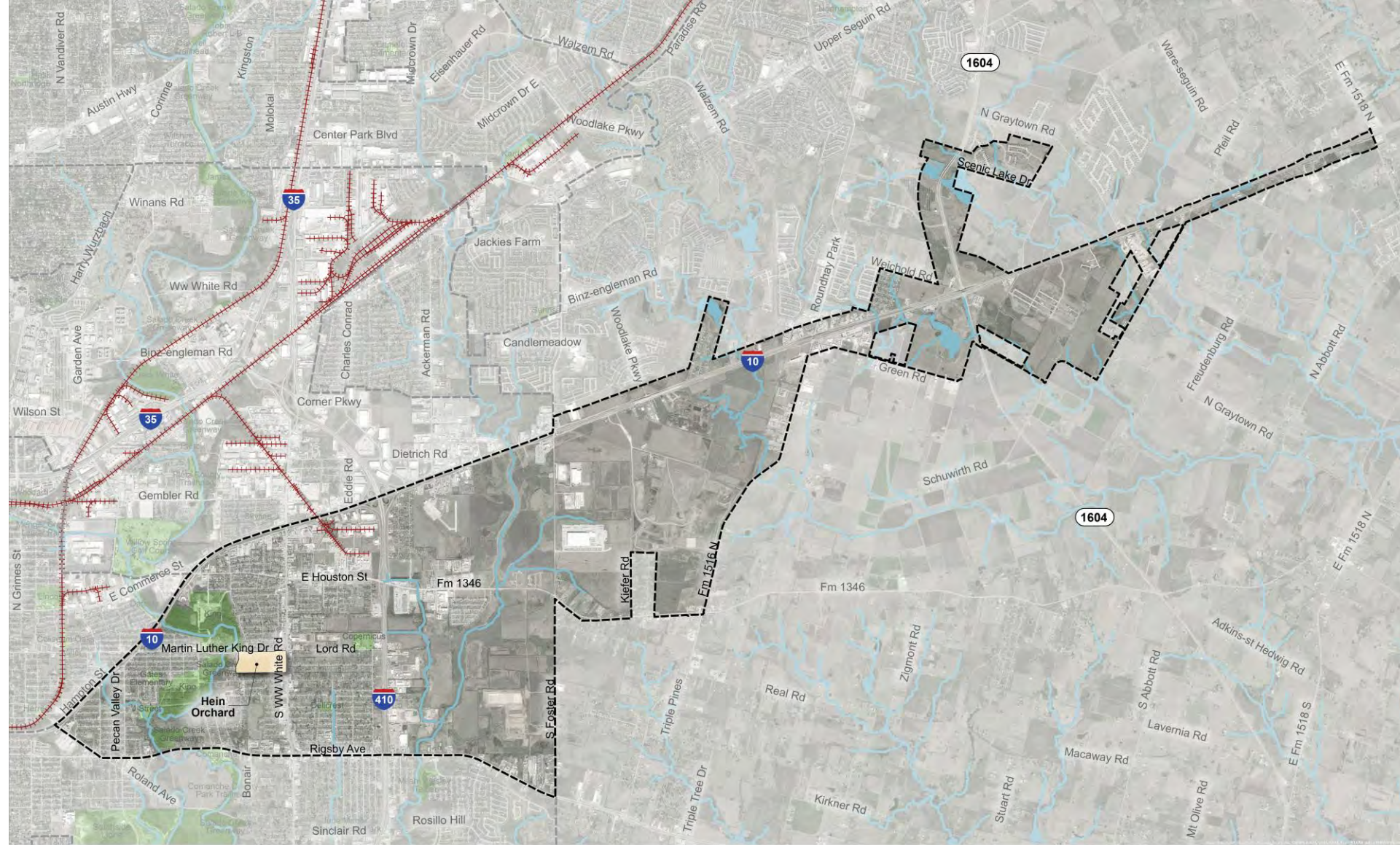








Figure 71: Hein Orchard Neighborhood Association Map



NEIGHBORHOODS

-  Community Plan Area Boundary
-  Adjacent Regional Center or Community Area
-  Parcels
-  Neighborhood Association

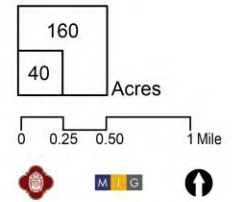
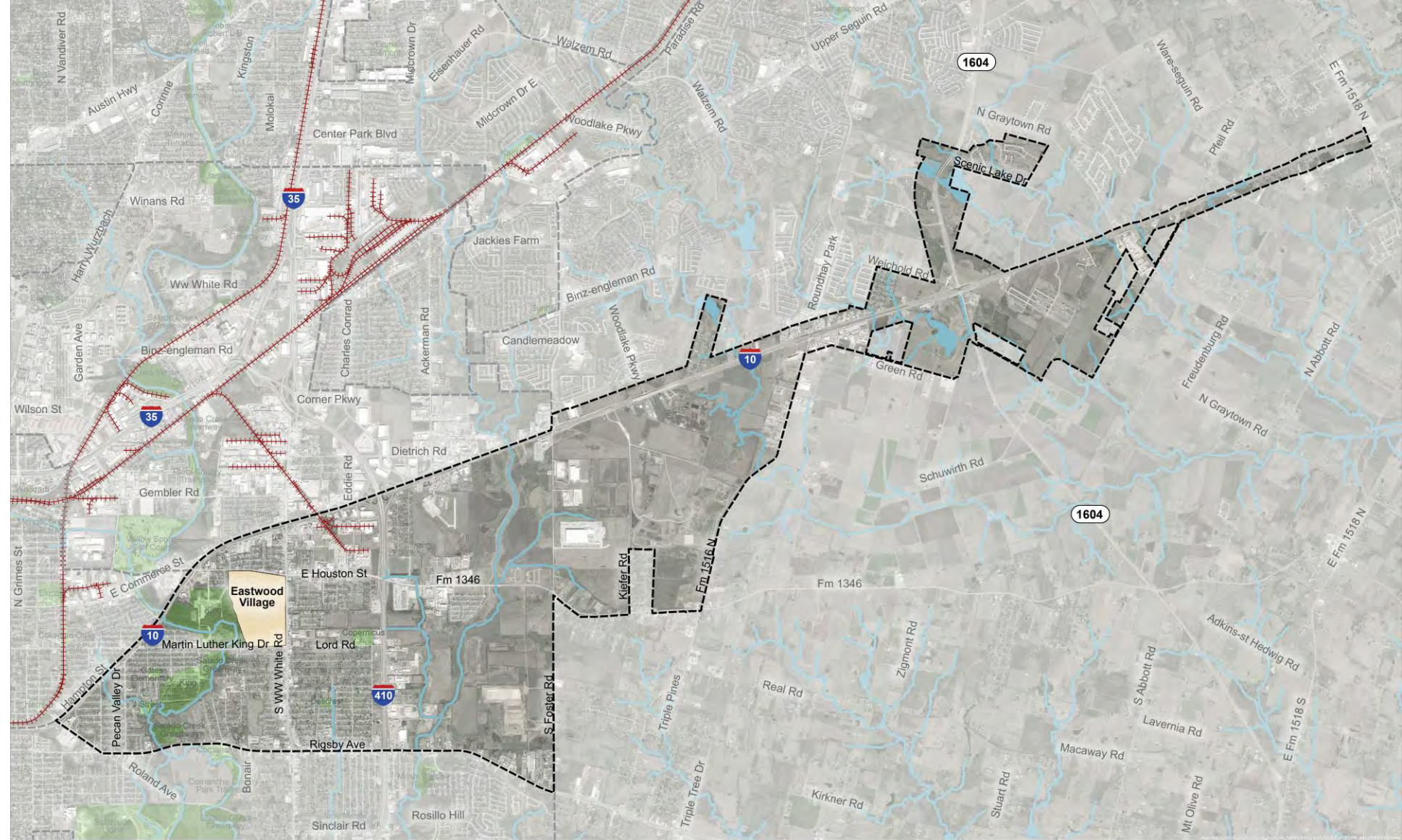







Figure 72: Eastwood Village Neighborhood Association Map



NEIGHBORHOODS

-  Community Plan Area Boundary
-  Neighborhood Association
-  Adjacent Regional Center or Community Area
-  Parcels

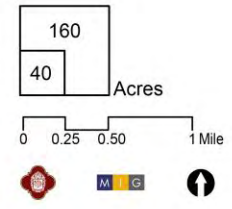
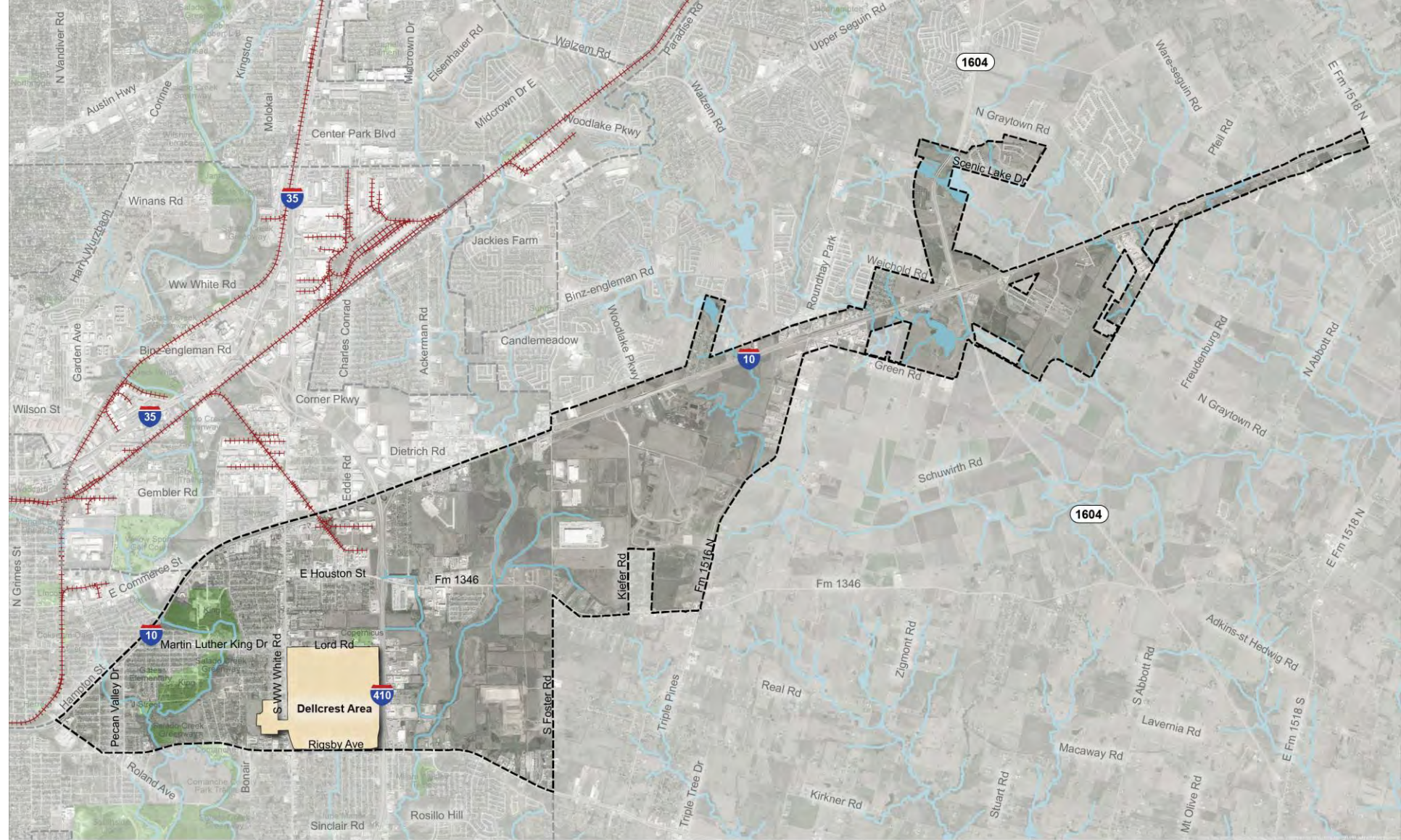






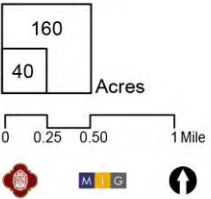


Figure 73: Dellcrest Area  
Neighborhood Association Map



### NEIGHBORHOODS

-  Community Plan Area Boundary
-  Adjacent Regional Center or Community Area
-  Parcels
-  Neighborhood Association







*attas*  
**Existing Conditions**

FAR EAST COMMUNITY AREA PLAN



**IDEA**  
Public Schools



**IDEA**  
Public Schools





## SA Tomorrow Project Overview

By 2040, Bexar County's population is expected to increase by approximately 1 million people, 500,000 new jobs, and 500,000 new housing units. Planning for this growth and the next 25 years is a complex task and can be uncertain. However, San Antonio is planning boldly. We're tackling the tough issues and making the hard choices because "business as usual" isn't good enough. We're planning now to ensure that our great city captures the type of growth and economic development that is compatible with our community's vision of the future, and provides benefits to all our current and future residents. SA Tomorrow was established to implement the SA2020 vision, and includes three complementary plans: the updated Comprehensive Plan, the Sustainability Plan, and the Multimodal Transportation Plan. These plans all work in concert to guide the city toward smart, sustainable growth.

The SA Tomorrow plans prepare our community for the anticipated population and employment growth, and help us to understand what that growth will look like and how it will affect our daily lives. With a relatively fixed area available for future development, the anticipated population and employment growth will have an impact on our community's overall quality of life and livability. We also have to ask ourselves if it's now time to expand our boundaries or focus on development within the city's existing footprint. To be successful and truly address the long-term issues facing San Antonio, we as a community, need to tackle the difficult questions that arise from an honest assessment of our community's challenges and clearly state the hard choices we must make to achieve the community's vision for the future. Many of these hard choices are rooted in the fact that current trends have resulted in systems and development patterns that are unsustainable or that produce results counter to our community's stated vision and goals.

Reversing decades-old habits and changing entrenched systems is difficult. The three citywide SA Tomorrow Plans started the process for San Antonio. Now, we are working in more focused geographies across the city to implement the policy recommendations and growth patterns called for by SA Tomorrow. These Sub-Area plans — including Regional Centers, Community Areas, and Corridors — will address a range of issues such as land use; transportation and mobility; parks, trails, and open space; housing and economic development strategies; infrastructure; and urban design. This Atlas helps catalogue the most important existing conditions relevant to the Far East Community Area Plan. Along with extensive community input, best practices research, and expert technical analysis and advice, these findings will serve as important input to plan recommendations and implementation and investment priorities.





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## City-Wide Vision and Plans

### SA2020

The SA2020 vision originated with a series of public forums in 2010 to develop goals for improving San Antonio by the year 2020. The process was a community-wide visioning effort guided by a steering committee of community leaders and representatives. In addition, thousands of San Antonians participated in the visioning process, which culminated in a detailed report, released in 2011, that outlined a bold strategic vision for San Antonio's future. The SA2020 vision provided a significant foundation for the three SA Tomorrow plans, reflecting the community's desire to support economic development and new jobs while fostering community arts, education, health and culture.



### VIA's Vision 2040

Vision 2040 was a community-driven process to update VIA Metropolitan Transit's Long Range Comprehensive Transportation Plan through the year 2040 and develop our region's vision for the future of public transportation. The Vision 2040 planning process occurred alongside SA Tomorrow and identifies a range of transit solutions to serve our region's busiest and most vibrant areas of activity, employment and housing. The plan presents various modes of transportation, and develops system alternatives to understand how transit could affect our region. By engaging the community, Vision 2040 will work to evaluate all alternatives and identify a preferred system plan that meets the transit needs of today and tomorrow.



### SA Tomorrow Comprehensive Plan

The SA Tomorrow Comprehensive Plan addresses wide-ranging and interconnected citywide issues. As a long-range vision for San Antonio, the Plan provides strategic direction for decision making and community investment. Perhaps the most important task tackled by our community when crafting this Comprehensive Plan was determining where growth should be directed and encouraged, and doing so in a way that protects vital historic, cultural, social and natural resources.

If guided properly, the expected influx of new residents and jobs will enhance our city and all our residents. Planning now allows us to direct growth in a manner consistent with the community's vision and our goals for the future. The Comprehensive Plan provides an overarching framework for the physical form of San Antonio. It outlines how regional centers, corridors and neighborhoods work in concert to create the San Antonio we envision over the coming decades. In addition, 12 prototype place types offer examples of development models that can build upon and protect existing and future community assets while also creating places that are livable, inclusive and sustainable.

Policy guidance in the Comprehensive Plan is based on nine topical Plan Elements that address topics including: city growth patterns, transportation, housing, economic competitiveness, natural resources and the environment, the military, and historic preservation and cultural heritage, among others. Each Plan Element chapter includes an overview of key issues and challenges specific to the element and provides a set of goals and policies that set the direction for how our community will respond to or address the challenges before us.



