



## SA TOMORROW SUB-AREA PLANNING: STONE OAK AREA REGIONAL CENTER PLAN

PUBLIC DISCUSSION DRAFT:

JANUARY 2026

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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# 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 Stone Oak Area Regional Center 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 Spaces, Housing, and Economic Development.

The recommendations and strategies within the regional center plan will be used by City departments, partner agencies, private entities, and community partners to support livable 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 Stone Oak Area Regional Center Plan was developed through a community-based process over the course of approximately five years from project chartering in 2021 to City Council adoption in 2026. Like all SA Tomorrow Sub-Area Plans, the Stone Oak Area Regional Center 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 11 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 Spaces, 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 citywide platform for public participation.

The following individuals and organizations were engaged in the Stone Oak Area Regional Center Plan development process:

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

- City Council Office District 9
- City Council Office District 10
- Compliance, Opportunity, and Access Department
- Development Services Department
- Economic Development Department
- Metropolitan Health District
- Neighborhood and Housing Services Department
- Office Of Innovation
- Office Of Sustainability
- Parks and Recreation Department
- Public Works Department
- Transportation Department
- Workforce Development Office

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

- Alamo Area Council of Governments
- Alamo Area Metropolitan Planning Organization
- North East Independent School District
- San Antonio River Authority
- Texas Department of Transportation
- VIA Metropolitan Transit

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

- Annalisa Peace, Greater Edwards Aquifer Alliance
- Art Downey, District 9 Neighborhood Alliance and Stone Oak Property Owners Association
- Brandon Ross, City of San Antonio Parks and Recreation Department
- Brandon Thomas, VIA Metropolitan Transit
- Cherie Short, Stewart Title
- Christina Castano, VIA Metropolitan Transit
- Debbie Reid, Greater Edwards Aquifer Alliance
- Deborah Caldwell, North East Independent School District
- Hyder Salih, Joint Base San Antonio
- Janet Lopez, Stone Oak Property Owners Association
- Jeff Fair, San Antonio Chamber of Commerce
- Jeff Jordan, South Texas Off Road Mountain-Bikers (STORM)
- Joe Silman, Trinity Glen Rose Groundwater Conservation District, District 4
- Karen Bishop, San Antonio River Authority
- Minnie Abrego-Sanchez, Emerald Forest Neighborhood
- Rich Weimert, North San Antonio Chamber of Commerce
- Richard King, Joint Base San Antonio
- Rob Schlortt, Classen-Steubing Family Member
- Viki Melton, Stone Oak Property Owners Association

## 1.4 Previous Neighborhood and Community 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 and ensure 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.

## 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:

- [Bike Network Plan](#) (2025)
- [Strategic Housing Implementation Plan](#) (2021)
- [San Antonio Severe Pedestrian Injury Areas Report](#) (2020)
- [SA Climate Ready](#) (2019)

- [Housing Policy Framework](#) (2018)
- [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)
- [North Sector Plan](#) (2010)
- [San Antonio International Airport Vicinity Land Use Plan](#) (2010)
- [Major Thoroughfare Plan](#) (1978)

## 1.6 Statutory Requirements

Once adopted by City Council, the Stone Oak Area Regional Center Plan becomes a component of the City's SA Tomorrow Comprehensive Plan. Where the previously adopted San Antonio International Airport Vicinity Land Use Plan or North Sector Plan are contained within or partially overlap the Stone Oak Area Regional Center Plan, the latter will be the plan of reference for land use designations. Similarly, where a previous plan and the Stone Oak Area Regional Center Plan have conflicting policies or priorities within the adopted boundary of the Stone Oak Area Regional Center Plan, the Stone Oak Area Regional Center 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 Stone Oak Area Regional Center 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 Stone Oak Area Regional Center plan area is approximately 24 square miles and is predominantly north of North Loop 1604 West and straddles the east and west sides of US Highway 281. The northerly boundary of the regional center runs along the City corporate limits, extending up to Borgfeld Creek along US Highway 281. Bulverde Road forms the majority of the eastern boundary; the southern boundary is bounded by Autry Pond Road, Jones Maltsberger Road, and Henderson Pass east of US Highway 281. On the western side of US Highway 281, the southern boundary is the limits of Hollywood Park up to the south course of the Sonterra golf course, and Blanco Road forms the western boundary of the regional center.

### 2.2 History

Bexar County was originally home to small Native American tribes. European visitors arrived in the area as early as the 1500s. The year 1691 marked a pivotal moment for San Antonio, when a Spanish expedition arrived in this region and a priest, who was part of the expedition, named a waterway “San Antonio” in honor of Saint Anthony of Padua. The actual founding of the city came in 1718 by Father Antonio Olivares, when he established the Mission San Antonio de Valera, later called the Alamo. The mission was one of five founded in the area and was named for St. Anthony of Padua. From the 1700s to 1800s, Bexar County became more populated with settlers relocating to the area and establishing their roots, calling San Antonio home.

