



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.

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.



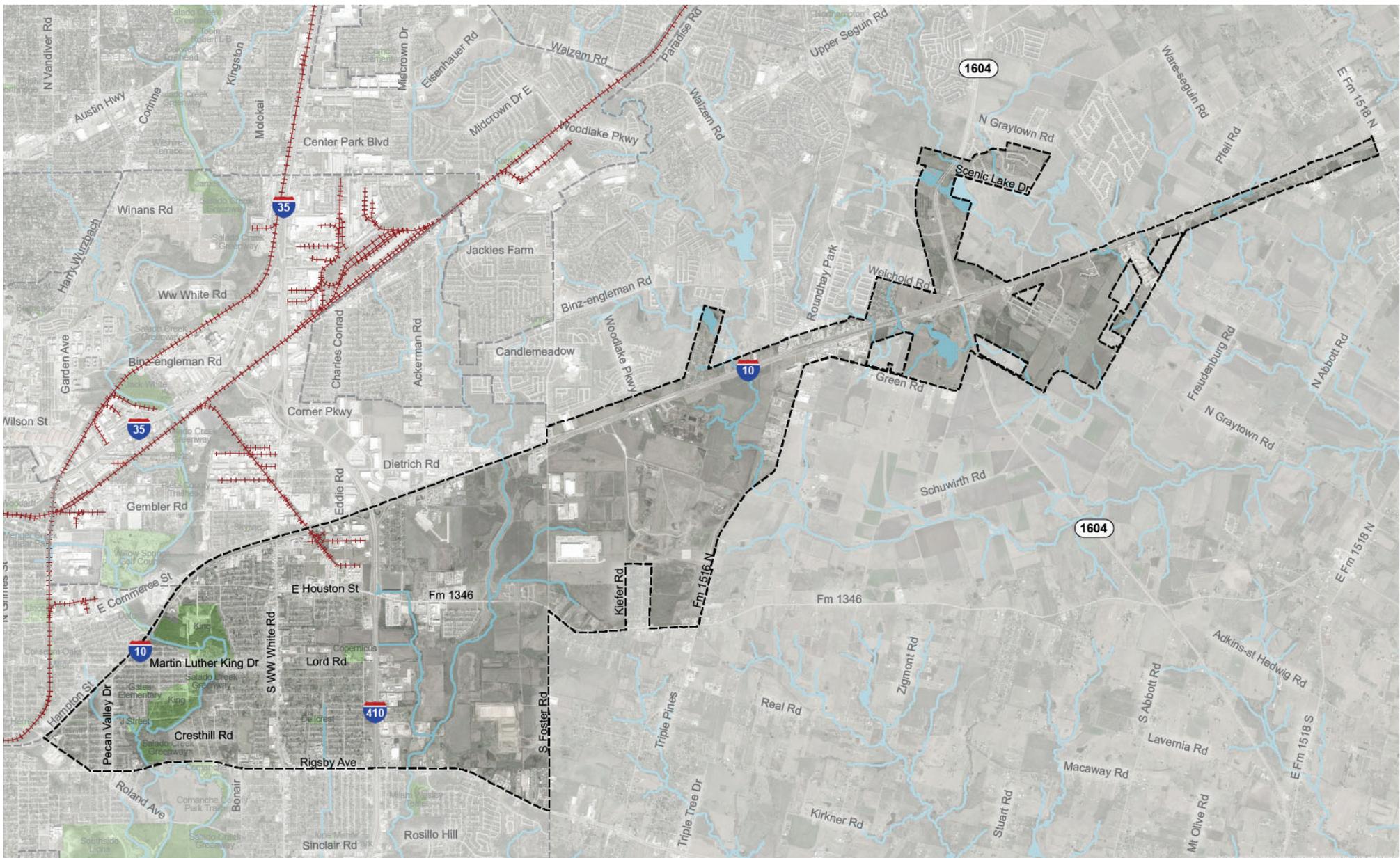
Located southeast of the Loop 410 and I-10 interchange is Martindale Army Airfield, which has been active since World War II. Now a part of Joint Base San Antonio (JBSA), Martindale currently serves as a training environment for Texas Army National Guard rotary wing pilots.

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.

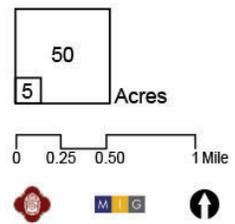
Places of worship are dispersed throughout the plan area with at least 30 churches that serve as integral community social gathering spaces, including Emmanuel A.M.E Church, Greater Love Missionary Baptist Church, Live the Life Church, and St. Benedict's Catholic Church.



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

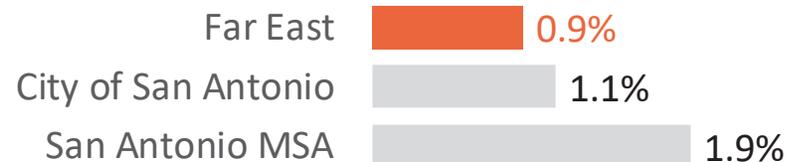
The Far East Community Area has a slightly older population than the region; the median age is 37.4 years, compared to 34.2 in the City and 35.6 in the MSA. Millennials (born between about 1980 and 1995) make up 20% of the population, compared to 24% in the City and 22% in the MSA. Seniors (over age 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.

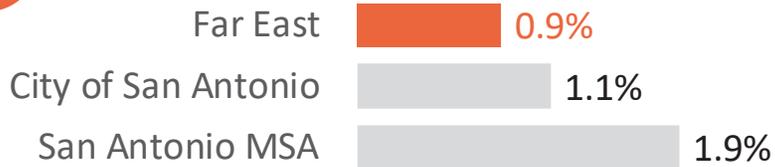


Annual Population Growth | 2010-2018





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.