### SA Tomorrow Sustainability Plan

The Sustainability Plan focuses on the three pillars of sustainability (economic, environmental, and social) and is the roadmap for both the community and the municipal government to achieve the overall vision of a sustainable San Antonio as an inclusive and fair community with a thriving economy and a healthy environment. The Sustainability Plan highlights seven focus areas and five cross-cutting themes. Each focus area has its own vision, outcomes, strategies and measures of success. The cross-cutting themes identify and highlight key priorities. Additionally, these cross-cutting themes were considered and integrated into each of the major components and elements of the SA Tomorrow Comprehensive Plan and the Multimodal Transportation Plan.



### SA Tomorrow Multi-Modal Transportation Plan

The Multimodal Transportation plan is a dynamic, balanced, and forward-thinking plan for all modes of transportation, including cars, transit, bicycles, and pedestrians. It communicates the City's transportation strategy and serves as a tool to analyze transportation priorities to best meet community goals. The City worked with stakeholders, partner agencies and the larger community to develop a plan that builds upon and operationalizes SA Tomorrow Comprehensive Plan goals and policies, incorporates all modes of transportation and recommends a sustainable, safe and efficient transportation system that can support the new residents, housing and jobs anticipated for our community over the coming decades.



# SA Tomorrow Sub-Area Planning

## Comprehensive Planning Program

The Comprehensive Planning Program (CPP) is the city's coordinated approach and process for city planning. It provides the rationale and goals for the city's long-range development efforts and contains three main service components: Building Capacity, Comprehensive Planning, and Implementation. The SA Tomorrow process identified several changes to be incorporated in the CPP, including new planning approaches and geographies. The intent of the revised hierarchy is to ensure that planning at all levels in San Antonio is completed in an efficient and effective manner with meaningful participation and buy-in from neighborhoods, property owners, business owners, partner agencies, major institutions and other key stakeholders.

While the Comprehensive Plan is the overarching planning and policy document for the City, there are four other planning levels including: Regional Plans (developed in collaboration with partner agencies to guide regional and multi-jurisdictional services and/or infrastructure investments); Citywide Functional Plans (directing specialized components of city planning such as transportation, economic development, housing, natural resources and sustainability); Sub-Area Plans (providing detailed strategies for specific geographies, such as regional centers, corridors, and neighborhood groupings, aligning them with higher level plan); and Specific Plans (addressing smaller scale geographies and focused on implementation).

The Far East Community Area Plan that this Atlas addresses is part of the Sub-Area planning program described in more detail in the following section.

## San Antonio Sub-Area Planning

Following adoption of the Comprehensive Plan in August 2016, the Planning Department is working with communities to create Sub-Area plans for the 13 Regional Centers and 17 Community Areas that collectively cover the entire City of San Antonio.

Regional Centers are one of the major building blocks of San Antonio's city form and a focus of the overall SA Tomorrow effort. While most cities have one or two larger employment centers, we have 13. This provides challenges and opportunities. A major organizing principle of the City's Comprehensive Plan is to focus growth in these Regional Centers, building on the existing pattern of development. They are envisioned as new "places" where we live, work, and play. Each center is different and its development will be influenced by its existing uses. However, many of the centers are also well-positioned to develop as vibrant mixed-use places. They offer a variety of housing options and price ranges, allow higher-density and incorporate carefully designed and located amenities that will benefit both residents and employees of the center. San Antonio must focus its investment and infrastructure strategies on supporting and leveraging the unique identity and assets of each center.

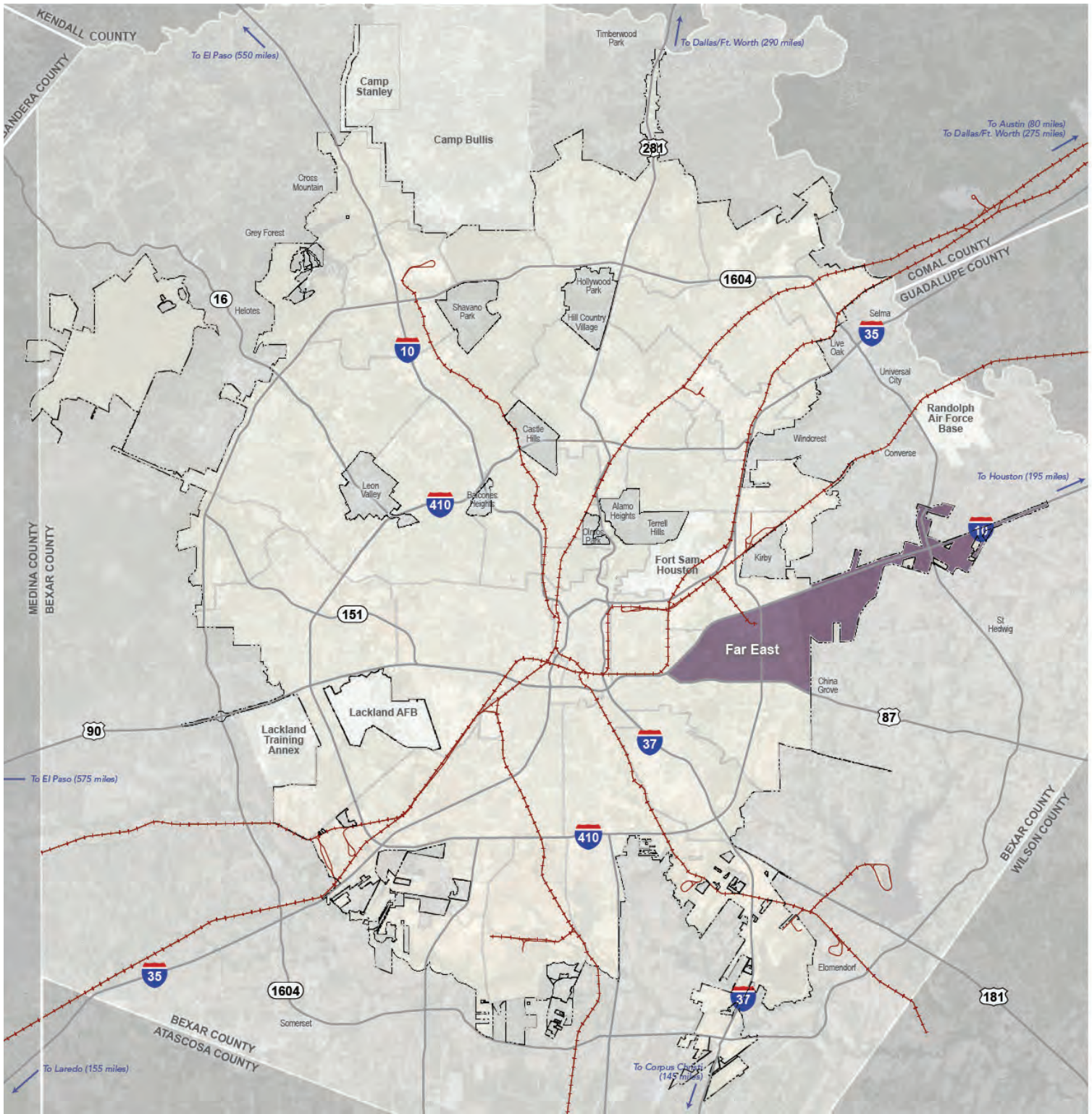
Community Areas form the rest of San Antonio outside of the Regional Centers. These areas comprise many of our existing neighborhoods, grouped by geography and common history, challenges, and opportunities. By proactively directing a higher proportion of growth to our Regional Centers, we aim to limit the impacts of that growth on existing, stable neighborhoods. However, cities and neighborhoods are always evolving.

We must plan to adapt to and leverage change for all our existing and future residents by creating complete neighborhoods and communities that provide a full range of amenities and services, a variety of housing and transportation choices, and opportunities for employment, shopping, education, and recreation.





The Regional Center and Community Area Plans will address the following topics based, in part, on the existing conditions identified in this Atlas: Land Use; Parks and Open Space; Economic Development; Housing; Mobility and Infrastructure; Placemaking and Urban Design; and Policy and Investment Priorities.

## SA Tomorrow SA Corridors

SA Corridors is a collaborative effort to help lay out the future of our city in the most equitable, sustainable, and efficient way possible. It is one of the first steps in implementing SA Tomorrow as well as VIA's Vision 2040 plan, which both identified corridors as areas where future growth should be concentrated where appropriate. SA Corridors objectives overlap with and support the ongoing Sub-Area planning efforts. The plan develops a recommended future land use map and plan for 12 corridor areas, respecting existing small area and neighborhood plans while helping to implement SA Tomorrow. In addition, SA Corridors recommends proper regulations and incentives are in place to realize SA Tomorrow's vision for growth and economic development around VIA's transit investments, and to help bring about new and more transit-supportive types of development that meet a range of desires and incomes.



# PLAN LOCATION

- LEGEND**
-  City Boundary
  -  Major Highway
  -  Rail Line
  -  Community Area Boundary



## History of the Far East Community Area

San Antonio's Far East Community's history can be dated back to the early 1950s, when the westernmost corner of the Far East plan area was annexed by the City of San Antonio. This has been followed by a sequence of City annexations that continued into the 2010s with the annexation of the area north of Highway 87, between Rosillo Creek and Foster Road.

The Far East Community Area is the eastern point of entry for the City when traveling west along I-10. The Far East has two distinct development characteristics that are separated by Loop 410, with more commercial and residential development occurring west of the highway. The construction of the Loop 410 in the 1960s created a physical barrier, which could provide explanation for the lack of commercial and residential development east of the highway. Areas east of Loop 410 primarily remain rural and undeveloped, and have only seen more activity and development in the past three decades with freight truck transportation, light and heavy industrial uses, and construction of new residential subdivisions along I-10.

Much more of the area's history lies inside of Loop 410. The Far East Community Area was originally settled by European farmers and ranchers in the 1800s. Several residential neighborhoods in the Far East plan area were originally rural farmlands that were later subdivided, developed, and annexed into the City of San Antonio. Neighborhoods such as Dellcrest Area and Hein-Orchard have streets named in honor of the original land owners, farmers, and developers in the area, including Lord Road, Rice Road, Semlinger Road, and Hein Road. Some neighborhoods, such as the Dellcrest Area, have large lots over an acre in size that still retain their tranquil rural character.

The area has evolved over the decades due to both human activity and natural causes. Areas around Orchard Road were once populated with peach and pecan groves that slowly began to disappear overtime after a severe hail storm. In the late 1990s, severe flooding occurred along the Salado Creek which then led to bond improvement projects for low water crossings and flood control projects. The City purchased over 300 properties in the Wheatley Heights neighborhood to dedicate to the Salado Creek Greenway and to avoid future damages to properties located within the floodplain.

Martindale Army Airfield, located just east of the Loop 410 and I-10 interchange, was constructed during World War II and was one of eight auxiliary fields for Randolph Army Airfield, which was the largest single flight training facility in the world at the beginning of the war. Post World War II, Martindale was used as an Army Air Corps flight training facility and a commercial air facility. During the 1980s, the airfield was abandoned and later reclaimed by the Texas Army National Guard, which uses it as a rotary wing training facility for Texas National Guard helicopter pilots.

Named after American politician and soldier, Sam Houston High School is the only high school in the Far East plan area. The school first opened its doors in 1923 and relocated to 463 Holmgreen Road, which is now the former Carroll Elementary, which was closed due to low enrollment in 2008. The newest Sam Houston High School opened in 1960 at its current location on E Houston Street.

With strong ties to San Antonio's Black community, the Far East Community Area includes the starting point for the City's annual Martin Luther King, Jr. March, which begins at the MLK Academy and then travels along Martin Luther King Drive, which was changed from Nebraska Street in 1982 in honor of Dr. King. The route continues to Pittman Sullivan Park in the Eastside's Denver Heights neighborhood. The 2.75-mile walking route began in 1987 and is one of the nation's largest MLK Day marches.



# Far East Community Area Infrastructure and Institutions



## Major Landmarks and Infrastructure

Opened in 2012, the Wheatley Heights Sports Complex is a multi-million dollar multi-sports complex located southeast of the I-10 and Houston Street interchange and along the Salado Creek Trail that includes a high school football stadium that can seat 5,000 spectators, soccer fields, and all-weather track. The AT&T Center, a major landmark for eastern San Antonio, is located along Houston Street directly outside of the plan area. The area is also home to several smaller scale local and chain restaurants and retail centers, primarily located along the WW White Road corridor, that are popular destinations for Far Eastside residents.



The Far East area includes access to four major transport systems. The northwest corner of the plan area is bounded by I-10 to the north and Highway 87 (Rigsby Ave.) to the south. The plan area is also bisected by Loop 410 and extends westward to Loop 1604. A portion of the Union Pacific rail line terminates in the industrial area southwest of the Loop 410 and I-10 interchange.



Located southeast of the Loop 410 and I-10 interchange is Martindale Army Airfield, which has been active since World War II. Now a part of Joint Base San Antonio (JBSA), Martindale currently serves as a training environment for Texas Army National Guard rotary wing pilots.

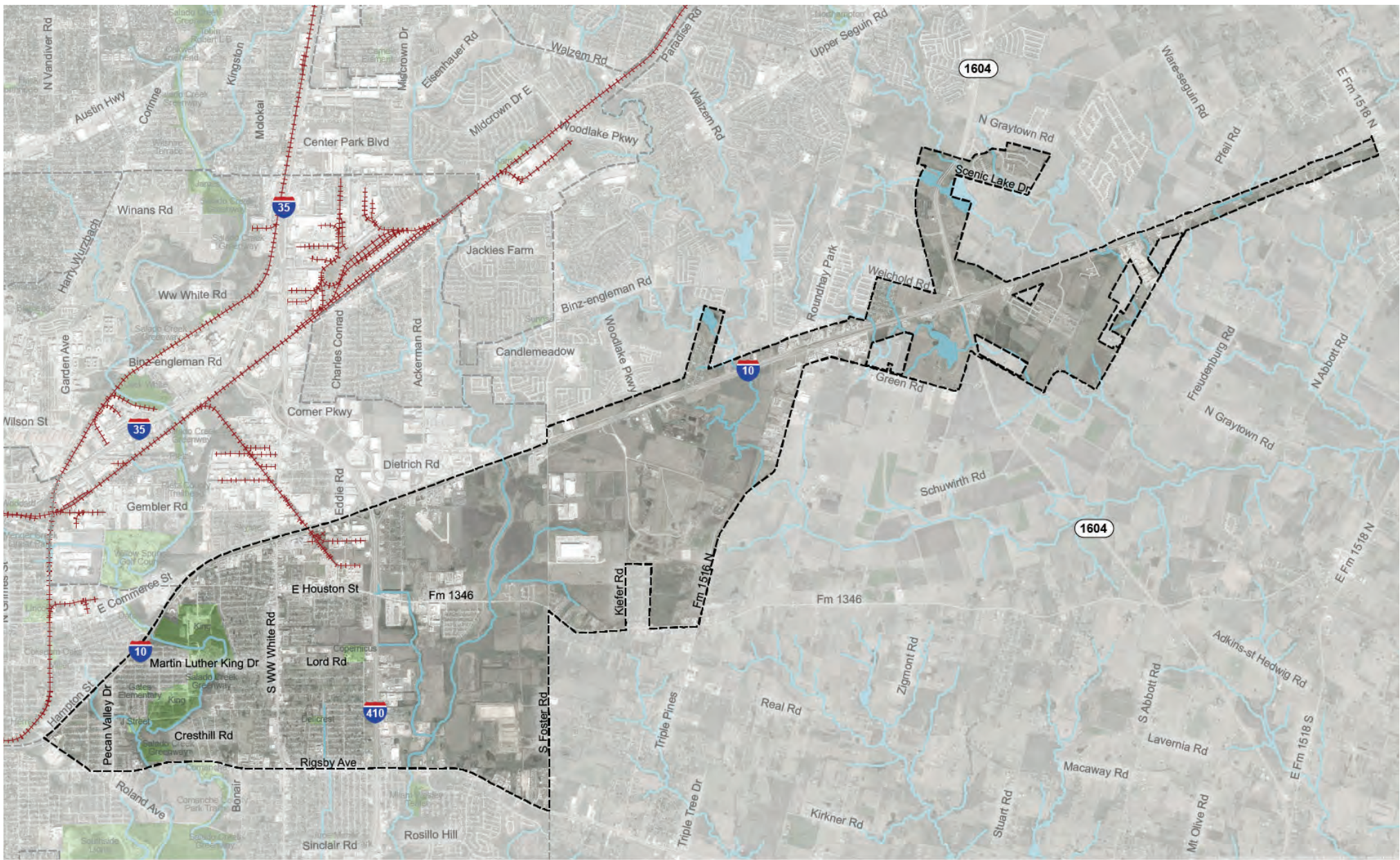
## Neighborhoods and Institutions

Most residential areas in the Far East Community Area are primarily located west of Loop 410, however, there are some newer subdivisions recently built, or currently under construction, located outside of Loop 410 and near the I-10/ Loop 1604 interchange. In total, there are six City-registered neighborhood associations and one registered homeowners association (HOA) in the Far East Community Area. These are Dellcrest Area, Eastgate, Eastwood Village, Hein-Orchard, Royal View, Wheatley Heights Action Group, and Quiet Creek HOA. There are other subdivisions and residential areas within the Far East plan area that are not part of a registered neighborhood association or HOA. Most neighborhoods in the Far East plan area consist of single-family residential development and were constructed from the 1940s to the present.