One of the families that settled in northern Bexar County in the late 1800s was the Classen family. Mr. Johann Hubert Classen and his first wife, Maria Helena Schuwirth, first settled and established a farm in the eastern portion of Bexar County. Maria died in 1873. After her death, Johann Classen married Sophie Nützel 10 months later and relocated to northern Bexar County. Johann Classen received his first land grant in 1862 for 160 acres along Mud Creek where portions of the current Canyon Springs Golf Club is located. He subsequently received additional grants, and through the years, the Classen family purchased additional land from private land holders. Through land grants and purchases, the Classen family ultimately owned possibly as much as 40,000 acres of land that spanned the areas north of Loop 1604, as far west as Blanco Road toward Camp Bullis and as far east as Evans Road and Bulverde Road toward Nacogdoches Road.

Today’s communities of Stone Oak, Encino Park, Canyon Springs, Hidden Oaks Estates, and many other residential developments, as well as non-residential uses such as the San Pedro Quarry that is operated by Martin Marietta, the Marriott Resort, and other commercial retail areas in the Stone Oak Area Regional Center are all on land that at some point was owned by the Classen family.

Camp Bullis, although not within the boundaries of Stone Oak Area Regional Center, is a large military facility that has been operating since the early 1900s. Previously known as the Leon Springs Military Reservation, Camp Bullis was established in 1906 when the United States military purchased over 17,000 acres from different property owners. Aside from Camp Bullis, the surrounding lands were predominantly ranchlands with agricultural use until around the 1970s, when portions of large land

holdings were sold off and the area experienced development in the form of master planned communities, even before the area was annexed into the incorporated City limits.

The Stone Oak Area Regional Center is now an active area that provides desirable opportunities to live, work, shop, and enjoy recreation and entertainment. It has evolved over the past few decades into a vibrant regional center rich in private amenities, shopping experiences, well programmed and prestigious recreation assets, and abundant employment opportunities.

## 2.3 Existing Conditions Atlas

[See Exhibit 1: Existing Conditions Atlas]

As a part of the Sub-Area Planning process, an Existing Conditions Atlas was prepared that contains detailed information about the area. This Atlas contains demographic, economic, and historic information, and a series of maps that provide additional context for understanding 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 Stone Oak Area Regional Center Plan 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 such as 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 first 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 postcard. The online questionnaire was made available from May to July 2022. Information collected from these activities was used to develop a first draft of the Vision and Goals. In total, about 20 attendees were at the first community meeting and 687 responses to the questionnaire were received and used to develop 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 was then presented for feedback at the second Community Meeting, which had about 45-50 attendees, and a second online questionnaire that received 214 responses.

The results of the public visioning process are presented below. 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

*The Stone Oak Area Regional Center maintains its natural integrity with ample natural parks and trails, open space, and trees. It is well-served with local shops, restaurants, employment, and entertainment organized into walkable community hubs supported with resilient infrastructure and connected by a multi-modal roadway and trail network that respects the area's natural systems and topography.*

## 3.4 Goals

**Goal 1:** *Promote development, programming, and design that encourages walkability in key areas and is compatible with existing neighborhoods and the natural landscape of the area.*

**Goal 2:** *Facilitate development patterns that include local employment and entertainment opportunities in highly walkable and connected activity centers with a variety of amenities catering to different lifestyles.*

**Goal 3:** *Increase the number and mix of housing options and opportunities while preserving natural and improved parks and open space interspersed throughout the area to create connectivity for multi-modal transportation options.*

**Goal 4:** *Ensure transportation and other infrastructure are designed to minimize impacts on the natural landscape and implemented prior to or concurrently with new development.*

**Goal 5:** *Increase fair access to parks, open space, trails, and diverse recreational amenities throughout the regional center.*

**Goal 6:** *Create housing, employment, goods, and services that serve, support, and are accessible to youth, families, and older adults.*

**Goal 7:** *Incorporate environmentally friendly and sustainable development practices to accommodate growth while preserving natural resources such as groundwater conservation and natural landscaping.*

**Goal 8:** *Create a business-friendly environment that attracts corporations of varying sizes and higher education facilities to locate in the Stone Oak Area Regional Center so that there are a variety of employment and educational opportunities.*



## 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 Implementation Priorities List represents those strategies that are especially important in the development of the plan area over the next 10-15 years. The Implementation Priorities Map and accompanying Implementation Priorities Matrix show site-specific improvements from the implementation priorities in order to illustrate important overlaps, adjacencies, and mutually supportive relationships. Some land use, housing, and economic development recommendations and strategies are not easily depicted on a map, but together, the list, map, and matrix summarize the key strategic concepts and physical improvements that will influence future development of the plan area. The Implementation Priorities Matrix lists potential stakeholders, funding, and timing that were identified by the Stone Oak Area Planning Team, City staff, and the consultant team; however, the specific details will need to be further evaluated for each potential implementation project.