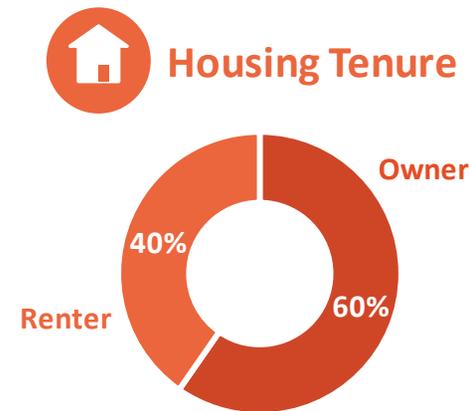
Education

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.



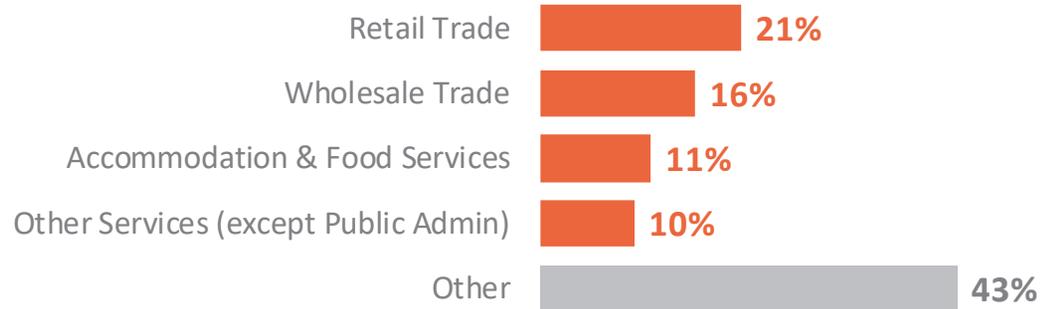
Largest Employers

- Lancer International Sales Inc.**
- Johnson Controls Inc.**
- Grande Food Truck Sales Inc.**

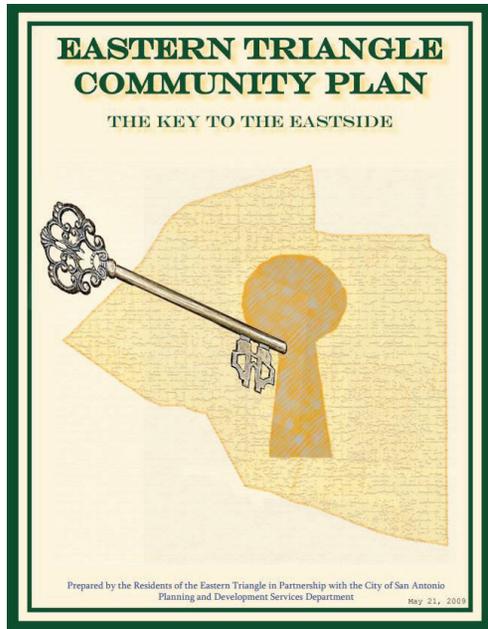


Largest Employment Sectors

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:

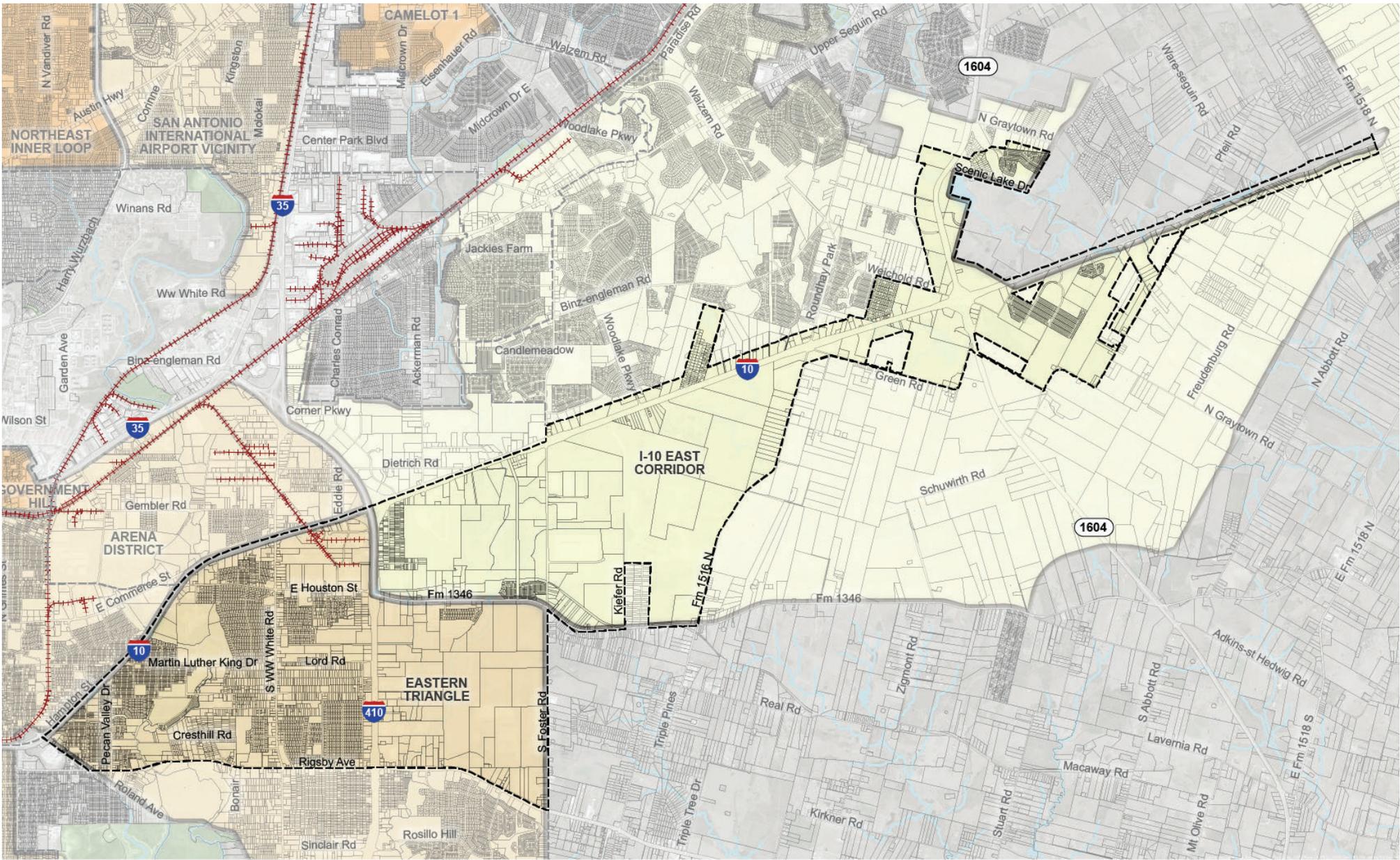
- Crime and Public Safety – A community that is a safe and clean place in which to live in free of crime, stray animals, and trash.
- Economic Development – A well-trained workforce and safe, attractive corridors.
- Housing and Neighborhood – A well maintained community with a diverse housing stock that 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.