Public K-12 educational institutions include Sam Houston High, Gates Academy, MLK Academy, Pre-K 4 SA, Hirsch Elementary, Davis Middle, and IDEA Harvey E. Najim. All educational institutions in the plan area are located west of Loop 410 and within the San Antonio Independent School District.



Places of worship are dispersed throughout the plan area with at least 30 churches that serve as integral community social gathering spaces, including Emmanuel A.M.E Church, Greater Love Missionary Baptist Church, Live the Life Church, and St. Benedict's Catholic Church.

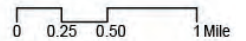
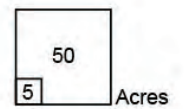




## STUDY AREA

-  Community Plan Area Boundary
-  Adjacent Regional Center or Community Area
-  Public or Private Park or Open Space

-  River or Stream
-  Railroad Line





# Demographics and Economic Profile

The Far East Community Area is located on the eastern edge of San Antonio and includes the eastern portion of I-10 and its intersections with Loop 410 and North Loop 1604, extending to the easternmost City limits. The Martindale Army Air Field is located within the plan area, southeast of Loop 410 and I-10, and serves as a training facility for Texas Army National Guard rotary wing pilots. Located along the Salado Creek, Martin Luther King Park is the largest park in the area and includes the Wheatley Heights Sports Complex, picnic pavilions, and hiking trails. The Far East Community Area is surrounded by the Fort Sam Houston Area Regional Center to the north, the Eastside Community Area to the east, and the Southeast Community Area to the south.

Overall, the Far East Community Area:

- Has 19% of its residents over the age of 65 and a median age of 37.4 years old
- Has a significant population of black or African American residents
- Has a lower average household income than the rest of San Antonio
- Has lower educational attainment levels than the region as a whole
- Has a majority (79%) of single-family housing units
- Has a large amount of Retail Trade and Wholesale Trade jobs – 37% of total employment

## Population

In 2019, the population of the Far East Community Plan Area was approximately 18,500 residents within 6,600 households. Between 2010 and 2018, the area grew by 1,500 residents, an annual growth rate of 0.9%, on par with the City as a whole (1.1%), but approximately half the growth rate of the larger Metropolitan Statistical Area (MSA) at 1.9%. Households grew by nearly 500 households over this time, also an annual growth rate of 0.9%. The characteristics of households in this plan area are similar to the region, with 67% of all households defined as “family”, while 65% of households in the City and 70% in the MSA are defined as family households. The average household size in the plan area is 2.77 persons per household.

Most residents of the Far East Community Area do not work in the area – only 3% of residents are employed in the area, while 97% commute to other locations. About 50% of residents work within 10 miles of the plan area. The industries that residents are employed in generally match with the composition of jobs in the City. Health Care and Social Assistance and Accommodation and Food Services are the top industries residents work in.

## Age

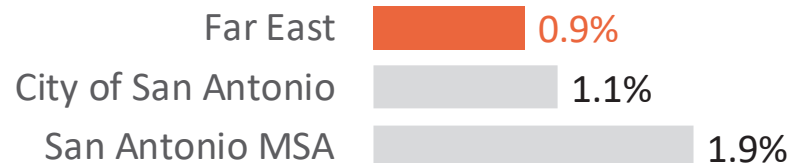
The Far East Community Area has a slightly older population than the region; the median age is 37.4 years, compared to 34.2 in the City and 35.6 in the MSA. Millennials (born between about 1980 and 1995) make up 20% of the population, compared to 24% in the City and 22% in the MSA. Seniors (over age 65) make up 19% of the population, which is larger than the City and MSA with 13% and 14%, respectively.

## Race and Ethnicity

Residents of the Far East Community Area are 42% black or African American, much higher than the 7% in the City and MSA. Far East has a smaller population of white residents, representing 39% of the total population compared to 71% in the City and 73% in the MSA. Additionally, about 47% of the residents are of Hispanic ethnicity. A portion of white residents are of Hispanic ethnicity. The area has a Diversity Index score of 84 – measured from 0 to 100, this number represents the likelihood that two random persons in the same area belong to different race or ethnic groups. The City and MSA both have a Diversity index of 72. This indicates that the Far East Community Area is more diverse than the region as a whole.



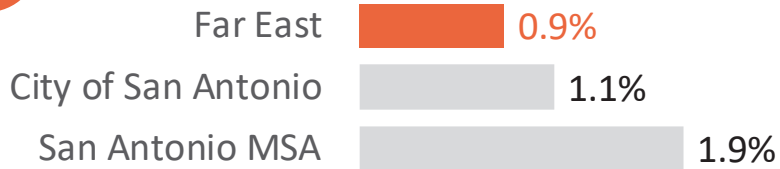
## Annual Population Growth | 2010-2018





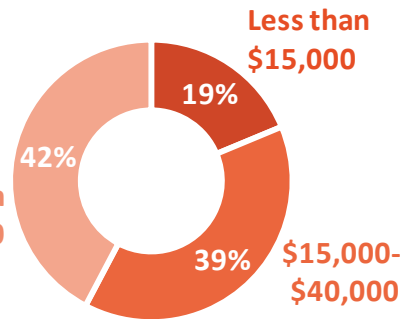


### Annual Household Growth | 2010-2018



### Wage Distribution (2017)

**42%** earn more than \$40,000 annually **Greater than \$40,000**



### Income

Household income in the Far East Community Area is lower than the region overall. The average household income is \$42,900, compared to \$70,000 in the City of San Antonio and \$80,200 in the MSA. The median household income is \$32,200 and per capita income is \$15,000, both lower than surrounding areas.

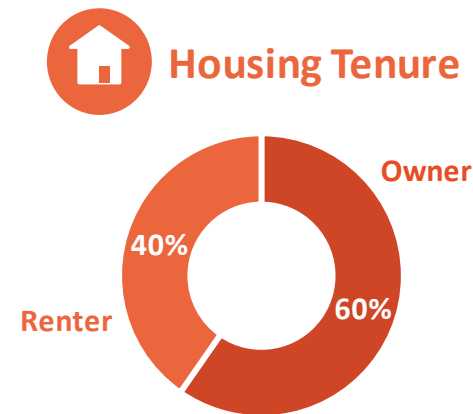
### Education

The Far East Community Plan Area has lower educational attainment levels than the region overall. Of the area population aged 25 and older, 29% have less than a high school diploma, which is higher than in the City with 17% and the MSA with 14%. There are approximately 34% who attained a high school diploma or equivalent and only 17% have an Associate's, Bachelor's, or Graduate/Professional degree.

### Housing

The average home sale price in the Far East Community Area from 2016 to 2018 was \$106,000 or \$75 per square foot. The most expensive home sales were of newly constructed homes on the eastern side of the plan area within the Quiet Creek subdivision that reached up to \$450,000 or \$140 per square foot.

The average rental rate for an apartment unit is \$754 per month or \$0.89 per square foot, which is less than the Bexar County average of \$988 per month or \$1.16 per square foot. The Stella, located at 4835 Lord Road, is the most recently completed apartment development. Alsbury is currently under construction with 240 units located near the intersection of I-10 and Houston Street.



Additionally, 1604 Flats is a proposed 330-unit apartment development located at the intersection of I-10 and Loop 1604.

The Far East Community Area has a higher portion of single-family homes than the region. Single-family detached and attached units make up 79% of the housing inventory in the plan area, compared to 66% in the City and 70% in the MSA. Multi-family housing with five or more units represents 14% of the housing inventory, compared to 27% in the City and 19% in the MSA.

The Far East Community Area has a similar proportion of owner-occupied housing units as the region – 60% of units are owner-occupied (compared to 53% in the City and 63% in the MSA) and 40% are renter-occupied (compared to 47% in the City and 37% in the MSA).

## Employment

The Far East Community Area had approximately 8,300 jobs in 2019. Retail Trade is the plan area’s largest employment sector, accounting for 21% of the total jobs. The next largest employment sectors are Wholesale Trade with 16%, and Accommodation and Food Services with 11%. The largest employers in the plan area are Lancer International Sales Inc. with 500 employees and Johnson Controls Inc. with 375 employees. Lancer is a manufacturer of fountain drink-dispensing equipment and Johnson Controls produces HVAC, fire, and security equipment systems.

Forty-two percent of employment in the Far East Community Area consists of jobs with workers earning over \$40,000 annually, and 39% earning between \$15,000 and \$40,000 annually. Low-wage jobs with earnings less than \$15,000 per year account for 19% of all jobs.

Most people employed in the Far East Community Area do not live in the area – 97.5% of workers commute in from other places. Many workers come from relatively close by, with 35% commuting less than 10 miles, and another 37% commuting between 10 and 24 miles.

## Commercial and Industrial Development

### Office

There is a total of 86,000 square feet of office development in Far East Community Area. The area has a high vacancy rate of 43.8% and a low rental rate of \$11.81 per square foot as compared to Bexar County with a 9.3% vacancy rate and \$21.16 rental rate per square foot. There has been no new office development since 2009.

### Retail

The Far East Community Area contains 1.9 million square feet of retail space with 85,000 square feet built since 2010. A large amount of the retail is concentrated along WW White Road. The area has an average vacancy rate of 3.0% and an average rental rate of \$17.17 per square foot. The vacancy and rental rates are similar to Bexar County with a 4.9% vacancy rate and \$16.23 per square foot rental rate.

### Industrial

There is a total of 3.7 million square feet of industrial space in the Far East Area with 785,000 square feet built since 2010. The area has a high



vacancy rate of 18%, compared to 6.8% in Bexar County. The average rental rate in the plan area is \$5.52 per square foot, which is similar to the County's average rental rate of \$6.35 per square foot. Currently, the H-E-B Super Regional Facility is under construction along Foster Road, between Houston Street and Highway 87, and will include 1.6 million square feet of industrial space. H-E-B also has a distribution center proposed at a nearby site that is planned to include 1 million square feet of space. Additionally, an industrial business park is proposed along Southeast Loop 410 that plans to have 750,000 square feet within five buildings.

**Hotel**

There are 12 hotel/motel properties located within the Far East Community Area. The most recent hotel is an 80-room Best Western built in 2017 located near the intersection of I-10 and Roland Road.



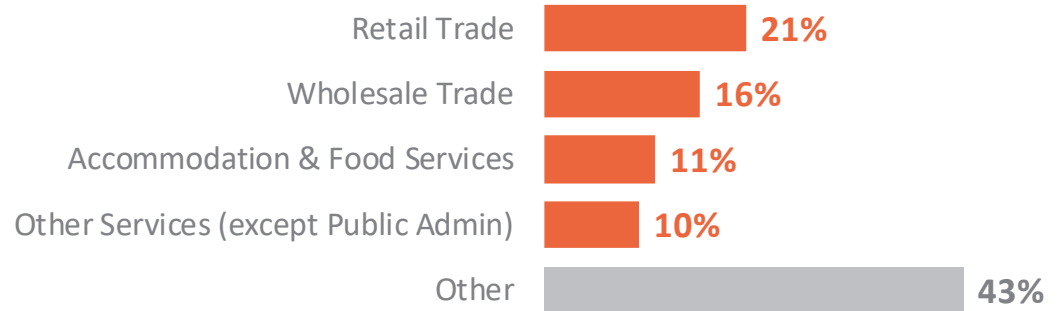
**Largest Employers**

- Lancer International Sales Inc.**
- Johnson Controls Inc.**
- Grande Food Truck Sales Inc.**

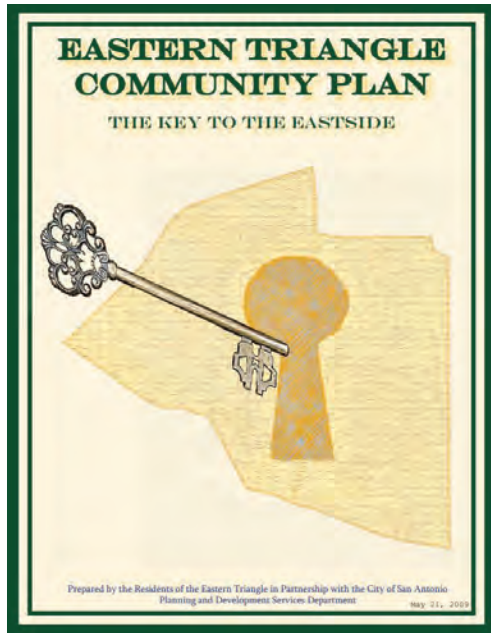


**Largest Employment Sectors**

**Education & Retail Trade**



## Previously Adopted Plans



**The Eastern Triangle Community Plan (2009)** was created to guide decision making for the future of the Eastern Triangle neighborhoods. The Eastern Triangle planning area is located in southeast Bexar County and is generally bounded by I-10 and East Houston Street/FM 1346 to

the north; Loop 410 and South Foster Road to the east; New Sulphur Springs Road, Southcross Boulevard and Roland Avenue to the south; and Roland Avenue to the west. The Eastern Triangle planning area includes nine registered neighborhood associations, four of which are within the boundaries of the Far East Community Area. The Eastern Triangle Community Plan identifies seven topics and, in total, provides 41 goals residents and community members want to accomplish for the Eastern Triangle community. At a glance, these goals include:

- Crime and Public Safety – A community that is a safe and clean place in which to live in free of crime, stray animals, and trash.
- Economic Development – A well-trained workforce and safe, attractive corridors.
- Housing and Neighborhood – A well maintained community with a diverse housing stock that meets the needs of current and future residents through all stages of life.
- Parks, Linear Greenways, and Community Facilities – Enhance the area’s parks, recreation, community facilities, and programming to establish a regional draw with world-class amenities that meet the current and future needs of the Eastern Triangle.
- Public Health and Wellness – Provide a myriad of health care options to the

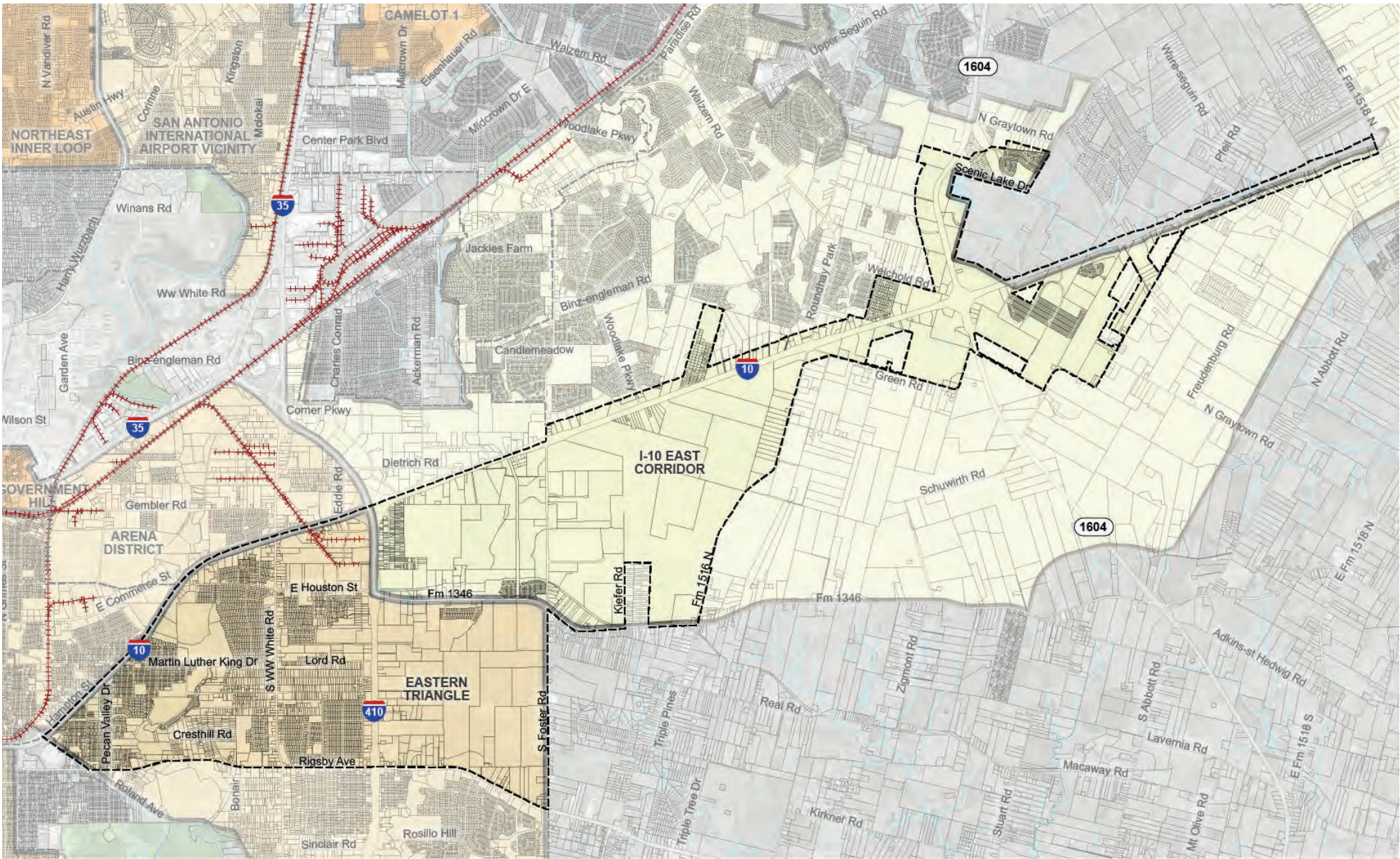
residents of the Eastern Triangle through education, preventative healthcare services, and healthcare offices, clinics, and medical complexes.