### 4.1 Implementation Priorities List

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

##### ***Strategy – LU 1.3***

Encourage differentiation in housing types to provide more housing options by requiring more than one residential zoning district as base districts for any new Master Planned Community Districts or Planned Unit Development Districts with a residential component in this plan area.

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

##### ***Strategy – M 1.3***

Improve crossing opportunities for students accessing school campuses and for pedestrians crossing highways. Key locations include:

- Las Lomas Elementary School
- Barbara Bush Middle School
- Canyon Ridge Elementary
- Johnson High School
- Wilderness Oak Elementary
- Hardy Oak Elementary
- Loop 1604 and Stone Oak Parkway
- Loop 1604 and Bulverde Road
- US Highway 281 and Loop 1604 interchange
- US Highway 281 and Evans Road

##### ***Strategy – M 3.1***

Support the build-out of the major thoroughfare plan to support long-term growth. Key locations include:

- Gold Canyon Road at two segments:
  - Between East Sonterra Boulevard and Redland Road; and
  - Between Redriver Trail and Bulverde Road
- Huebner Road between Hardy Oak Boulevard and US Highway 281

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

#### ***Strategy – APS 3.1***

Work with owners of larger properties to identify opportunities for new and expanded parks, trails, and open spaces. Key locations include:

- Yates Focus Area
- Steubing Focus Area (existing Martin Marietta Quarry)

### ***d. Housing***

#### ***Strategy – H 1.1***

Work with vacant property owners and developers to integrate a greater mix of housing types in the regional center with a focus on attracting attached and small lot for-sale housing along with housing options for older adults.

#### ***Strategy – H 1.2***

Partner with local affordable housing providers and developers to identify potential sites and projects for development of affordable and mixed-income housing. Prioritize sites in focus areas and along major roadway corridors with public transit nearby.

### ***e. Economic Development***

#### ***Strategy – ED 1.2***

Proactively interact with area businesses, developers, and property owners to identify opportunities for the development of multi-tenant office buildings by helping developers identify potential tenants for multi-tenant projects; encouraging large businesses and users to include additional rentable space within large campuses; and working to attract flexible workspace and co-working companies to the plan area.

#### ***Strategy – ED 3.1***

Work with economic development entities and local higher education institutions to identify potential education programs that can be in the regional center. Work with existing building and landowners to identify potential sites to host higher education facilities.

## **4.2 Implementation Priorities Map**

[See **Figure 4: Implementation Priorities Map**]

## 4.3 Implementation Priorities Matrix

PROJECT	KEY STAKEHOLDERS	FUNDING	TIMING
<b>Gold Canyon Road Extension Mobility Area G (See Section 7.3)</b>	Community Bible Church, Public Works Department	Bonds, Grants, Capital Improvements Program	Long-Term
<b>Economic Development Opportunities off Redland Road (See Section 6.3)</b>	Investors holding retail property, Chamber of Commerce, Economic Development Department, Workforce Development Office	D9 and D1 Participatory Budget, Philanthropic donations, Cultural Endowments	Medium- to Long-Term
<b>Public Art at Panther Springs Park (See Amenities and Public Spaces Map)</b>	Parks and Recreation Department, Arts & Culture Department	D9 Participatory Budget	Medium-Term
<b>Potential Park and Trails at Yates Property (See Section 6.2)</b>	Property owners, Activate SA, Transportation Department, Parks and Recreation Department	Bonds, Grants, Capital Improvements Program	Medium-Term
<b>Improved Lighting and Pedestrian Crossing on Evans Road and Redland Road (See Section 7.2)</b>	Activate SA, CPS, Public Works Department	CPS funding, Capital Improvements Program	Medium-Term
<b>Pedestrian Crossings on Stone Oak Parkway (See Implementation Priorities Map)</b>	Activate SA, Public Works Department, Plan Area Neighborhoods	D9 Participatory Budget, VZ funding	Medium-Term
<b>Trailhead Additions on Hardy Oak Boulevard (See Focus Area #4 Map)</b>	Stone Oak POA, Public Works Department, Parks and Recreation Department	Public Private Partnerships, D9 Participatory Budget, Public Works Department, Parks and Recreation Department	Short-Term
<b>Redland/Huebner Road Extension (See Section 6.3)</b>	TxDOT, Bexar County, Transportation Department, Public Works Department, Public Private Partnership	Bonds, Grants, Capital Improvements Program	Medium- to Long-term Term
<b>Multiple Green Infrastructure Improvements Near Creeks (See Section 8.2)</b>	Public Private Partnership, Parks and Recreation Department, Public Works Department, San Antonio River Authority	Bonds, Grants, Capital Improvements Program Volunteers, JBSA Sentinel Landscapes Partnership	Medium-Term

## 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 for 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: General Fund and Capital Improvements Program***

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 Fiscal Year 2025 Budget is \$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 the community about what is in need of being addressed in terms of investment to help accomplish the vision and goals of the Stone Oak Area Regional Center.