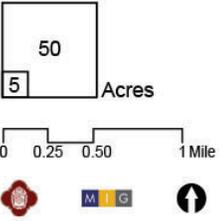
The Eastern Triangle Community Plan included a land use plan that provided a uniform land use map and divided the plan area into five districts: North, South, East, West, and Central. The districts were established to help maintain character and scale of existing and new developments and to provide guidance 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



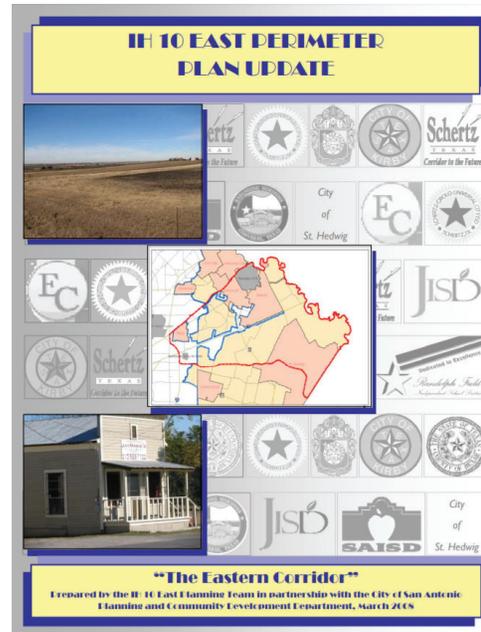
PRIOR PLANS

- 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



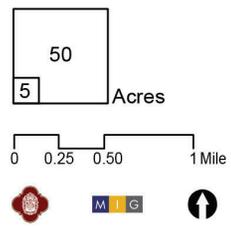
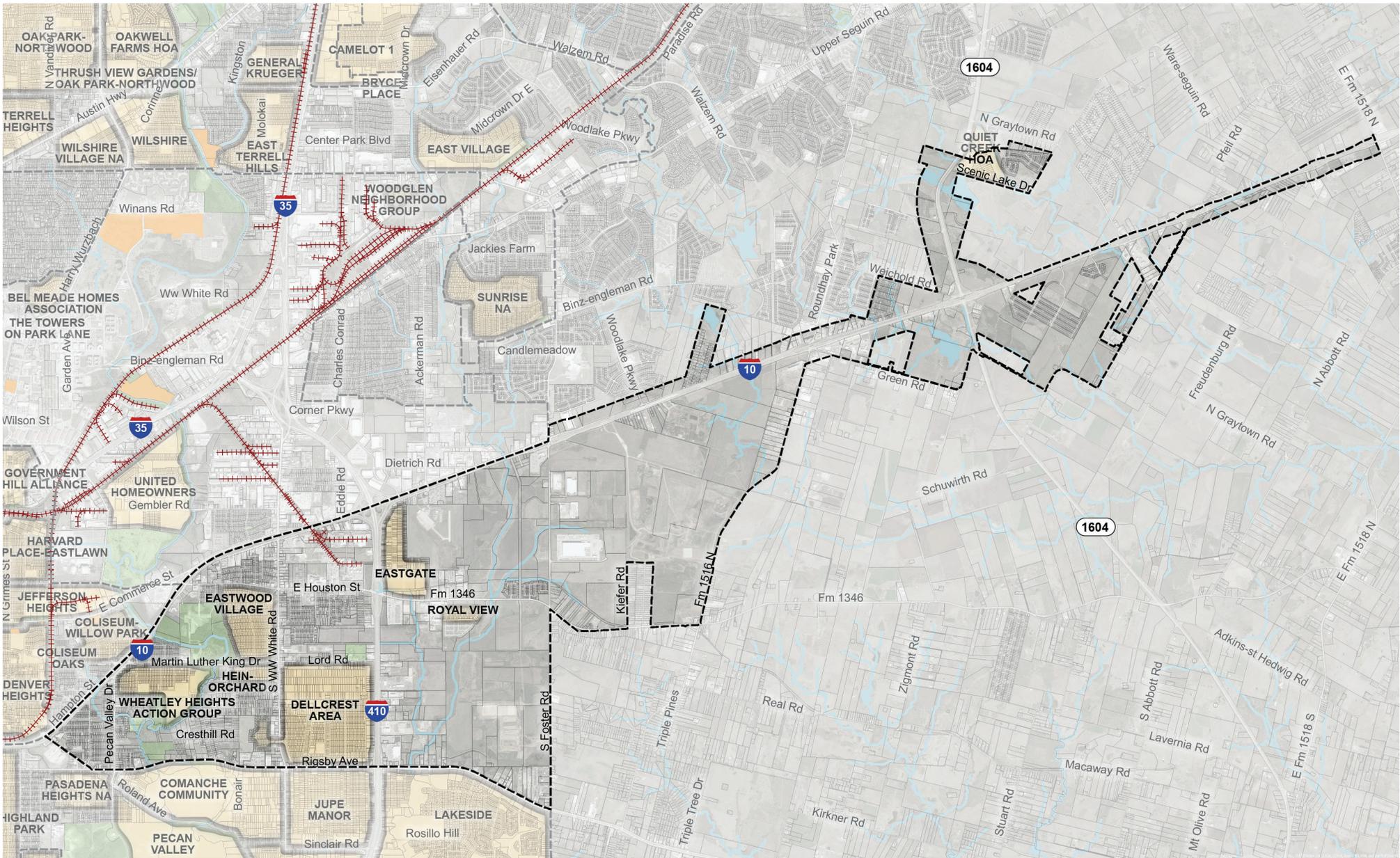
South WW White Road H-E-B shopping center