- Transportation, Infrastructure, and Drainage – Utilize the concept of Complete Streets to enhance the aesthetics and service level of infrastructure in the Eastern Triangle through maintenance and improvement to current systems so that transportation networks for all modes of transportation and drainage systems function safely and efficiently.
- Implementation Strategy – Work toward achieving the goals and objectives that are laid out in the Eastern Triangle Community Plan.

The Eastern Triangle Community Plan included a land use plan that provided a uniform land use map and divided the plan area into five districts: North, South, East, West, and Central. The districts were established to help maintain character and scale of existing and new developments and to provide guidance on community preferences for rezoning applications. Land use recommendations that are pertinent to the Far East Community Area included:

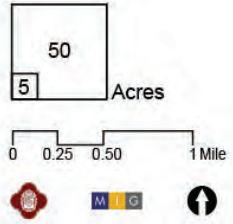
- The Western District encourages Martin Luther King Drive as a mixed-use corridor, medium to high density residential on smaller lot sizes, mixed-use regional nodes at major





### PRIOR PLANS

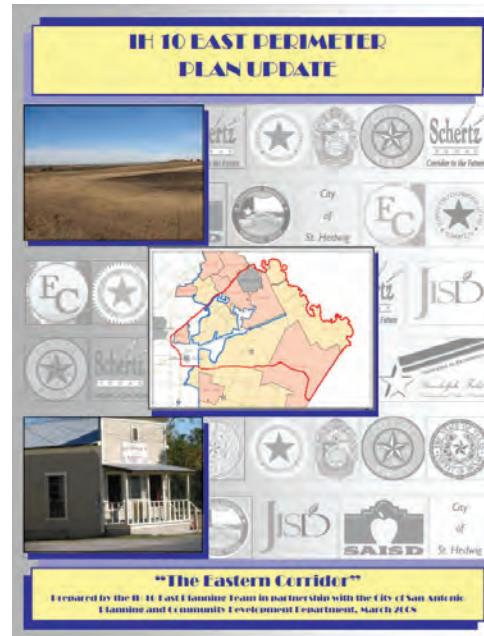
- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Parcels
- Perimeter Plan
- Community Plan
- Neighborhood Plan





intersections, hike and bike linear greenways, and less intense commercial uses on Rigsby Road.

- The Northern District promotes concentrating industrial uses to a specific location, a regional node at WW White Road and I-10, and transit-oriented development at Houston Street and WW White Road.
- The Central District recommends a new park and public space, linear greenways along drainage easements, and low density mixed-use near the former Carroll Elementary.
- The Eastern District is primarily agriculture and undeveloped land. The Eastern Triangle Community Plan encourages preservation of large lots and rural character, reuse of industrial sites for business parks, and a linear greenway along Rosillo Creek.



**IH-10 East Corridor Perimeter Plan (2001)** was last updated in 2008. The purpose of the perimeter plan was to guide future physical development and serve as a tool to address transportation issues on, and around, the IH-10 Corridor. The IH-10 East Corridor Perimeter Plan covers the remaining portions of the Far

East plan area, extending northeast of the Houston Street and I-10 intersection. The IH-10 Plan mentions five goals:

- Goal 1: Improve Infrastructure - Provide safe, alternative, and appropriate infrastructure throughout the area including transportation, drainage, and sewer.
- Goal 2: Provide Accessibility to Neighborhoods - Improve accessibility to Eastgate, Crestway, and other residential areas outside Loop 410.
- Goal 3: Compatibility of Land Uses - Improve the quality of life and safety of residents of the IH 10 East Perimeter Planning area by addressing incompatible land uses.
- Goal 4: Improve the Corridor - Analyze design standards that can be implemented along the IH 10 East Corridor
- Goal 5: Parkland and Recreational Facilities - Create additional parkland by completing park projects and identifying locations for additional recreational facilities.

The land use plan emphasizes preserving existing single-family developments, while locating most commercial uses at nodes, or along highly traversed corridors. Regional Commercial land use is designated where I-10 and Loop 1604 intersect, while Community Commercial land use is designated where Foster Road, FM 1516, and Loop 410 intersect with I-10. Other land uses



designated in the overlapping plan areas were Industrial, Neighborhood Commercial where collectors meet arterials, Parks and Open Space along creeks and in floodplains, Low Density Residential, and Urban Living, which provides for more compact, mixed-use, walkable development.

Although not an official City-adopted Corridor Overlay District, the IH-10 Corridor Perimeter Plan discusses the desired future character of the corridor and provides potential guidelines should the corridor be designated a Corridor Overlay District.

**The Intensive Archaeological Survey of the Proposed Wheatley Heights Sports Complex (2010)** was conducted for the proposed 150-acre site of the present-day Wheatley Heights Sports Complex, prior to its construction as required by the Antiquities Code of Texas. Ultimately, the survey determined there was no evidence of cultural material or sites, nor did the site contain any prehistoric or historic resources.

#### **Major Corridor, Park, and Campus Master Plans**

In total, there are 11 Master Development Plans (MDPs) in the Far East Community Area, with all but one located outside Loop 410. These include Alsbury Crossing (inside Loop 410), Rosillo Ranch, Rosillo Crossing Subdivision, Rosillo Creek Subdivision, Foster Ridge, Foster Ridge

II, Paloma Ridge, Pape Tract, Crestway Farms, Summerhill Subdivision, and Boenig Farms. MDPs are long-range plans for the development of property and are intended to be plans that provide an overview of the developer's projected land development.

#### **Citywide Plans with Recommendations for the Far East Community**

**The VIA Vision 2040 Long Range Plan (2016)** is a regional plan that focuses on ensuring public transit remains an essential part of the region's transportation solution. VIA Vision 2040 identified multiple future high capacity transit corridors and station areas that includes a Rapid Transit connection along Houston Street and I-10.

**SA Corridors Strategic Framework Plan (2018)** identifies San Antonio's premium transit corridors and the best transit-supportive land uses to apply along those select corridors, and is one step towards implementing the City's SA Tomorrow Comprehensive Plan and VIA's Vision 2040. The Randolph – FM78 corridor and the Looper Premium, which circumnavigates the City and runs along South W.W. White Road, are two of the 12 corridors identified as premium corridors that intersect the Far East Community Area.

**The SA Parks System Plan (2019)** serves as a guide for future investment and improvements to San Antonio's parks and recreational facilities,

including parks in the Far East Community Area. The plan identifies four goals on how the City's overall parks system is envisioned for future growth and change to ensure our parks are restorative, resilient, responsive to the needs of visitors, and to provide adequate resources.



Dellcrest Area neighborhood



Loop 410 strip mall



South WW White Road H-E-B shopping center

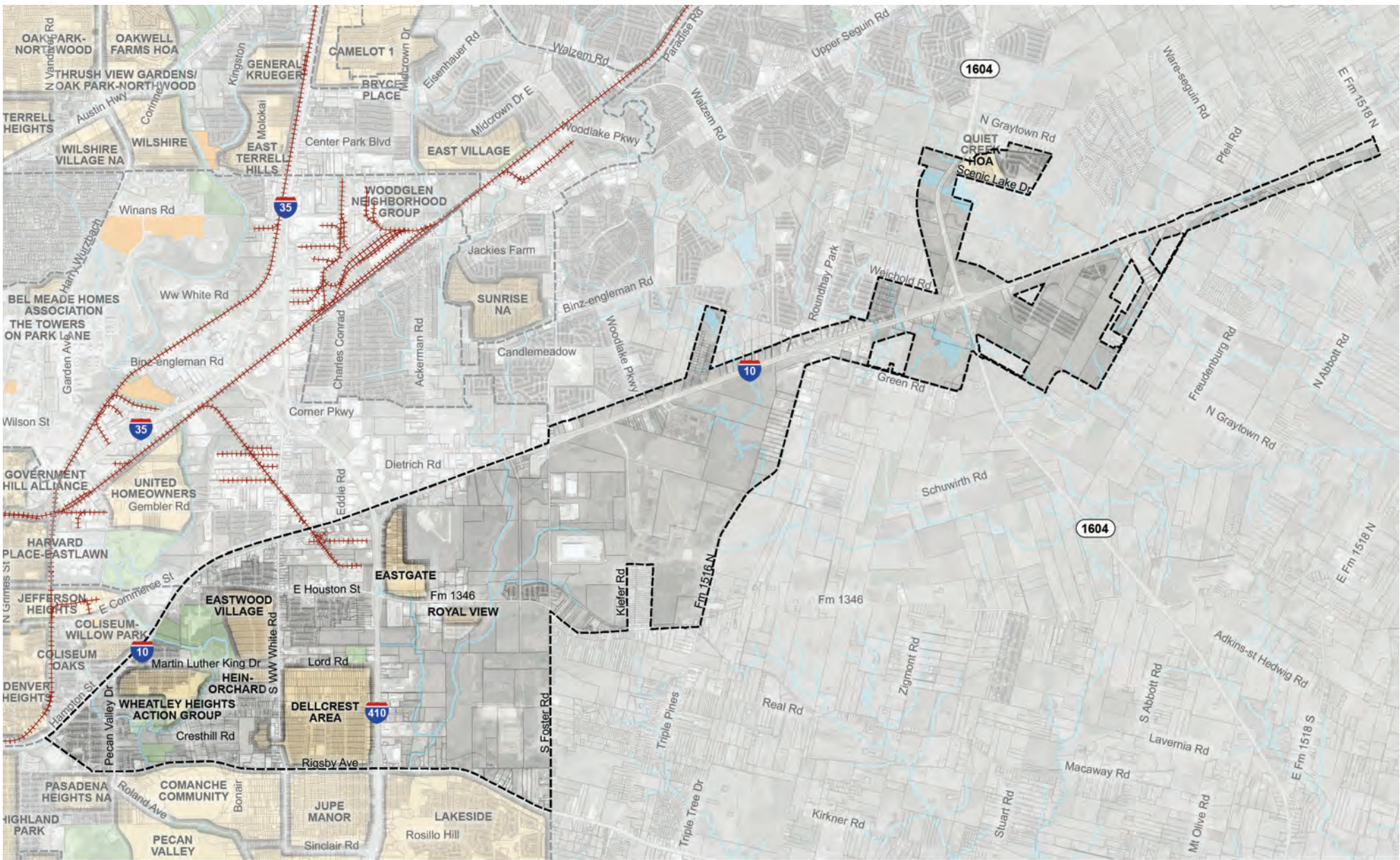
## Historic and Neighborhood Conservation

In total, there are six neighborhood associations and one homeowner’s association within the boundaries of the Far East Community Area that are registered with the City of San Antonio: Dellcrest Area, Eastgate, Eastwood Village, Hein-Orchard, Royal View, Wheatley Heights Action Group, and Quiet Creek HOA. Other neighborhood associations adjacent to the Far East Community plan area include Coliseum-Willow Park in the Eastside Community plan area, and Pasadena Heights, Comanche Community, Jupe Manor, and Lakeside, all within the Southeast Community plan area boundaries. The Far East Community plan area does not include any registered historic districts, neighborhood conservation zoning districts, or historic landmarks.

Commercial nodes and shopping districts are primarily found where major arterials intersect, including nodes along South WW White Road,

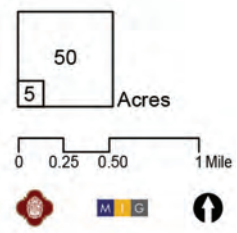
Rigsby Avenue, I-10, and Loop 410. These areas are typically strip malls that are set back from the road with large surface parking areas in front of businesses. Some of these commercial nodes include Rigsby Avenue Shopping Center, located at the intersection of Highway 87 and Loop 410, which includes a Wal-Mart supercenter; Dellcrest Plaza, located at the intersection Rigsby Avenue and South WW White Road; and the H-E-B shopping center at the intersection of South WW White Road and Martin Luther King Drive. Businesses in these areas include furniture and appliance stores, fast-food and local restaurants, auto repair, discount stores, electronic sales, banking, clothing and department stores, and grocery. Larger nearby regional retail centers outside the plan area include areas in the Downtown Area Regional Center and the Brooks Area Regional Center.





## NEIGHBORHOODS, DISTRICTS & OTHER AREAS

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Parcels
- Neighborhood Association
- Landmarks







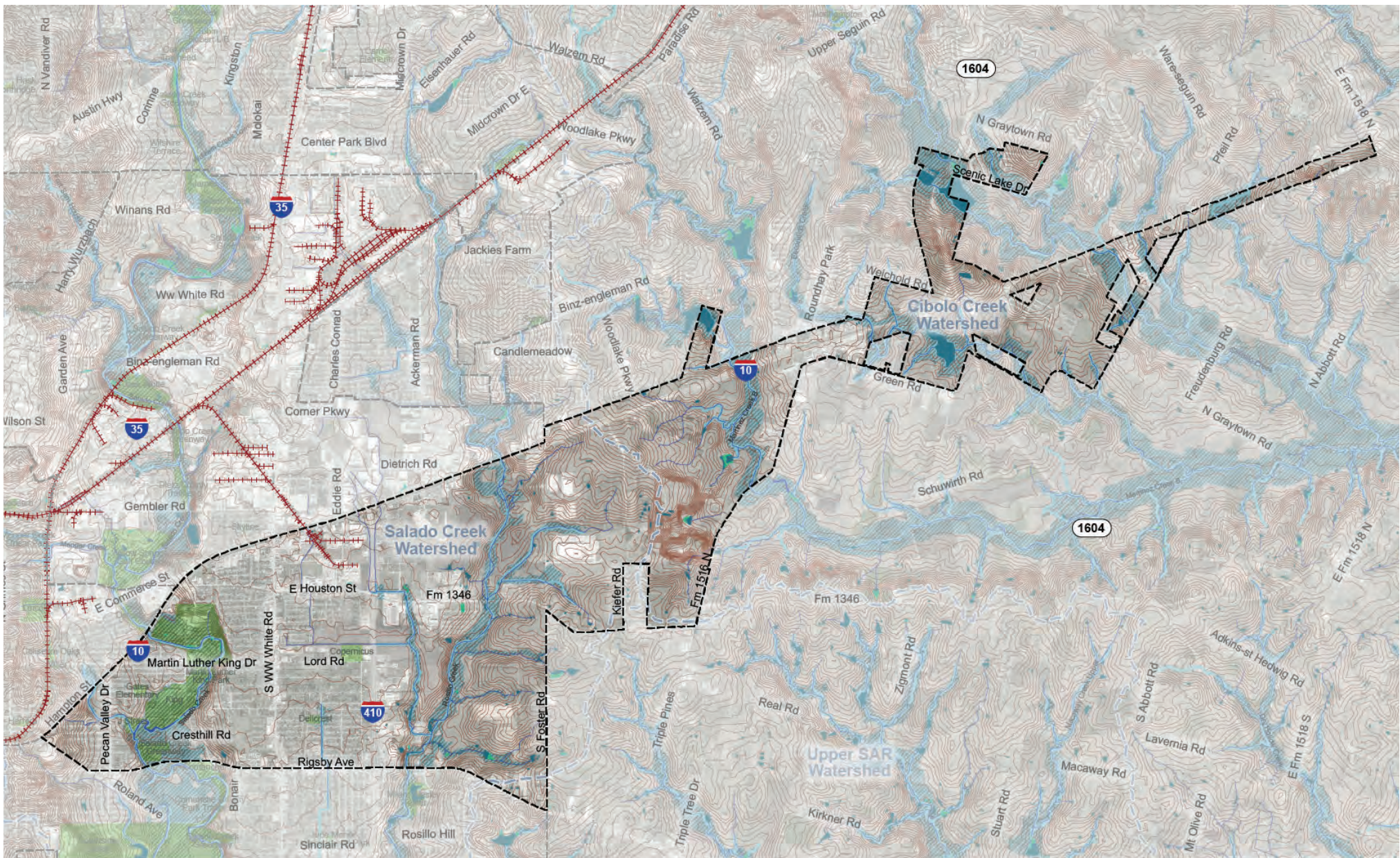
## Natural Systems

Natural systems that cross the Far East Community's plan area are the Salado Creek, Rosillo Creek, Martinez Creek B, and Escondido Creek, with all creeks flowing north to south. The 38 mile long Salado Creek was first documented in 1709 by Spanish explorers and is the only creek in the plan area to include a recreational greenway trail. The Salado Creek has the largest amount of tree canopy coverage in the Far East compared to the other creek systems. The Rosillo Creek, which is 18 miles long, begins in Windcrest, Texas, flows southward, and joins with the Salado Creek south of the plan area. The Martinez Creek B flows under I-10 and is located east of the Rosillo Creek, between the Foster Road/I-10 and I-10/FM 1516 intersections. Similar to the Martinez Creek B, the Escondido Creek flows southward under I-10 and empties into the Martinez Creek B. The Escondido Creek is located just west of the I-10 and Loop 1604 intersection.