### ***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 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, 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.

## 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 the Future Land Use Map. By adopting sub-area plans such as the Stone Oak Area Regional Center Plan, the City of San Antonio is creating a detailed future land use map incrementally and equitably for the entire City, with land use categories applied in a contextually appropriate way for each sub-area. By creating a complete and consistent future land use map for the entire City, the sub-area planning program implements numerous goals and recommendations of the SA Tomorrow Comprehensive Plan.

The Stone Oak Area Regional Center 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 defined in the Unified Development Code (UDC) (see “Comprehensive land use category” in UDC *Section 35-A101. Definitions and Rules of Interpretation*) and are used in developing future land use maps for all sub-area plans. There are currently 18 land use categories in the UDC. Each category definition includes a description, general guidance on where the land use category is most appropriate, and a list of permitted zoning districts. Descriptions include similar and/or complementary uses (residential, commercial, mixed-use, etc.) and generally reflect an appropriate range of intensity or scale (low, medium, high, neighborhood, community/urban, regional, etc.).

Descriptions of the comprehensive land use categories are included in this plan document alongside the Future Land Use Map. The current comprehensive land use categories for the City of 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

The Stone Oak Area is known as being a master-planned area that began developing in the late 1980s and rapidly expanding throughout the 1990s and 2000s. The area is characterized by gated suburban neighborhoods, consisting of mostly single-family homes, luxury apartments located closer to the busier roadways, diverse commercial retail and service options, quality medical facilities, ample parks and trails, and well-maintained public spaces.

### ***a. Residential Areas***

The majority of residential uses in the Stone Oak Area are single-family detached homes. There are also large multi-unit apartment complexes concentrated closer to primary arterial roadways. This development pattern is typical for parts of San Antonio located outside of Loop 1604 and is reflected in the Future Land Use Map. Community members expressed a desire to preserve predominantly single-family detached housing neighborhoods. There were also several comments expressing concern about the adequacy of infrastructure to accommodate recent increases in development of multi-family apartments in the Stone Oak Area and around the area, outside of the city's corporate limits.

Low Density Residential is the most common land use category designation for the Stone Oak Area and has been used for areas already developed as mostly single-family detached houses. Approximately one-third of the land in the Stone Oak Area is designated as Low Density Residential.

All Medium Density Residential and High Density Residential designations align with existing development, current zoning, or the existing Stone Oak Property Owners Association Land Use Map (which applies to numerous neighborhoods located west of US Highway 281). The Stone Oak Area currently lacks diverse product types for those who may prefer a duplex, bungalow court housing, garden-style homes, townhomes, cottages, condominiums, or even live-work housing types – it is all predominantly single-family detached houses or medium-scale rental apartment complexes. However, the hope is that these missing middle product types can be incorporated into some of the mixed-use land use designated areas as development continues in this area.

Adding additional housing types to increase different product types available in the Stone Oak Area would help ensure that different needs are met. For example, younger professionals may desire attached single-family units on smaller lots for easier upkeep and home maintenance with a busy lifestyle. Older adults or families with small children may prefer garden-style homes to encourage more socializing among neighbors in a safe central common area that is protected from vehicles driving by as compared to the more conventional street-facing driveways in single-family detached subdivisions. Diverse housing options support citywide housing goals and should be considered. For example, Accessory Dwelling Units (ADUs) are allowed in all single-family zoning districts within the city, provided

certain regulations are met related to owner-occupancy, permitting, and ADU location and size. The City's Unified Development Code was updated in 2022 to clarify ADU regulations and reduce potential obstacles to their development, which may provide new housing opportunities without altering the neighborhood form. Since most of the existing neighborhoods in the Stone Oak Area are within homeowner associations (HOA), in most cases, property owners proposing an ADU would likely have to obtain approval from their neighborhood's HOA, which could be cumbersome.

Rental units in the plan area play a crucial role in providing housing options for the broader housing market of the region. The area contains mostly market-rate rental properties; however, recently some income-based rental properties have been constructed. Developments that align with the High and Medium Density Residential land use designations offer a higher yield of housing units within a smaller footprint of land, which could help reduce the high percentage of the Stone Oak area workforce from having to commute from outside of this regional center.

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

The Stone Oak area has significant amounts of commercial uses and is known for the many shopping centers catering to local residents and visitors driving into the area. Commercial uses are primarily along the frontage road of Loop 1604, E Sonterra Boulevard, Stone Oak Parkway, and along the frontage road of US Highway 281.

Commercial-only uses are typically confined to specific sites with existing commercial/business park usage, where careful consideration is required before permitting other uses, especially residential, due to safety concerns. Commercial areas in the Stone Oak Area are mostly Regional Commercial or Community Commercial designations, with the exception of one area off Wilderness Oak. The large block sizes and curvilinear roadway network have resulted in the Stone Oak Area being heavily dependent on automobiles as the primary mode of reaching commercial areas.