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.



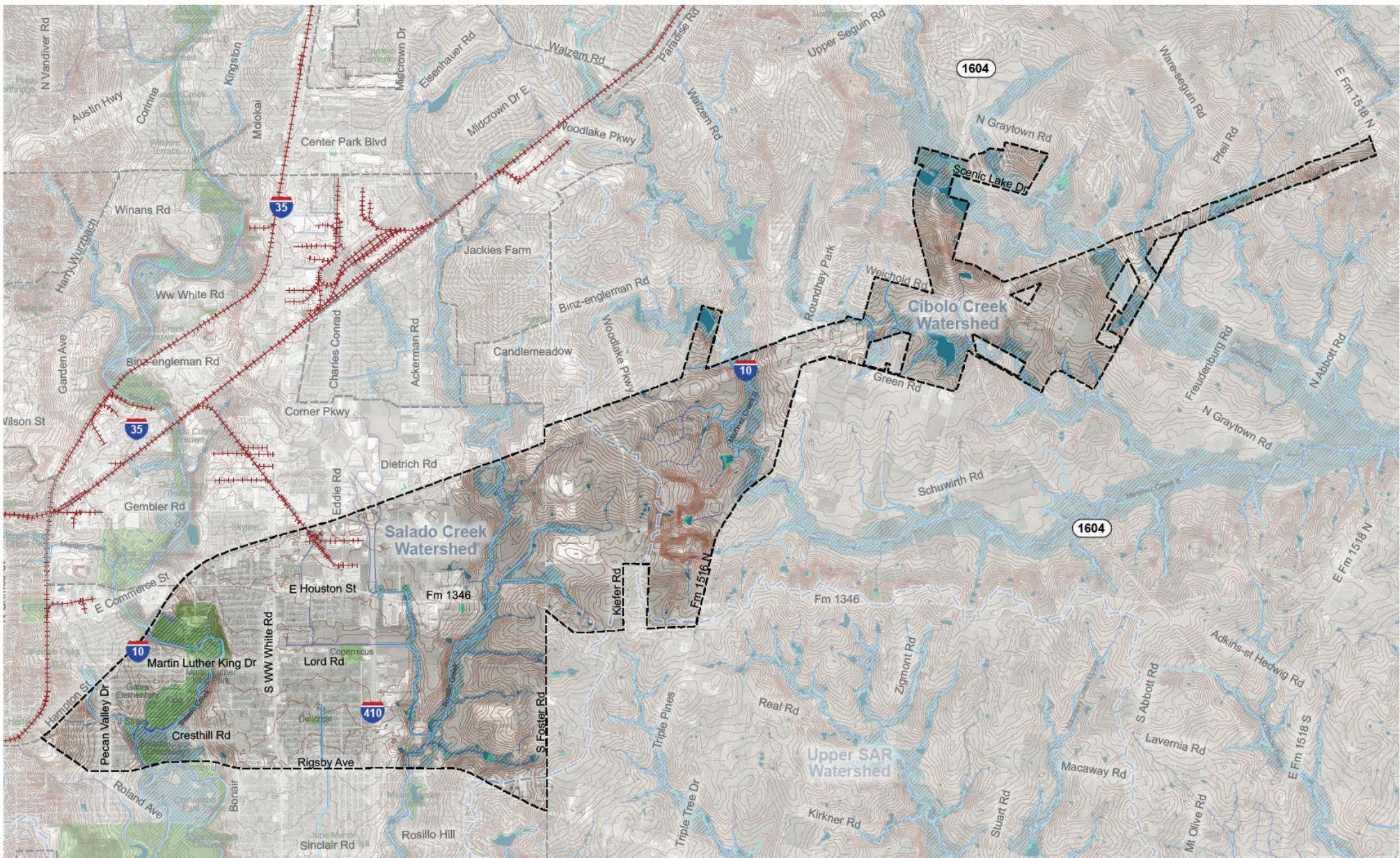


Natural Systems

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.