More commercially and residentially populated areas between Salado Creek and Rosillo Creek are situated on relatively flat topography. Topography drastically increases in elevation west of Pecan Valley Drive, near the Roland Avenue and I-10 interchange. East of I-10, elevations vary, specifically in areas around creeks and where less development has taken place.

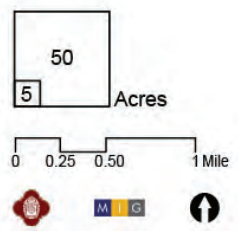
Martin Luther King Park is located within the FEMA 100-year floodplain along the Salado Creek. Over 350 residential properties in the Wheatley Heights area were also located within the floodplain. The City purchased these properties after severe flooding occurred in the 1990s and demolished over 100 homes. The cleared land was then used for Martin Luther King Park.





## NATURAL SYSTEMS

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Watershed Boundary
- 5-foot Contour Lines
- FEMA 100-year Floodplain
- Tree Canopy
- Limited Water Quality Streams
- WETLANDS**
- Riverline
- Freshwater Wetland
- Lake/Freshwater Pond







Residential property in the Far East Community Area



Industrial land use property



Agricultural land use property

# Land Use and Development Patterns

## General Development Pattern

The land in the Far East Community Area follows two distinct development patterns. The land inside of Loop 410 is predominantly residential, supported by commercial corridors and the Salado Creek Greenbelt. The land outside of Loop 410 remains largely undeveloped, consisting predominantly of vacant land and agricultural properties. There are a number of creeks in the Far East Community Area, placing about 20% of all land in the Far East Community Area within a designated floodplain. Although much land remains undeveloped, tracts in key areas have already been acquired for commercial, residential or industrial uses in the future.

## Distribution of Uses

### Vacant Property

Over 40% of the land in the Far East Community Area is vacant. This is more than residential, commercial, and industrial land combined. Although some of the vacant parcels have already been acquired for future use by commercial, residential and industrial developers, this area today remains largely unbuilt east of the Loop 410 corridor. Given that a significant amount of vacant land is not designated as floodplain, there is significant opportunity for growth and future development in the Far East Community Area.

### Agricultural Land

Over 2,000 acres of land in this area is still used for agricultural purposes, which accounts for about 17% of the total land area in the plan area. Much of this land is within the floodplain, which makes it suitable for agricultural use, but not

necessarily developable as anything else. Most of the agricultural land is aggregated as large parcels just west of Foster Road adjoining Rosillo Creek, with a few smaller parcels found further east.

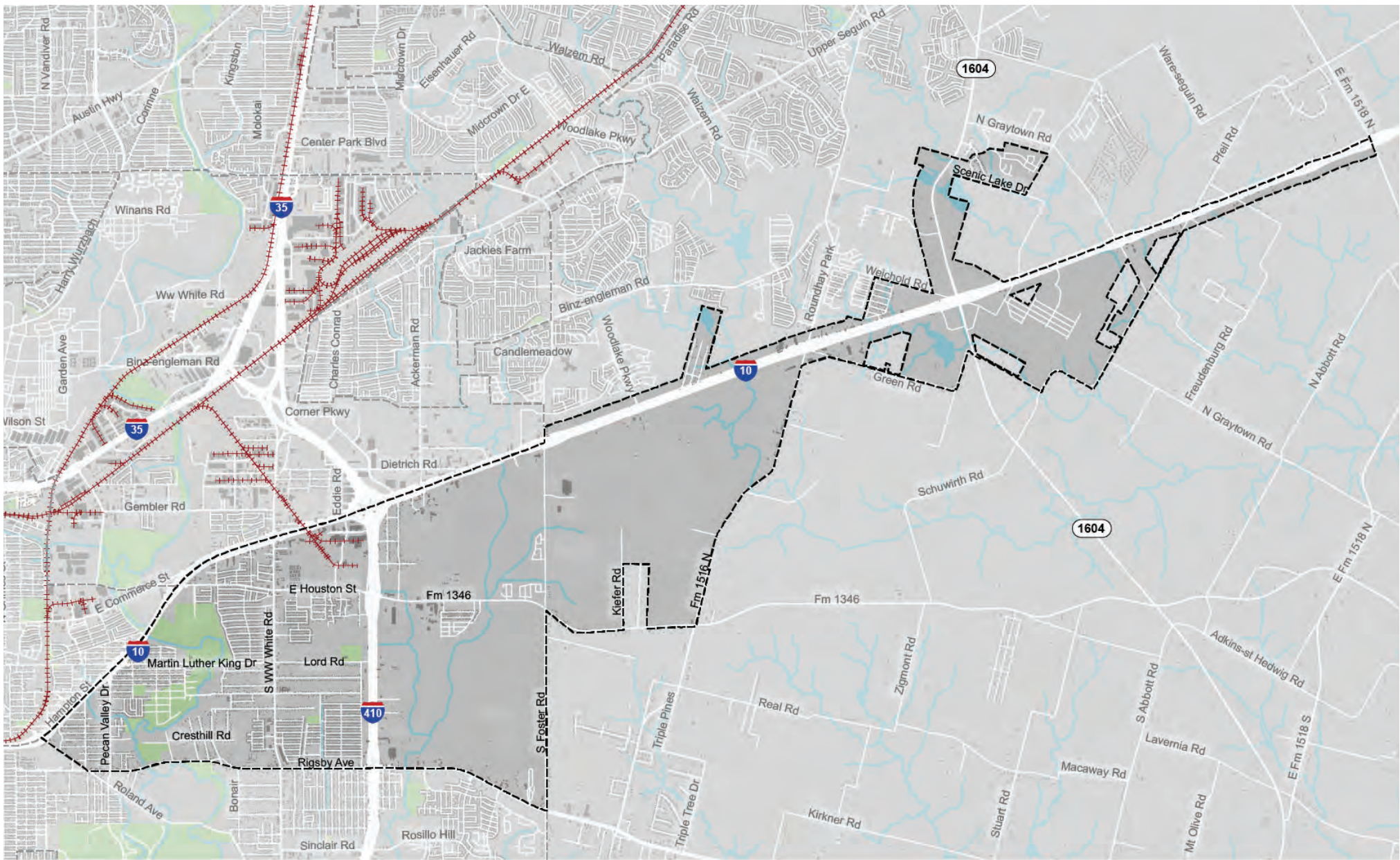
### Residential Use

Residential properties account for about 16% of the land in the plan area. Residential land uses in the Far East Community Area are primarily located within Loop 410, however there have been newer subdivisions built in recent years near the I-10/ Loop 1604 intersection. The greatest amount of residential development occurred in the 1950s and 1960s, with very little activity observed prior to the 1920s. About 90% of residential units fall within the San Antonio Independent School District (ISD), with 8% within East Central ISD and about 2% within Judson ISD. Residential areas in the Far East Community Area are primarily occupied by single-family detached housing units. Higher density multi-family residential uses are oriented along major corridors including Houston, Rigsby, and South WW White.

### Industrial Use

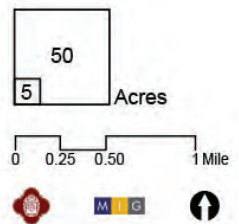
Although larger parcels and access to the interstate network characterize this plan area, only 7% of the land in the Far East Community Area is designated for industrial use. This is likely due to early residential development and the extensive network of riparian corridors and land designated as floodplain. Most industrial development can be found along or outside of the Loop 410 corridor, particularly where it is intersected by East Houston Street, as well as along major arterials including Foster Road, FM 1346, or FM 1516 N. These industrial uses include large distribution centers like Amazon,





## DEVELOPMENT PATTERNS

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Public or Private Park or Open Space
- River or Stream
- Railroad Line
- Block
- Existing Building Footprint







Martindale Army Air Field



Rigsby Avenue Shopping Center



Salado Creek Greenway

Dollar General, Mega Furniture, Martin Bower/McDonald's, Lancer Corporation, or the newly built H-E-B, which includes a 1.6 million square foot warehouse facility, H-E-B's largest, on 871 acres of land. Other industrial uses include a paper mill, gas company, steel distributor, and other manufacturing companies. Industrial development was limited in this area until the 1980s. This area has limited rail service, which may be a factor contributing to the low proportion of industrial land. Of the developable tracts of vacant land in the Far East Community Area, many are located next to industrial properties, or along major interstates.

#### **Institutional/Public Use**

Institutional land uses in the Far East plan area include public schools, places of worship, or governmental and military uses, and other tax exempt uses. Martindale Army Air Field is the largest and remains the only military institutional use in the plan area and is located southeast of the I-10 and Loop 410 intersection, next to the Eastgate neighborhood. Schools like IDEA, Sam Houston High, Jeff Davis Middle, and MLK Academy, are also examples of institutional land uses, and are dispersed on larger parcels west of Loop 410.

#### **Commercial Use**

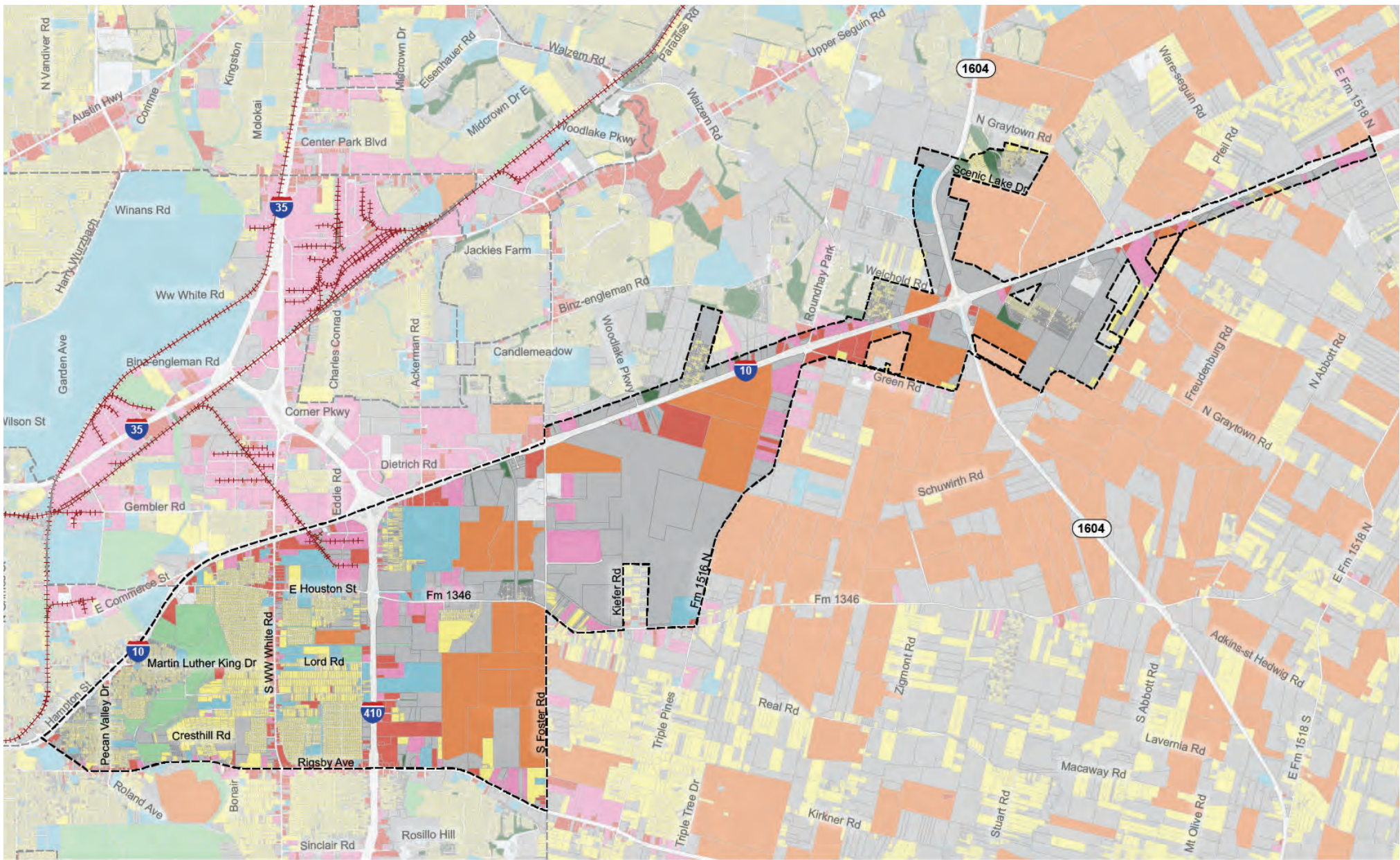
Only about 6% of land in the Far East Community Area is used for commercial purposes. Most of this is located along corridors near residential

development, including neighborhood-scaled and community-scaled commercial uses along South WW White Road and Rigsby Avenue that serve the surrounding neighborhoods. Larger scale commercial properties can be found along I-10 and Loop 410, such as Wal-Mart in the Rigsby Avenue Shopping Center at the intersection of Rigsby Avenue and Loop 410. Although much of the land near the intersection of 1604 and I-10 is vacant today, the increase in residential development in areas surrounding this intersection, together with land acquisition by major commercial developers, sets this area up as a probable location for future commercial use.

#### **Open Spaces and Parks**

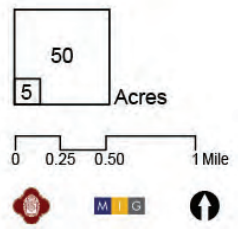
Most of the land designated as public open space can be found along the Salado Creek Greenway in the western portion of this plan area, between I-10 and Rigsby Avenue. The Far East Plan Area, in total, has four public parks, the largest being Martin Luther King Park. Other publicly owned and operated parks in the plan area are Copernicus Park, J Street Park, and Dellcrest Park. The Salado Creek includes a significant amount of open space as well as recreational opportunities along the greenway trail. Private land designated as open space can also be found in the plan area. Most of this is maintained by Homeowner's Associations, and falls within the floodplain of the Saltillo Creek, just east of Loop 1604, north of I-10.





## EXISTING LAND USE

- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Institutional and/or Total Tax Exempt
- Industrial
- Commercial
- Agriculture
- Residential
- Open Space / Park
- Private Open Space
- Vacant
- Other / Not Specified





# Transportation and Mobility



The Far East Area is served by multiple high-capacity roadways, existing and planned VIA Metropolitan Transit routes, and a small network of recreational trails. Neighborhoods and businesses are generally clustered in the western half of the plan area and are connected by public transit on major corridors. The eastern half of the area is largely undeveloped in comparison to the western half of the plan area and is served by a relatively sparse transportation network.

## Roadways

The Far East Area contains three major highways. I-10 runs east to west along the northern boundary of the plan area and takes travelers Downtown. I-10 has a major intersection with Loop 410 in the western portion of the plan area. Near the eastern border of the plan area, I-10 also intersects with Loop 1604, the outermost loop around San Antonio. Surrounding these highways is a network of important arterials, which are outlined in the San Antonio Major Thoroughfare Plan:

- Primary Arterial Type A – Rigsby Avenue and South WW White Road
- Secondary Arterial Type A – Pecan Valley Drive, Martin Luther King (MLK) Drive (east of I-10), Lord Road, Houston Street (east of South WW White Road), Foster Road, FM 1516, Graytown Road, and a minor portion of Pfeil Road
- Secondary Arterial Type B – Houston Street (west of South WW White Road)

Most streets in the Far East Community Area are not part of a gridded network. Most local neighborhood streets in the plan area are concentrated west of Loop 410 and typically run east to west. Most neighborhoods have collector streets that branch off from primary and secondary arterials such as those listed above.