The Stone Oak Area accommodates numerous commercial activities, particularly at a larger scale, off Loop 1604 and US Highway 281. Commercial uses in these areas include several medical facilities, multiple hotels, retail and entertainment establishments, services, and some warehouses. During the planning process, several community members noted appreciation for the abundance of commercial options in the area. However, residents also expressed concern about some of the suites in commercial buildings sitting vacant as tenants closed their businesses during the pandemic. The shift in consumers' preference for online purchases may have dramatically reduced the customer base for some businesses that have unfortunately had to close down.

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

The Future Land Use Map in a sub-area plan designates specific areas where residential and non-residential (such as commercial or industrial), or a combination of different land uses may be suitable. In the Stone Oak Area, mixed-use land use designations are applied to sites that either feature an existing mix of different uses in close proximity, or on land where mixed-use infill or new development would make sense due to the proximity to major thoroughfares with transit access.

The Future Land Use Plan for the Stone Oak Area Regional Center encourages increased density with a mix of uses along major roadways to create more active corridors while preserving the character of the existing residential neighborhoods. Most of the areas designated as Neighborhood Mixed-Use, Urban



Mixed-Use, or Regional Mixed-Use are along busier roadways in the regional center – the frontage road of Loop 1604, along Stone Oak Parkway, along US Highway 281, around Redland Road, and Bulverde Road. The properties designated as one of the mixed-use categories are either vacant or could conceivably be enhanced with a mixture of uses - particularly in areas that are currently mostly commercial. Some areas in the Stone Oak Area could evolve from shopping areas to vibrant experiential spaces that blend retail with lifestyle amenities. An example is the commercial area northeast of North Loop 1604 East and US Highway 281. It has slowly evolved to incorporate some residential uses and is located near the Community Bible Church that may also evolve toward including other ancillary uses beyond just a worship center. See Section 10.3.a. Activity Hubs for more information regarding possible development on Community Bible Church’s campus.

Designating properties off major arterials with different mixed-use categories can help preserve the existing neighborhoods and can help to accommodate additional housing product types close to public transit and in an area that is anticipated to have a growing number of employment opportunities.

#### ***d. Industrial Areas***

While no industrial designations are included in the Stone Oak Area, there are three locations with the Employment/Flex Mixed-Use designation to account for existing uses and the potential to incorporate flexible live/work environments with a mix of residential and light service industrial uses. Those three areas include: 1) properties south of Loop 1604 off Redland Road and Jones Maltsberger Road; 2) properties northwest of the intersection of Redland Road and Gold Canyon Road that were identified as vacant or underutilized properties; and 3) properties northwest of Bulverde Road and US Highway 281, adjacent to rural uses in the unincorporated area. These three locations already have varying amounts of existing offices and light or heavy commercial uses in areas that are suitable for additional office, commercial, and an urban mix of residential and light service industrial uses.

There are no areas designated as Light Industrial or Heavy Industrial, and input from the community supports this approach as several have expressed that industrial uses would be incompatible with most of the Stone Oak Area. Currently, the aggregate quarry immediately west of US Highway 281 is the only significant industrial operation. However, the lease for that operation was recently renewed and the mining operations may sunset within the next decade. For this reason, the land on which the quarry operates is designated as Regional Mixed-Use, which will provide the flexibility for redevelopment that could include residential, commercial, and/or institutional uses at high densities which could serve the community and visitors.

#### ***e. Civic Areas***

The highest concentration of public parks and trails in the area are located north of North Loop 1604 East, and west of US Highway 281, including the Classen-Steubing Ranch Park that was a recent \$5.125 million investment as part of the City’s 2022 Bond Program. This area includes the Panther Springs Park, Stone Oak Park, and Classen-Steubing Ranch Park. These three parks combined include a dog park, sports fields, and trails.

East of US Highway 281, there are not as many public parks available. Mud Creek Park is located south of North Loop 1604 East, and Gold Canyon Park is located north of North Loop 1604 East, off Corporate Woods Drive. Both of these parks are smaller in scale compared to the parks west of US Highway 281. However, should the Yates property off Bulverde Road be developed, the City is hopeful that a portion

of parkland dedication associated with future development of the Yates property could be improved to become public park space to provide more public park amenities to residents east of US Highway 281.

Land designated as City/State/Federal Government is reserved for sites owned and operated by a federal, state, or city agency. This excludes public school districts, where the designation aligns with adjacent land use. City/State/Federal Government designated properties in this area include places like the Parman Library, the Encino Library, a fire station, and public infrastructure such as sewer lift stations or electrical substations. There are not many government-owned and operated areas in the Stone Oak Area, with only the two libraries, one fire station (Station #46), and a few sewer lift stations, and one water service facility.