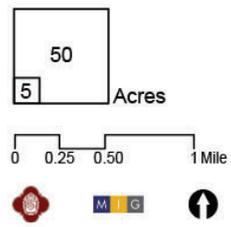
More commercially and residentially populated areas between Salado Creek and Rosillo Creek are situated on relatively flat topography. Topography drastically increases in elevation west of Pecan Valley Drive, near the Roland Avenue and I-10 interchange. East of I-10, elevations vary, specifically in 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
- 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

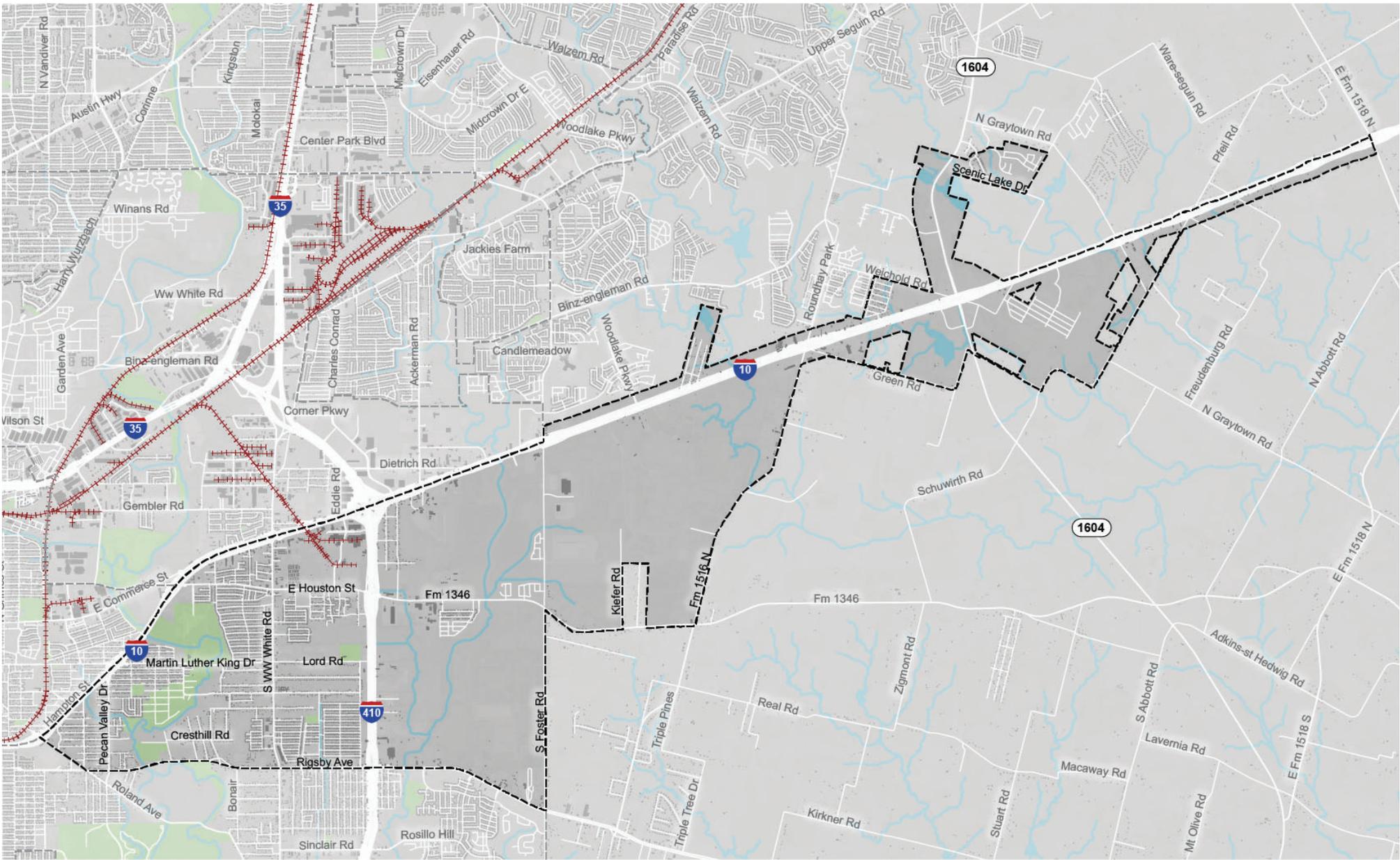
necessarily developable as anything else. Most of the agricultural land is aggregated as large parcels just west of Foster Road adjoining Rosillo Creek, with a few smaller parcels found further east.

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.

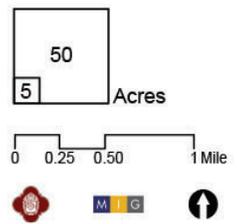
Industrial Use

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.