## Freight

Most of the freight generators in the Far East Area are concentrated to the southwest and southeast of the I-10 and Loop 410 interchange. These areas have the densest concentration of warehouses and distribution centers in the plan area. This means the surrounding roadways, such as South WW White Road and Houston Street, see truck volumes between 500 and 1,000 per day. Most of the other freight activity is along I-10 as the area stretches to the east, with concentrations of trucking centers seen along Foster Road, FM 1516, and Loop 1604. The I-10 corridor running through the plan area sees a volume of 10,000 trucks per day.

## Transit

Bus activity in this area is concentrated on a few of the major roadways west of Foster Road, including Rigsby Avenue, WW White Road, and Houston Street. The bus stops with the highest number of riders are seen along these roads, with some bus stops experiencing over 200 daily boardings. However, there is no transit service available east of Foster Road. Systemwide, daily boardings at VIA bus stops average between 20 and 25 boardings per day for all bus stops (excluding Downtown, transit center, and park-and-ride locations.) In the future, the east-west line of the VIA Advanced Rapid Transit system is proposed to pass

through the plan area along Houston Street, west of Loop 410. This route will connect the western part of the plan area with Downtown and Lackland Air Force Base and the entire Advanced Rapid Transit system will connect the plan area to regional centers and community areas north and south of Downtown.

Other route types serving the area include Metro service, which has headways that average 30 minutes; Skip Service, which has limited and spread-out stations; and Frequent Service, which has up to 15-minute headways during peak times. The regionally significant Skip Service route 552 passes through the middle of this plan area and travels along South WW White Road and Loop 410 to create a loop around the City. On the southern border of the plan area along Rigsby Avenue, Metro route 30 connects areas east of Loop 410 to Downtown. Also notable are the Frequent Service routes 25 and 26, which travel on Houston Street and Martin Luther King Drive, respectively, and Frequent Service route 28, which loops throughout the Far East and Southeast areas. These routes connect the western half of the plan area to Downtown.

## Bicycle and Pedestrian Facilities

Overall, there is little infrastructure for pedestrians and bicyclists in the Far East Area. Generally, the high-speeds and wide roadway conditions, such as Houston Street and South WW White Road, make cycling on most roads stressful and relatively unsafe. There are few City-maintained designated bike lanes and routes within the plan area, primarily located in the area bounded by Lord Road, Loop 410, Rigsby Avenue, and WW White Road. There is one additional bike lane located on Brooksdale Drive, which connects Martin Luther King Drive to Salado Creek. There is a section of the Salado Greenway Trails system, but this is mainly used for recreation and less for transportation. This trail starts near the Willow Springs Golf Course, runs parallel Salado Creek to the south, and continues south to Southside Lions Park.

For pedestrians, the sidewalk infrastructure is inconsistent and missing in many areas along the major roadways, especially east of Foster Road. This forces people to walk either on the shoulder or the grass along these roads, which results in an uncomfortable and inaccessible experience for people walking and can contribute to more pedestrian injuries. In the City of San Antonio's 2017 Severe Pedestrian Injury Areas (SPIAs) Report the intersection of South WW White Road and Houston Street was identified as a SPIA.

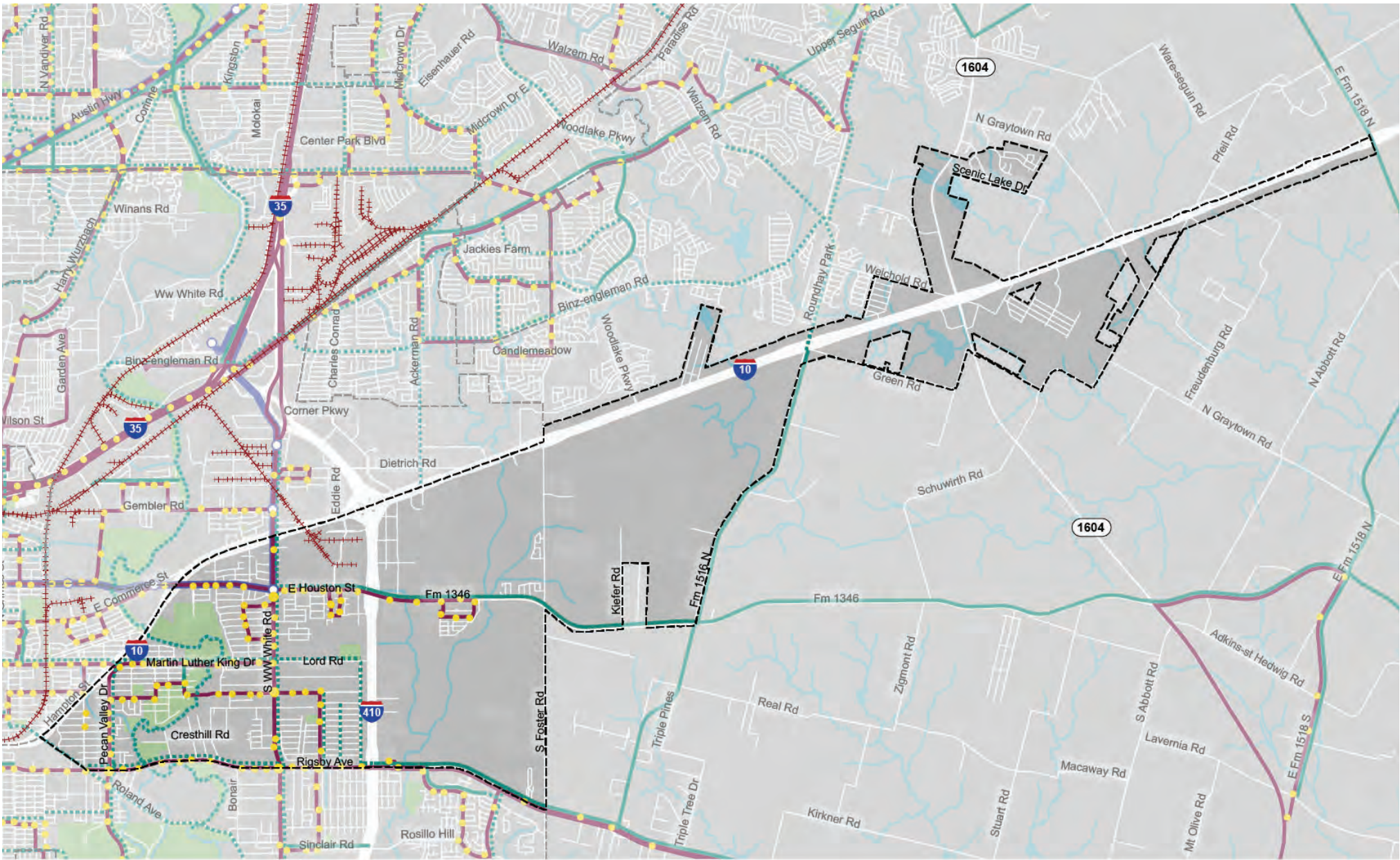
## Connectivity

The dominance of highways and automobile infrastructure in the Far East Area as well as a lack of sidewalk networks and bike lanes currently present a challenge to multi-modal connectivity. The planning process for this area will need to examine options and opportunities for overcoming these challenges. Areas of particular focus may include:

- Ensuring connectivity of future roadway and bicycle network for undeveloped areas of the plan area; and
- Identifying areas of difficulty for pedestrian mobility; and
- Leveraging Salado Greenway infrastructure for transportation needs.







## MOBILITY MAP

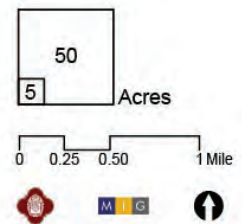
- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Public or Private Park or Open Space

- River or Stream
- Railroad Line
- Block
- VIA Bus Route

- VIA Bus Stop (less than 3 stops)
- VIA Bus Stop (more than 3 stops)
- Proposed LRCTP Route
- Proposed LRCTP Stop

- Existing Bicycle Trail, Lane or Route
- Proposed Bicycle Trail, Lane or Route\*

\* Acquired from the 2011 Bicycle Master Plan







## Amenities and Access

The Far East Community has one of San Antonio's most popular amenities: the Salado Creek Greenway. The Salado Creek trail system has trailheads at MLK Park, Rice Road, J Street Park, and Covington County Park, which is directly south of the Far East Plan Area. The trail has been completed in multiple segments, with the southern segment of the Salado Creek Greenway being completed in 2010. As of 2018, the trail was designated a National Recreation Trail (NRT) by the U.S. Department of the Interior.

Located along the Salado Creek and split by Martin Luther King Drive, Martin Luther King Park includes the Wheatley Heights Sports Complex and offers a 0.33 mile walking trail, athletic fields and courts, picnic pavilions, playground, and offers connections to the Salado Creek Greenway Trail. Directly adjacent to the park is the Eastside Clubhouse - Boys and Girls Club of San Antonio, which offers resources and programs to youth and parents.

Copernicus Park is located along Lord Road and has a City owned and operated community center that offers a large gymnasium, two multi-purpose rooms, arts and crafts, table games, nutrition education, dance, music and more. The park also has athletic fields and courts, a 0.50 mile walking trail, playground, picnic pavilion, and fitness equipment.

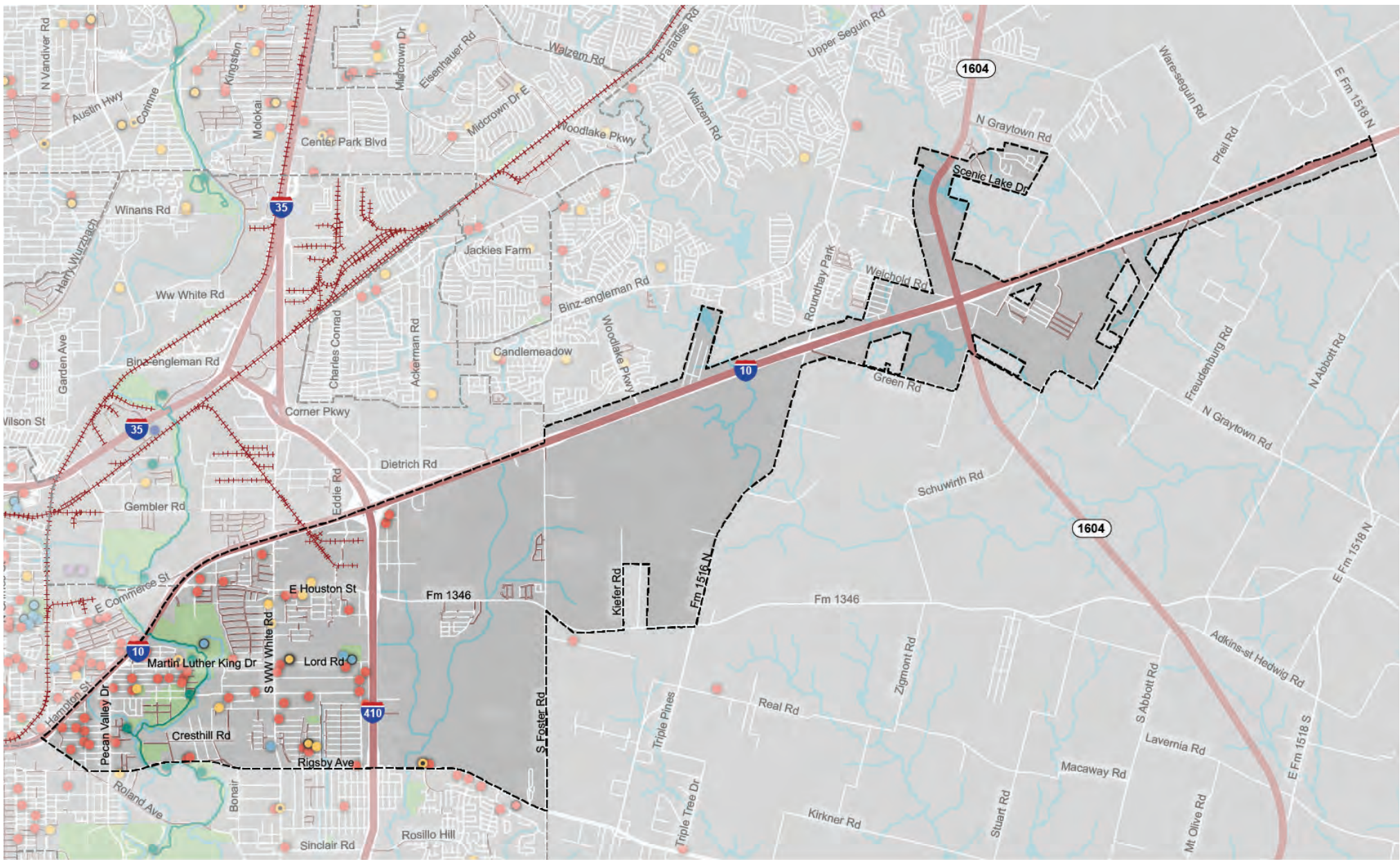
J Street Park and Dellcrest Park are neighborhood parks, located in the Wheatley Heights Group in Action and Dellcrest Area neighborhoods,

respectively. J Street Park offers basketball and tennis courts, a picnic pavilion, playground, a 0.30 mile walking trail, and a trailhead connection to the Salado Creek Greenway Trail. Dellcrest Park is located on Diane Road which is also on the VIA bus route 28. The park offers residents a playground and baseball field.

The District 2 Senior Center is located on South WW White near the Rigsby Avenue intersection and is operated by the City's Department of Human Services. The center is currently located in a facility that is under lease by the City. The senior center opened its doors in 2011. Since then, the center has had an expansion and a grand re-opening in 2014 for the 15,886 square foot facility. The center offers seniors dance, fitness, computer, art and drawing classes, as well as lunch and health screenings.

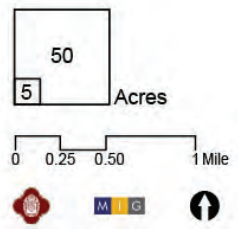
Although there are no libraries in the immediate Far East plan area boundaries, directly south of the plan area on Highway 87 is Schaefer Library, one of the City's newest libraries. The library offers communal learning spaces, individual study spaces, civic meeting space, lounge areas, playground, and computer lab. Also bordering north of the plan area is the George Washington Carver Library, located on East Commerce Street. Built in 1973, the Carver Library offers African-American special collections, Spanish language material, 56,696 volumes, digital media, audiobooks, and children's literature.





## AMENITIES AND ACCESS

- |  |                  |  |                   |                      |
|--|------------------|--|-------------------|----------------------|
| Community Plan Area Boundary               | Block            | Public School                                | Community Center  | Major Road           |
| Adjacent Regional Center or Community Area | College Campus   | Private School                               | Recreation Center | Rail Line            |
| Park or Open Space                         | Stream           | Charter School                               | Amusement Park    | Incomplete Sidewalks |
| Greenway                                   | Place of Worship | Library                                      | Trailhead         |                      |
|  | Museum           | Theater/Auditorium or Performing Arts Center | Stadium or Arena  |                      |







## Public Investments

### Tax Increment Reinvestment Zones

A Tax Increment Reinvestment Zone (TIRZ) uses a funding concept known as Tax Increment Financing (TIF), where growth in property taxes in a designated TIRZ area - due to increased investment in the area - can be captured and used within the designated area for public investments and economic development that would benefit the community. A portion of the Inner City TIRZ, which was designated in 2000 and has a termination date of 2025, is located within the Far East Community Area. This area includes Martin Luther King Academy for Arts Integration, Martin Luther King Park, Wheatley Heights Sports Complex, and underutilized land north of Salado Creek and south of I-10.

### Opportunity Zones

An Opportunity Zone is defined as a federal tax incentive established by the Tax Cuts & Jobs Act of 2017 to foster economically inclusive growth by encouraging long-term investment of unrealized capital gains in designated census tracts in exchange for deferment and reduction of capital gains taxes. In total, there are 628 Opportunity Zones in Texas, and 24 designated zones in Bexar County. Many of these tracts are located in low-income areas and investments are eligible for businesses, real estate, and commercial development. A portion of the Eastside Opportunity Zone is located in the western section of the Far East plan area, north of Martin Luther King Drive and south of Salado Creek. This small portion includes residential uses, Martin Luther King Academy for Arts Integration, and a portion of Martin Luther King Park.