## 5.3 Future 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 and intensity of use. 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 existing zoning. However, future land use maps and sub-area plans are referenced when changes are proposed to the zoning of a property. Requests for changes in zoning that are consistent with the Future Land Use Map and other sub-area plan recommendations are more likely to be recommended for approval by staff, Planning Commission, and Zoning Commission, and may be more likely to be approved by City Council. Requested zoning changes that are not aligned with a property's designated future land use require a plan amendment request to change the site's land use designation to one that is aligned with the requested zoning district.

Following are descriptions of the 18 comprehensive land use categories defined in the City of San Antonio Unified Development Code (UDC) at the time this plan was written. For explanatory purposes within this plan, the 18 categories are presented in five broad groupings: residential, commercial, mixed-use, industrial, and civic. For a full and up-to-date list of categories, including permitted zoning districts, refer to Section 35-A101. Definition and Rules of Interpretation "Comprehensive land use category" in the UDC, 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**

### ***Land Use Recommendation – LU 1: Preserve the identity of existing neighborhoods.***

The Stone Oak Area Regional Center is comprised of several master-planned communities, each with its distinct character and identity. Although individual master plans control uses and design standards within these neighborhoods, the development of nearby commercial corridors and larger neighboring tracts will have an impact on the stability of these areas. It is important to ensure that new development reinforces the character and identity found in this regional center, even if those new uses are different.

#### ***Strategy – LU 1.1***

*In existing neighborhoods, require future redevelopment and changes in property uses to complement existing residences, in terms of density, heights, and setbacks. For master planned communities, ensure that new zoning and zoning changes are consistent with the adopted master plans.*

#### ***Strategy – LU 1.2***

*Encourage differentiation in housing types to provide more housing options by requiring more than one residential zoning district as base districts for any new Master Planned Community Districts or Planned Unit Development Districts with a residential component in this plan area.*

#### ***Strategy – LU 1.3***

*Change the zoning of properties, where appropriate based on the Future Land Use Map, to allow for multi-plex housing, townhouses, bungalow courts, and small-lot single-family houses as a transition between commercial areas and existing single-family neighborhoods.*



#### **Strategy – LU 1.4**

*Protect investment in master planned developments while aligning future changes in those areas with the Future Land Use Map. For properties where there is an approved plat or an approved Master Development Plan, ensure that zoning changes are consistent with the plat or Master Development Plan, and that major amendments to a plat or a Master Development Plan conform to the adopted Future Land Use Plan. For properties zoned MPCD, MXD or PUD, where there is no approved plat or Master Development Plan, ensure that amendments to the property zoning or to the site plan are consistent with the adopted Future Land Use Plan.*

#### **Land Use Recommendation – LU 2: Encourage a vibrant mixture of uses that are suitable for this area.**

While the Stone Oak Area Regional Center exhibits strong economic performance from commercial vibrancy and continued healthcare-related development, the area could still benefit from more diverse uses. For example, higher education, parks and open space, and lower impact industrial uses would all contribute to a more well rounded and community-serving land use pattern.

#### **Strategy – LU 2.1**

*Where the Future Land Use Map designates categories that allow Arts and Entertainment zoning districts, consider rezoning properties in medium- and high-density areas to allow for more arts and entertainment-related development to serve area residents and attract visitors.*

#### **Strategy – LU 2.2**

*Utilize parkland dedication revenues, Edwards Aquifer Protection Program funds, and/or consider recommending as a bond project to develop additional parks and create more recreational opportunities. More public parks and open spaces are desired by the community, particularly a regional park east of US Highway 281 North since access to public parks is further away in this area of the regional center.*

#### **Strategy – LU 2.3**

*Support, strengthen, and grow healthcare services in the Stone Oak Area by identifying potential sites for City-initiated rezoning and supporting property owner-initiated rezoning of properties surrounding anchor hospitals to allow medical offices, outpatient services, and laboratory/diagnostic facilities.*

#### **Strategy – LU 2.4**

*Encourage lower-impact industrial uses in locations that would not negatively impact surrounding neighborhoods. Employment/Flex Mixed-Use designated areas near major roadways, such as off US Highway 281 North or Loop 1604, allow for lower-impact industrial uses, including landscaping businesses, small-scale warehouse facilities, and tech flex spaces.*

#### **Land Use Recommendation – LU 3: Identify opportunities to attract mixed-use projects and destination-oriented development.**

Despite a considerable amount of commercial development in the Stone Oak Area Regional Center, there is little mixed-use development. Integrating multi-family or vertical mixed-use with commercial development could create a new type of destination for this regional center. It would also offer additional living and lifestyle options that are not presently available in this area. Providing more mixed-use development opportunities could provide more arts and entertainment uses, which the community would support so long as such locations are supported by public transit and not located too close to existing single-family detached neighborhoods.