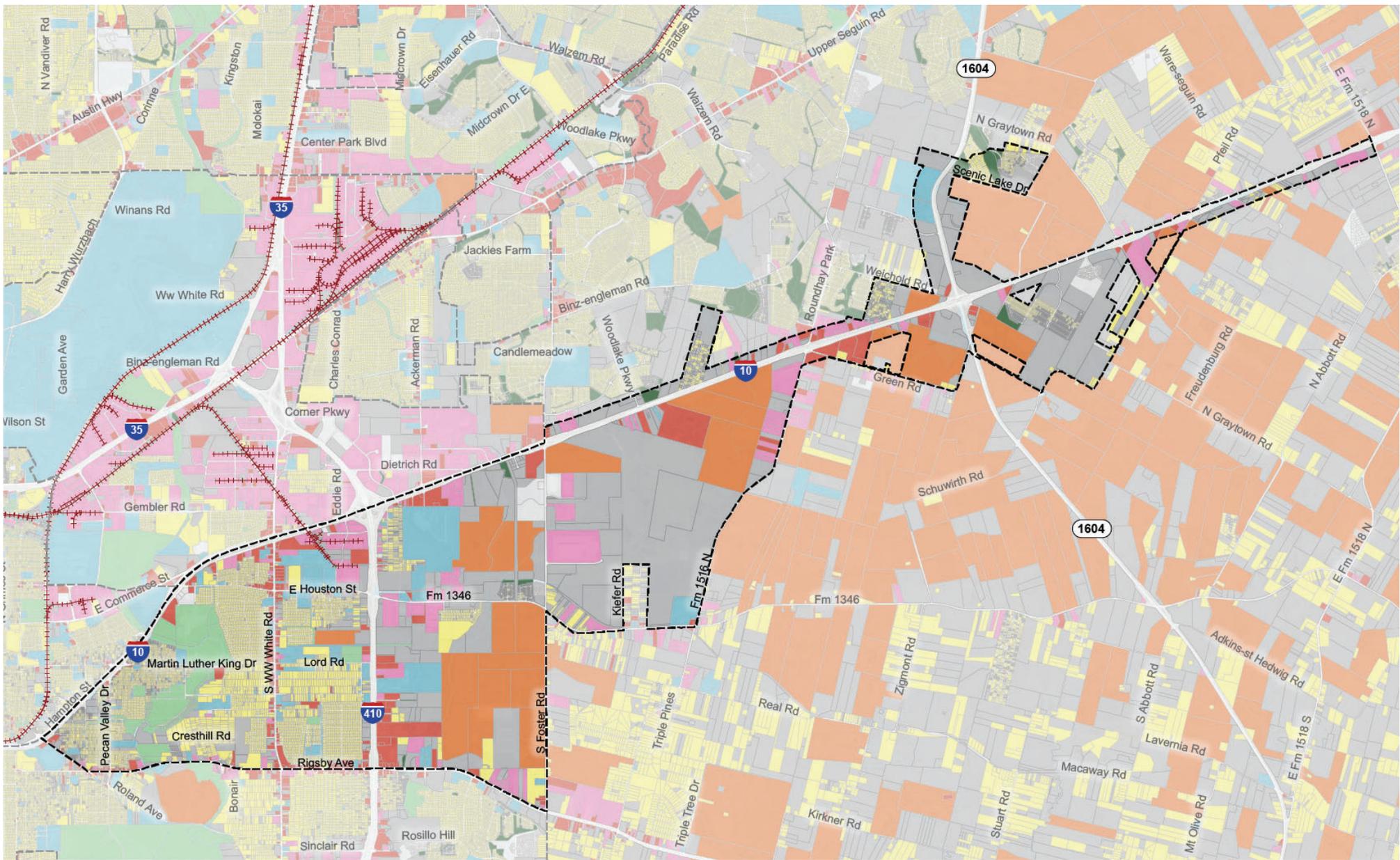
Commercial Use

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.

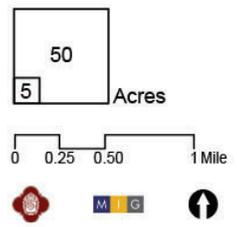
Open Spaces and Parks

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 Brookdale 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.

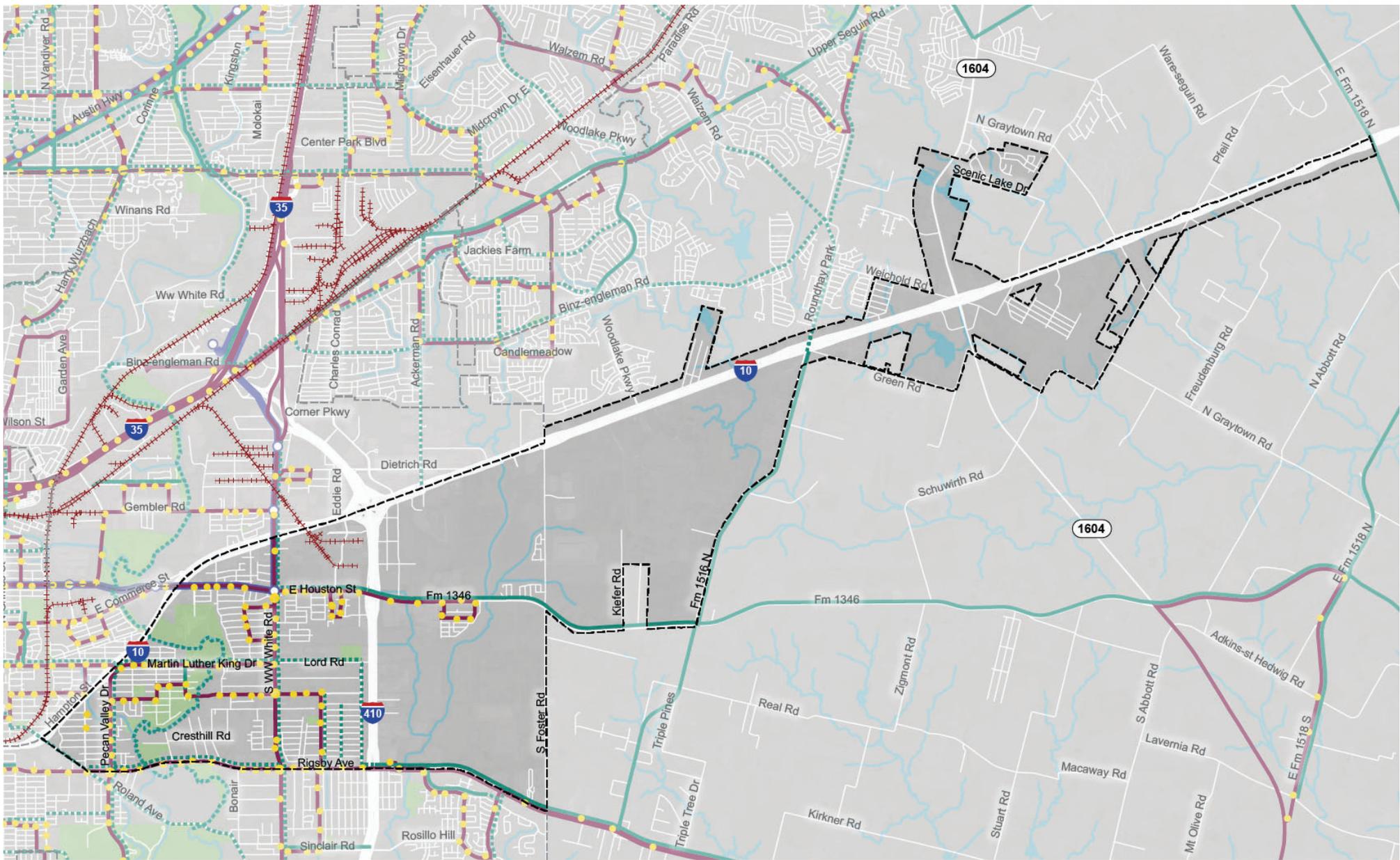
For pedestrians, the sidewalk infrastructure is inconsistent and missing in many areas along the major roadways, especially east of Foster Road. This forces people to walk either on the shoulder or the grass along these roads, which results in an uncomfortable and inaccessible experience for people walking 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.