### Bond Improvement Projects

The 2017 Bond Program included projects for the Far East Community Area, including park and drainage improvement projects. In the westernmost corner of the Far East plan area, along Roland Avenue, the Greater Love Multi-Generational Cultural/Community Center is proposed to be built and completed with leverage funding from the 2017 Bond. Total funding for the community center is \$2,000,000 and the center may include pre-school and after-school programming, adult education and

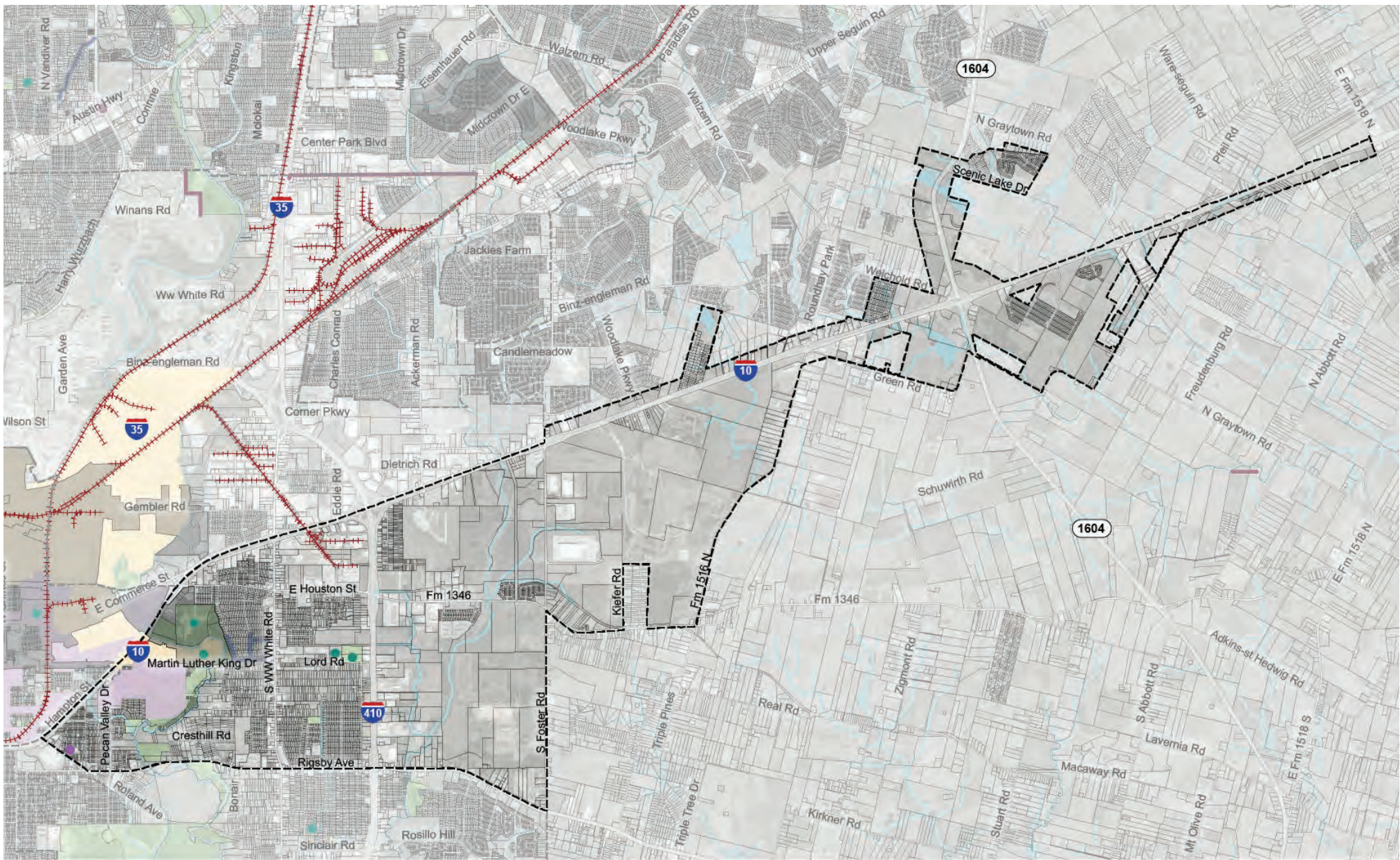
senior day care. Martin Luther King Park received \$3,749,560 for park improvements, while the Wheatley Heights Sports Complex received \$3,000,000. Park improvements include a new locker room for the sports complex, security lighting, and upgrades to park amenities. Upland Road received \$8,951,836 for drainage improvements, with a completion date of March 2021. Improvements include construction of a storm drain system in the Eastwood Village area to provide erosion relief to the neighborhood streets and properties. Improvements to Copernicus Park using bond funding began construction in 2018 and concluded in March 2019, and included general park repairs and athletic field lighting.

Also included in the 2017 Bond Program is \$20 million out of \$850 million for a Neighborhood Improvement Bond. The \$20 million will be used for improvements in 12 designated Neighborhood Improvement Areas across the city for acquisition, improvement, and disposal of properties to promote private sector development of housing or mixed-use projects in blighted areas. One of the areas is located in a portion of the Far East Community Area, south of Martin Luther King Drive and the Eastside Opportunity Zone. The area is primarily single-family residential in the Wheatley Heights Group in Action neighborhood.












The 2012 Bond Program included a new roadway extension of Peggy Road for \$3,875,531; installation of a storm sewer system and the reconstruction of multiple roadways for \$6,045,803; construction of a new Fire Station (No. 18) for \$6,181,670; and general park rehabilitation and improvements to Martin Luther King Park for \$1,944,462.

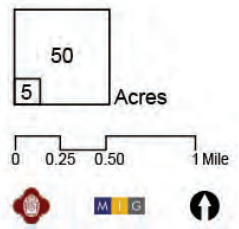
Additional investments include the construction of a new H-E-B distribution center along South Foster Road. The project received fee waivers from the City and SAWS to assist with construction costs. The new facility will create over 300 new jobs for the area. In 2018, at the groundbreaking ceremony of the Foster Road H-E-B Distribution Center, the City received a gift of \$20,000 from H-E-B for improvements to Copernicus Park.





## PUBLIC INVESTMENTS

- |  |   |  |
|--|---|--|
|  Community Plan Area Boundary               |  City Initiated Tax Increment Reinvestment Zone (TIRZ) |  Proposed 2017 Bond Program |
|  Adjacent Regional Center or Community Area |  Neighborhood Improvement Bonds (2017)                 |  Street                     |
|  Parcels                                    |  Opportunity Zones                                     |  Park                       |
|  |   |  Library                    |
|  |   |  Street Drainage            |







# *equity atlas*

## **Existing Conditions**

FAR EAST COMMUNITY AREA PLAN





## SA Tomorrow Equity Overview

The SA Tomorrow Regional Center and Community Area Plans (collectively called SA Tomorrow Sub-Area Plans) aim to guide built environment investments in a manner that promotes equity and fosters upward economic mobility in San Antonio. Successful integration of equity into the planning process begins with data-driven analysis and an honest assessment of the challenges within San Antonio's communities. Equity within the City of San Antonio means enabling opportunity regardless of one's identity.

To inform equity approaches within the SA Tomorrow Sub-Area Plans and other implementation efforts within the City of San Antonio, the Office of Equity has collected a substantial amount of equity-based data. Maps included in the subsequent pages of this Far East Area Equity Atlas compare aspects of the built environment to the distinctive spatial patterns of income, race, and lack of access. They help to illustrate spatial and historical patterns that emerge from the data analysis. The maps within the Far East Area Equity Atlas are intended to directly inform recommendations and strategies that will be generated during the planning process for the Far East Community Area Plan.

It's important to note that this Far East Area Equity Atlas is limited to analysis of existing conditions only and is non-comprehensive. It does not examine all of the datasets that will need to be used in developing all SA Tomorrow Plans; additional data and information will be examined to develop growth scenarios and plan elements. The maps in the section that follows, paired with analysis developed as a part of the City of San Antonio's Equity Atlas (<https://www.sanantonio.gov/Equity/Initiatives/Atlas>) are tools that city staff, community members, partners, and other decision makers can use to help ensure that they are making data-informed decisions that address disparities across a variety of indicators and improve access to opportunity for all San Antonio residents. In addition, these tools should be used to help government and community partners make San Antonio a more inclusive and equitable city to live, learn, work and play.

The maps contained in this Far East Area Equity Atlas focuses on access to healthy food from grocery stores, parks, and employment opportunities. Walking to and from home to grocery stores, to parks and open spaces, and to employment opportunities identify possible recommendations and strategies that could be included in the Far East Community Area Plan to help increase access to all three amenities for residents and visitors to the Far East Area. Throughout this Far East Area Equity Atlas, the term people of color (POC) is used. The [National Institutes of Health](#) defines people of color as any person who is not white. It does not solely refer to African Americans; rather, it encompasses all non-white groups and emphasizes the common experiences of systemic racism.

*Embedded within each the Park Access, Food Access, and Employment Access maps include an overlay analysis showing areas of the lowest 20% median household income and the highest 20% non-Ca. Areas showing a black and transparent hashing are based on U.S. Census Tracts and represent each of the following parameters:*

- 1. U.S. Census Tracts that are less than the 20th percentile of median household income in comparison to the city and;*
- 2. U.S. Census Tracts that are more than the 80th percentile of people of color populations in comparison to the city.*

*The purpose of this analysis is to show overlap with pertinent demographic data and access to parks, food, and employment across the city.*





## Food Access - Citywide

Most San Antonio residents do not have access to walkable supermarkets - defined here as within a 1-mile walking distance from one's home, and the residents that do, tend to be living in urban areas. As seen in Figure 2, these supermarkets are set in a pattern where they are concentrated near and north of the Downtown Area Regional Center. The center of San Antonio has several supermarket walksheds that overlap, leaving residents of this area with multiple choices of walkable supermarkets. Rural areas do not have as many walkable supermarkets as the Downtown Area Regional Center does.

The areas representing the lowest 20% median

household income and highest 20% people of color within the City are largely deprived of walkable supermarkets, as well. This deprivation can be associated with a higher risk for obesity and other diet-related diseases. Easily accessible healthy food retail makes communities more livable and helps local economies thrive (thefoodtrust.org).

Having areas along the perimeter of the City that do not have equal walking access to supermarkets creates a need for residents in those areas to commute inward to have access to daily goods and services. This can put a strain on the residents, especially those that may be less inclined to have vehicle access. It may also create greater demand for roadways and transit services.

*Datasets used for this analysis includes open street data that includes supermarket classifications and a network dataset based on the City of San Antonio's street centerline network. Analysis measures a 1-mile distance to supermarkets based on the city's street centerline network in any given direction from the address point. Further analysis was conducted to analyze 1-mile walksheds for residential homes within a 1-mile walking distance to a supermarket (in purple), and those who are outside a 1-mile (in yellow). See equity analysis for Lowest 20% Median Household Income and Highest 20% People of Color overlay.*

*Please note that smaller markets may not be captured within this analysis due to its national classification within the Open Street Mapping data.*









## Food Access - Far East Community Area

The Far East area is serviced by three stores offering groceries, including a Walmart off 410 near the southern border of the area, and an H-E-B off State Road 113/S WW White Rd within the Far East's central area.

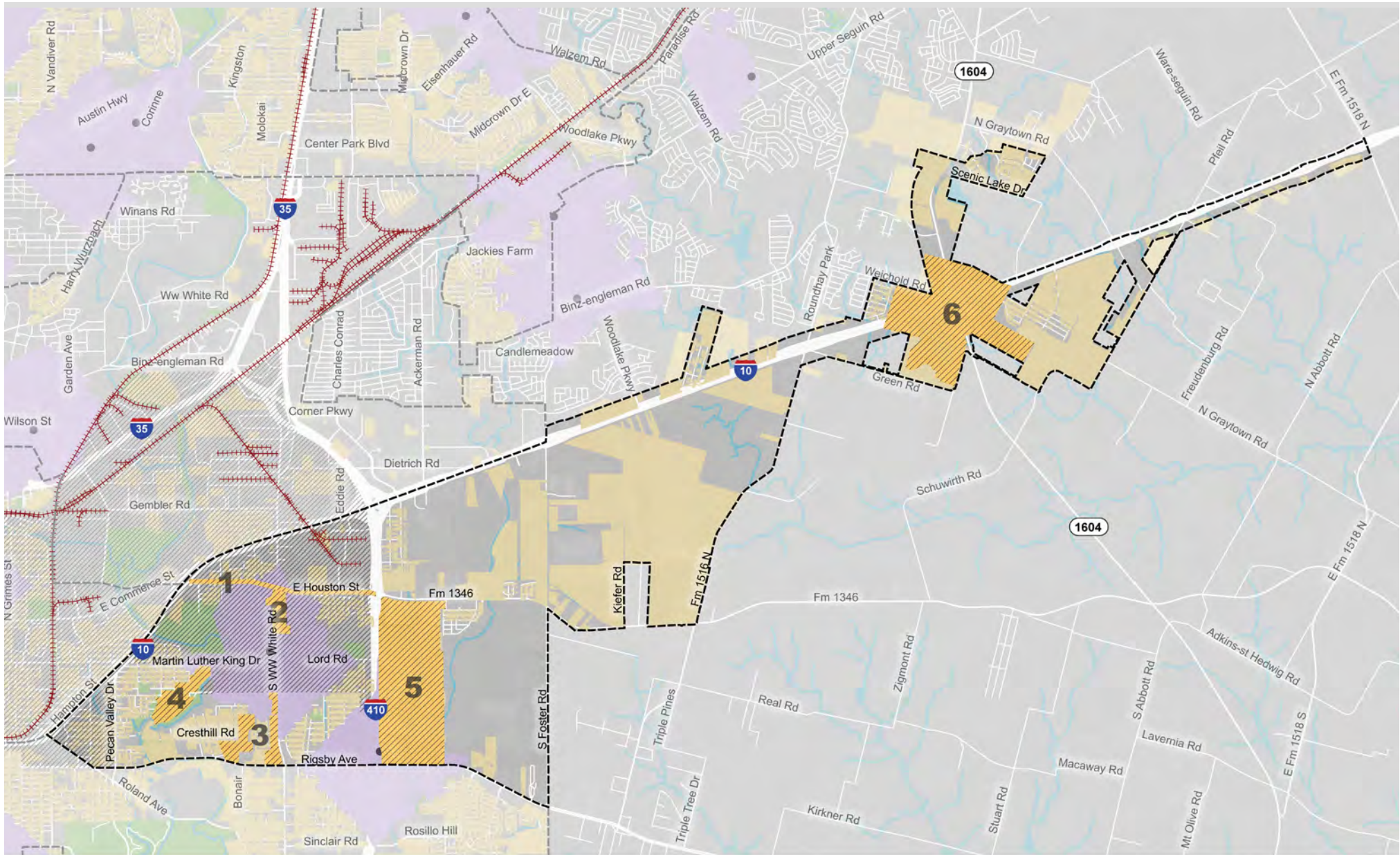
of historically marginalized groups (low-income, POC, non-English speakers). As indicated in Figure 3, some of the City's most vulnerable groups live in this area, indicating that gaps in walkable access to healthy food may have a greater impact on residents than in other areas.

Figure 3 illustrates how these grocery options are all concentrated in the western portion of the area, which is where the vast majority of area residents live. However, only a portion of this residential enclave falls within a one-mile walk of the available grocery options. The farthest western corner of the area is particularly isolated from grocery stores, given the presence of the Salado Creek greenbelt. In addition, developing residential areas farther east live in a food desert on the outskirts of San Antonio's current boundaries.

In general, the western residential enclave within the Far East area is home to a high concentration







### FOOD ACCESS

- Far East Community Area Boundary
- Adjacent Regional Center or Community Area
- Railroad Line
- Public or Private Park or Open Space
- River or Stream
- Focus Area

\* Includes all population that does not self-identify as "White, Non-Hispanic" and includes all Hispanic/Latinx population regardless of race.

- Supermarket
- 1-Mile Walking Distance to a Supermarket
- Residential Area Beyond 1-Mile Walking Distance to a Supermarket
- \* Lowest 20% Median Household Income and Highest 20% People of Color

160  
40  
Acres

0 0.25 0.50 1 Mile

Figure 3: Far East Community Area Food Access Map





## Park Access - Citywide

The majority of San Antonio residents do not have walkable access to a park - defined here as within a half-mile of one's home. The areas within the City that have the most consistent access to a park within a half-mile tend to be concentrated within the Downtown Area Regional Center. Parks that are outside of downtown and are within a 0.5-mile walking distance to neighborhoods primarily exist along the San Antonio River and its tributary creeks. This is credited to the City's efforts to create green belts and natural spaces along its waterfront areas. The edges of San Antonio, especially in the North, have the fewest parks within a 0.5-mile walking distance. The areas representing the lowest 20% median household income and highest 20% people of color within the City have several parks but only about half of these areas have walkable access to the parks.

Most of the parks within San Antonio are in or around residential areas. However, there are several residential areas that have no walkable access to parks. This is often due to incomplete or non-existent sidewalk infrastructure or physical barriers - both natural and constructed (i.e. highway corridors). As seen in Figure 4, there are several parks along the perimeter of the City, but access to them is significantly less than those of the Downtown Area Regional Center and immediately adjacent areas. The walkable network of park space extends about 5 miles in each direction from the Downtown Area Regional Center and, within neighborhoods immediately adjacent to the Downtown Area Regional Center, walkability extends into some of the areas representing the lowest 20% median household income and highest 20% people of color within the City.