### **Strategy – LU 3.1**

*Aggregate density at key intersections, particularly those served by transit. This includes the areas around US Highway 281 and Loop 1604, and US Highway 281 and Stone Oak Boulevard/TPC Parkway. Rezone properties as necessary in these areas to align with the Future Land Use Map.*

### **Strategy – LU 3.2**

*Promote transit-supportive land use at major nodes, particularly at the key intersections of US Highway 281 and Loop 1604, and US Highway 281 and Stone Oak Boulevard/TPC Parkway. Coordinate with VIA to ensure that zoning in these areas complements long-range transit planning, and for properties adjacent to such facilities, encourage first-floor designation for retail uses and minimized front yard setbacks, to connect these uses with pedestrian traffic.*

### **Strategy – LU 3.3**

*Create a mixed-use development environment along Bulverde Road that can accommodate commercial uses and higher density residential uses along the street front, transitioning to lower density, single-family residential uses moving closer to the existing, adjoining neighborhoods.*

### **Strategy – LU 3.4**

*Redevelop the Martin Marietta quarry along US Highway 281 for regional scale mixed-use. Suitable uses could include an entertainment venue, mid- to high-density residential development, vertical mixed-use development, and regional commercial uses. Multiple entries are likely, with one major entry ideally at Redland Road.*

## **Land Use Recommendation – LU 4: Modify site design standards where appropriate to encourage desirable growth and development in this area that decreases impervious cover and integrates open spaces and natural areas within developments and neighborhoods.**

Accommodating growth while preserving natural resources is one of this Plan's key goals. Several land use and urban design principles can help guide mindful decisions that balance desired development and the protection of natural resources. Parking requirements, clustered development, targeted density, and nature-based stormwater solutions are all applicable strategies citywide but have particular relevance in the Stone Oaks Area Regional Center which is entirely within the Edwards Aquifer Recharge Zone and has a high prevalence of Planned Unit Developments (PUDs) and Master Development Plans (MDPs).

### **Strategy – LU 4.1**

*Review parking requirements for low Floor-Area-Ratio (FAR) commercial properties with surplus parking. Allow decreased parking minimums so that infill and pad-type development can be more easily incorporated into these existing sites. This is especially applicable for regional commercial properties fronting Loop 1604 and for mixed-use designated areas where shared parking arrangements can be utilized.*

### **Strategy – LU 4.2**

*Encourage cluster development projects by allowing for increased FAR while maintaining gross densities consistent with the zoning of the project area to encourage an increase in permeable surfaces and integration of green infrastructure where feasible. This incentivizes higher density development (higher FAR) while promoting landscape preservation and more compact footprints. Appropriate areas to apply this include properties located along US Highway 281 North, Stone Oak Parkway, and TPC Parkway; near the intersection of US Highway 281 North and Loop 1604; and the areas designated as Employment/Flex Mixed-Use off Redland Road.*



**Strategy – LU 4.3**

*Increases in density should be accompanied by additional pedestrian spaces, walkable access to transit, and shared parking. In these areas, land use and development density should be oriented toward transit riders and pedestrians at and near public transit lines and stations.*

**Strategy – LU 4.4**

*Integrate drainage ways, utility easements, and open spaces into neighborhoods and mixed-use areas to increase connectivity and to preserve the existing natural systems in the area. Require integration of drainage ways and open space within new development projects. Incorporate improvements to address gaps in open space and storm drainage management in public right-of-way investments and other capital projects.*

## 6 Focus Areas

### 6.1 Understanding Focus Areas

[See Figure 6: Focus Areas Map]

Focus areas have development or redevelopment potential and offer unique opportunities to realize the community’s vision for accommodating growth and change. Focus area concepts are highly interwoven with concepts from the Mobility and Amenities and Public Spaces sections of this plan. The main point of the focus area exercise is to facilitate more detailed conversations around building form, streetscape, connectivity, and other urban design concepts. To help visualize some of these concepts, small geographies were selected within some of the focus areas for a transformative project exercise. Transformative projects explore how different types of development and improvements can achieve the community’s future vision for the area. While this section has detailed renderings, any specific style choices are for illustrative purposes to show potential, rather than to prescribe specific development design.

Five focus areas were identified by the Stone Oak Area Regional Center Planning Team and community stakeholders.

### 6.2 Focus Area #1: Yates

[See Figure 7: Focus Area #1 Map – Yates]

#### **a. Vision**

*The Yates Focus Area is envisioned as a medium-scale, people-focused, mixed-use development that provides buffers for existing, adjacent residential areas while preserving the natural geological resources. The property’s commercial and residential development that is already entitled is reimagined as a mixed-use development that would concentrate commercial uses and some residential in a walkable environment. Uses could include retail, restaurants, and housing with public space amenities for music, a farmers market, and events for the community. The people-focused mixed-use development could be concentrated off Bulverde Road. Meanwhile, the potential for a public park is desired around the south-westerly portion of the property to preserve the natural geologic resources and minimum impacts on the Edwards Aquifer.*

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

This focus area, located on the far east side of the regional center, covers approximately 946 acres, of which about 926 acres remain undeveloped. It consists of two parcels—one 908-acre tract and a smaller 38-acre tract with a residence dating to 1929—making it one of the largest undeveloped privately held properties in the Stone Oak Area Regional Center.