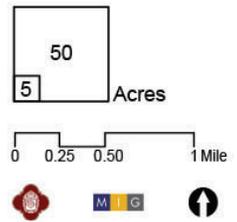




MOBILITY MAP

- 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.

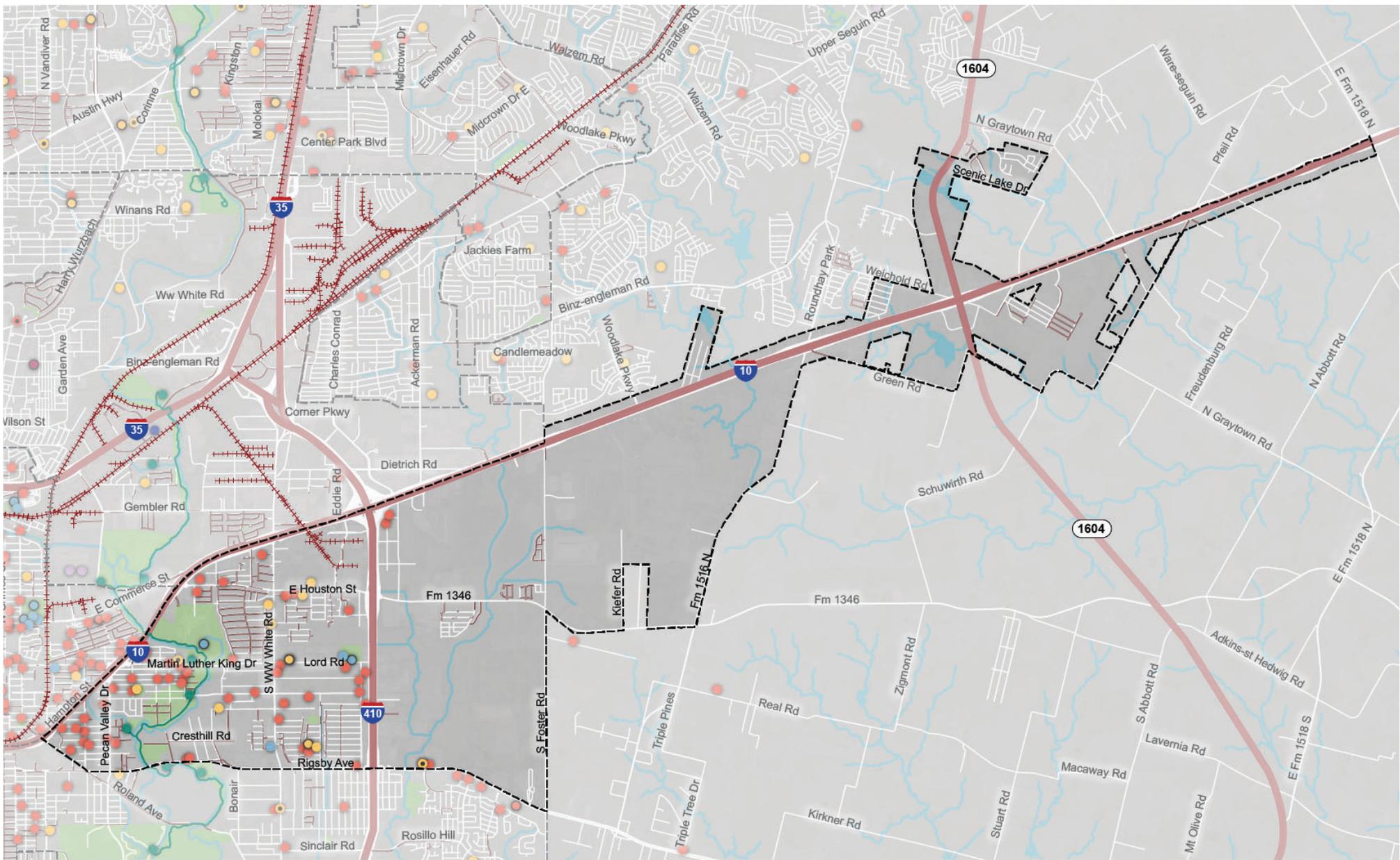
Copernicus Park is located along Lord Road and has a City owned and operated community center that offers a large gymnasium, two multi-purpose rooms, arts and crafts, table games, nutrition education, dance, music and more. The park also has athletic fields and courts, a 0.50 mile walking trail, playground, 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.