*Datasets used for this analysis includes City of San Antonio park area boundaries and a network dataset based on the City of San Antonio's street centerline network. Analysis measures a 1/2 mile distance to parks based on the city's street centerline network in any given direction from the outer edge of park boundaries. Further analysis was conducted to analyze 1/2 mile walksheds for residential homes within a 1/2 mile walking distance to a park (in purple), and those who are outside a 1/2 mile (in yellow). See equity analysis for Lowest 20% Median Household Income and Highest 20% People of Color overlay.*







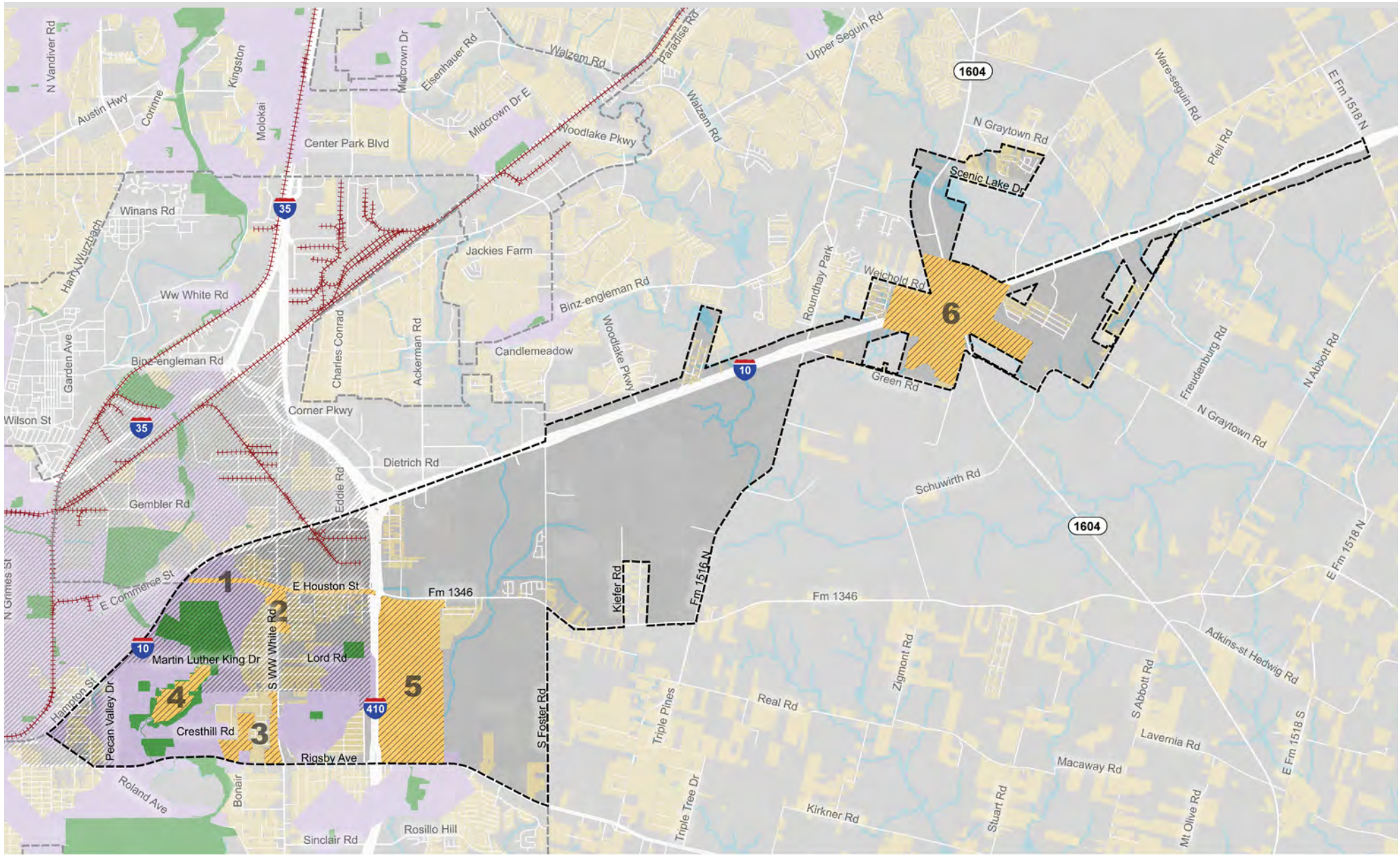


## Park Access - Far East Community Area

As seen in Figure 5, residents of the Far East area are served by the Salado Greenway and incorporated Martin Luther King Park and Wheatley Heights Sports Complex. This incredible resource provides walkable (within a half-mile) access to green space and recreational activity for most residents in the western portion of the area, where most of the residential neighborhoods currently exist. Additional connectivity and permeability to and through the Greenway would further increase access for residents in the area.

However, developing residential areas farther east do not currently have formal access to green space, indicating that this gap will need to be addressed, especially as the area evolves over time and new development occurs.





## PARK ACCESS

- Far East Community Area Boundary
- Adjacent Regional Center or Community Area
- River or Stream
- Railroad Line
- Focus Area

### Park Access

- Park Boundaries
- 0.5-Mile Walking Distance to a Park
- Residential Area Beyond 0.5-Mile Walking Distance to a Park

\* Includes all population that does not self-identify as "White, Non-Hispanic" and includes all Hispanic/Latinx population regardless of race.

\* Lowest 20% Median Household Income and Highest 20% People of Color

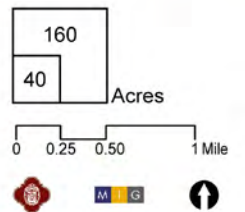


Figure 5: Far East Community Area Park Access Map





## Employment Access - Citywide

Figure 6 shows how the proportion of jobs and households compares in different parts of the City. A relative balance of jobs and housing is one way to measure whether people have job opportunities close to where they live, or housing opportunities close to where they work. An area with a jobs-housing balance may reduce the distance and time required for work commutes. However, another factor to consider is whether the available range of housing choices corresponds to the wage/salary ranges provided by jobs in the area.

The distribution of Employment Access is somewhat irregular throughout the City, but there are a few discernible patterns. The areas with the highest proportion of jobs to households (shown in the dark orange) are predominantly (although not exclusively) located within the SA Tomorrow Regional Centers, identified during the Comprehensive Plan process as having at least 15,000 jobs. Not surprisingly, the largest and most prevalent areas with the lowest jobs to housing ratio are generally located near the periphery of the City where residential areas and smaller business predominate.

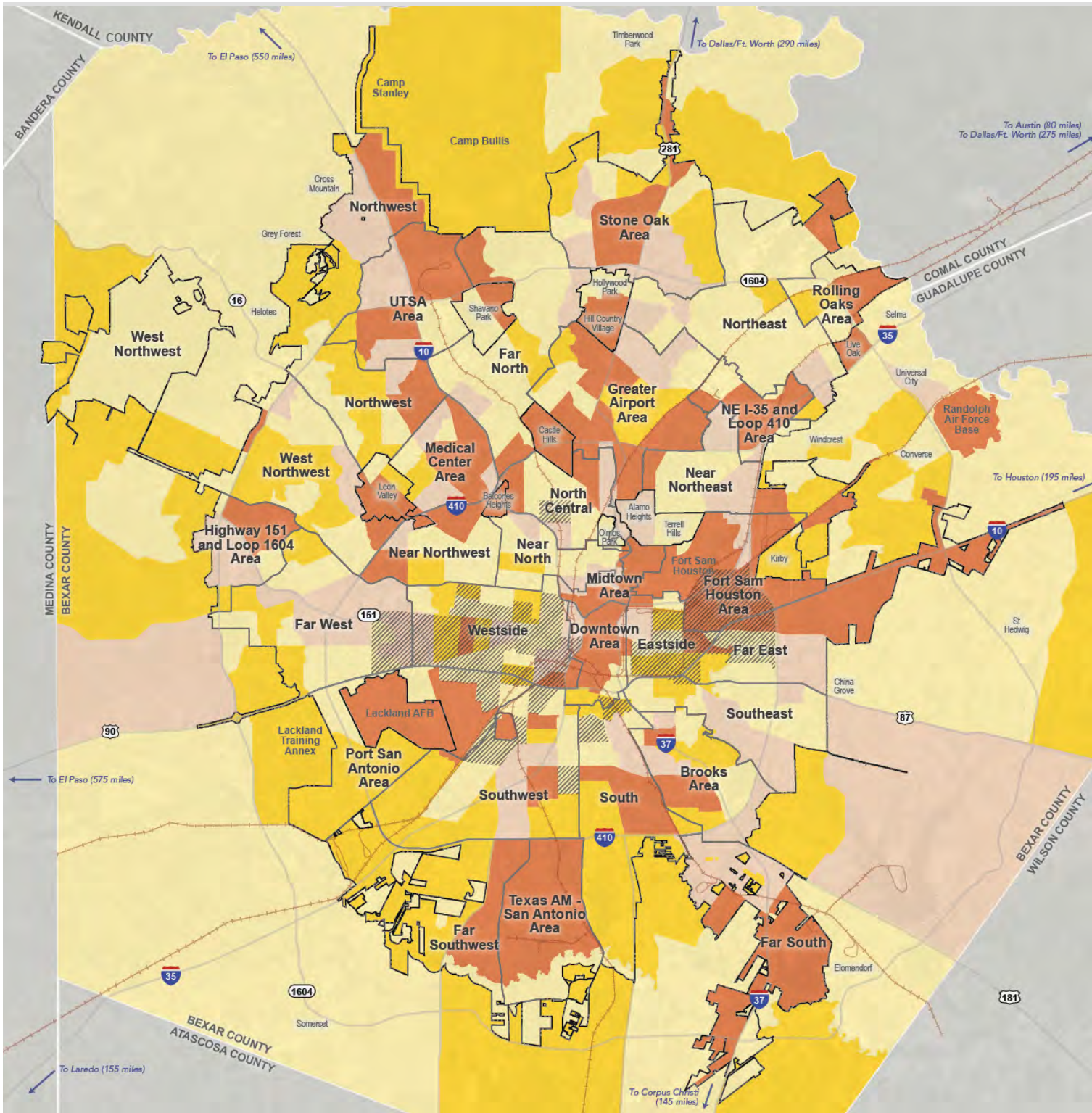
Within the areas that represent both the lowest 20% Median Household Income and the highest 20% people of color, there is not a consistent pattern of Employment Access. With few exceptions, the densely populated Westside generally has a low jobs-housing ratio.

*Datasets used for this analysis includes U.S. Census data and U.S. Census Tracts to help measure access to employment in areas across the city. Analysis measures a ratio of jobs to households broken into four separate categories:*

- *More than 2 Jobs for every 1 Household (>2:1)*
- *Between 2 Jobs for every 1 Household and 1 Job for every 1 Household (2:1 – 1:1)*
- *Between 1 Job for every 1 Household and 1 Job for every 2 Households (1:1 – 1:2)*
- *Less than 1 Job for every 2 Households (<1:2)*

*The ratio takes the number of jobs and divides the number of households within U.S. Census Tracts across the city. See equity analysis for Lowest 20% Median Household Income and Highest 20% People of Color Population overlay.*





**LEGEND**

- City Boundary
- Planning Sub-Area Boundary
- Major Highway
- Rail Line

**Employment Access**

- More than 2 Jobs for every 1 Household (>2:1)
- Between 2 Jobs for every 1 Household and 1 Job for every 1 Household (2:1-1:1)
- Between 1 Job for every 1 Household and 1 Job for every 2 Households (1:1-1:2)
- Less than 1 Job for every 2 Households (<1:2)
- \* Lowest 20% Median Household Income and Highest 20% People of Color

\*Includes all population that does not self-identify as "White, Non-Hispanic" and includes all Hispanic/Latinx population regardless of race.

Figure 6: City Employment Access Map





## Employment Access Far East Community Area

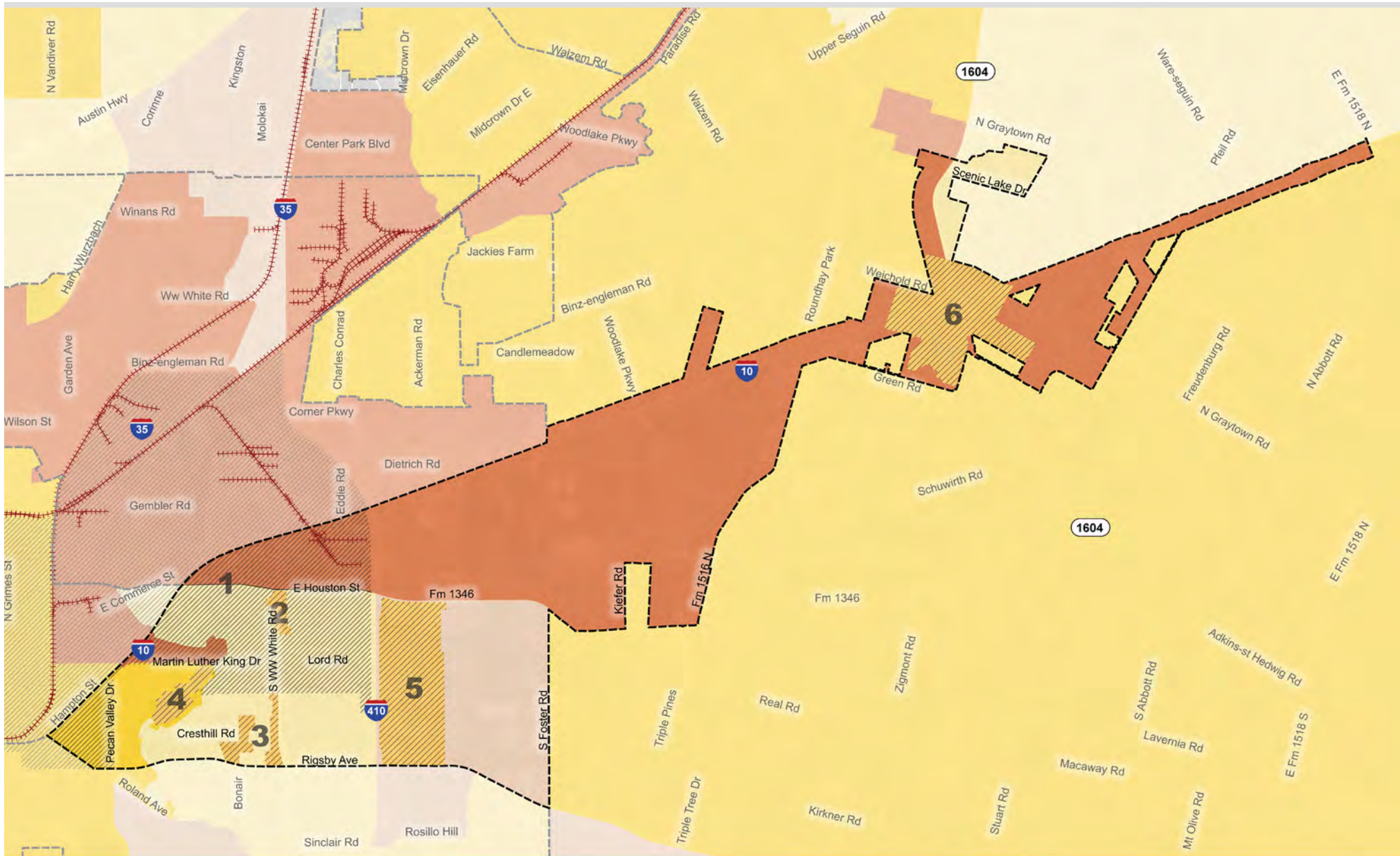
The Far East area currently has a mixed range of employment access. There is a high ratio of jobs to households along the northern border of the area, driven by established industrial, commercial, and institutional activity, paired with limited-to-no residential development. This indicates that there may be opportunity to provide more housing in this area, allowing for proximity to a high concentration of jobs.

Finally, the eastern portion of the area, which has limited development overall, also has a relatively low households to jobs ratio. In general, this indicates that there may be opportunity for more economic development as well as more residential development to ensure appropriate proximity between housing and job opportunities.



The area with the lowest employment access is in the farthest western corner of the area, where a high concentration of historically marginalized (low-income, POC) residential groups live. However, this neighborhood sits just below an area with high jobs concentration in the fort Sam area to the north.





### EMPLOYMENT ACCESS

- Far East Community Area Boundary
- Adjacent Regional Center or Community Area
- Railroad Line
- Focus Area

- Employment Access
- More than 2 Jobs for every 1 Household (>2:1)
  - Between 2 Jobs for every 1 Household and 1 Job for every 1 Household (2:1-1:1)

- Between 1 Job for every 1 Household and 1 Job for every 2 Households (1:1-1:2)
- Less than 1 Job for every 2 Households (<1:2)

\* Includes all population that does not self-identify as "White, Non-Hispanic" and includes all Hispanic/Latinx population regardless of race.

\* Lowest 20% Median Household Income and Highest 20% People of Color

Figure 7: Far East Community Area Employment Access Map





M I G