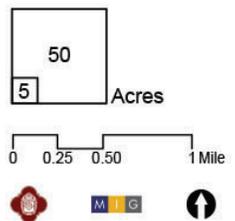
The District 2 Senior Center is located on South WW White near the Rigsby Avenue intersection and is operated by the City's Department of Human Services. The center is currently located in a facility that is under lease by the City. The senior center opened its doors in 2011. Since then, the center has 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 | Trailhead | |
| | | Library | Stadium or Arena | |
| | | Museum | Theater/Auditorium or Performing Arts Center | |





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

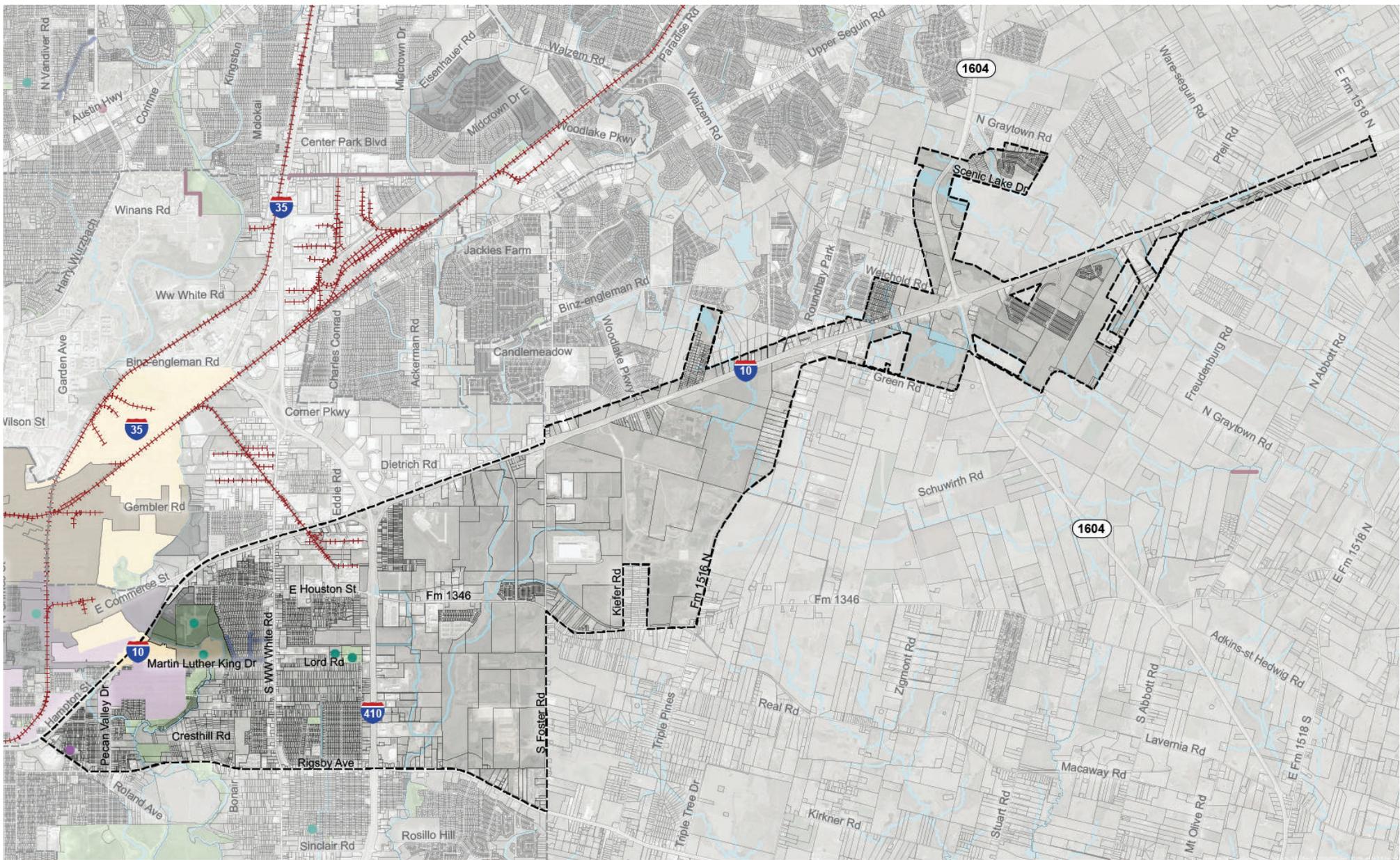
The 2017 Bond Program included projects for the Far East Community Area, including park and drainage improvement projects. In the westernmost corner of the Far East plan area, along Roland Avenue, the Greater Love Multi-Generational Cultural/Community Center is proposed to be built and completed with 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) | Street |
| Adjacent Regional Center or Community Area | Neighborhood Improvement Bonds (2017) | Park |
| Parcels | Opportunity Zones | Library |
| | | Street Drainage |
| | | Drainage |