In 2014, most of the larger parcel was rezoned to Master Planned Community District (MPCD). The property is also located within the Edwards Recharge Zone District (ERZD), while the eastern edge along Bulverde Road includes a Preservation Corridor (PC-1) overlay district. About 85 acres in the southern portion and the entire smaller tract are zoned for residential single-family uses (R-6), part of which is reserved for a future Gold Canyon Road extension per the City’s Major Thoroughfare Plan. The 2014 ordinance also requires a Master Development Plan for the portion of the larger tract of land that is

zoned R-6 if development is proposed.

The approved MPCD site plan includes a collector road linking Bulverde road at Canyon Parkway to a potential Gold Canyon Road extension. It designates areas for single-family, multi-family, and commercial development while requiring substantial undeveloped land to protect the Edwards Aquifer.

Site-specific requirements include:

- Maximum 30% impervious cover
- Preservation and buffering of sensitive geologic features
- Floodplain buffer along East Elm Creek
- Approved Aquifer Protection Plan before building permits
- Completed archaeological survey before first plat application
- Parkland dedication determined at the platting stage
- Provision of secondary access

The MPCD site plan envisions commercial uses along Bulverde Road, multi-family housing between the commercial area and East Elm Creek, and single-family uses west of East Elm Creek. As no permits have yet been issued, the aspirational renderings contained in this plan are intended to depict an alternative configuration for future development that still retains consistency with the approved collector road while incorporating the community's broader goals.

### ***c. Challenges***

Key challenges for this area involve balancing development with the protection of sensitive natural features. The proposed mixed-use concept and aspirational renderings contained in this plan support the plan's goal of preserving the property's natural integrity while allowing development somewhat consistent with the 2014 MPCD rezoning. This design emphasizes resource protection, walkability, and potential creation of a public park east of US Highway 281, where access to public parks is limited. Park improvements would depend on future funding, but parkland dedication requirements under the City's Unified Development Code and the 2014 ordinance ensure much of the land remains undeveloped to protect the Edwards Aquifer.

As a largely undeveloped site, future development of the Yates property would require new utility infrastructure. Increased traffic on Bulverde Road and nearby areas would necessitate a Traffic Impact Analysis, and extending Gold Canyon Road should coincide with development to enhance circulation. Coordination with the City, SAWS, and TCEQ will be essential for road, infrastructure, and aquifer protection compliance.

Development timing should also consider market conditions and competing projects along US Highway 281 and in Bulverde. Success will depend on differentiation through amenities, affordability, or unique design. The renderings for this focus area illustrate one possible alternative to the 2014 City Council-approved site plan.

### ***D. Opportunities***

San Antonio is one of the fastest-growing cities in the United States, with significant suburban expansion into areas like Bulverde and northern Bexar County. This focus area is off Bulverde Road, which sits in a highly desirable part of San Antonio, near Loop 1604 and US Highway 281, two major transportation

arteries. This location offers easy access to key employment centers, shopping hubs, and schools, which may be appealing to residential developers and commercial investors. There is robust demand for housing, retail, and services in this region, which positions the property for high-value development.

A property of this size allows for a mix of uses, as incorporated into the focus area renderings. The depicted design incorporates those uses already entitled, but in a different layout. It includes single-family homes, multi-family apartments, and possibly senior living developments, which could meet local housing needs as existing residents age. In terms of commercial uses, opportunities identified include a retail center that incorporates public space and an office park, catering to the growing population. The development also could include parks, trails, and a community recreation center, enhancing livability and attracting buyers or tenants.

The property currently has mature trees, East Elm Creek, and geologic features that should be preserved as much as possible to increase appeal of development on the property. Such an approach would be consistent with surrounding master-planned communities in this area that often highlight natural beauty to maintain the property values of their locations. Development of this property may be able to leverage timing of development with the bond cycle or explore other options to address infrastructure improvements, especially if the development creates jobs or tax revenue.

### ***e. Key Investments and Improvements***

The following are key investments and improvements to address the Yates Focus Area challenges and opportunities.

- Development of this scale will likely need to be a phased, mixed-use master plan.
- Design neighborhoods and commercial spaces that prioritize walkability, preserve existing natural resources, and create green spaces throughout the development.
- Sound traffic mitigation and circulation design that ties in with the City's Major Thoroughfare Plan (MTP) and existing roadways such as Canyon Parkway.
- Extend Gold Canyon Road to improve traffic circulation and access along the southern edge of the property or re-evaluate the MTP for alternative solutions to address circulation and assure secondary access for development of the Yates Focus Area.
- Protect natural sensitive geologic features and integrate water-efficient landscaping and other nature-based solutions to protect the Edwards Aquifer.
- Connect a potential future regional park to the mixed-use development with trails to encourage more pedestrian activity and recreation.

### ***f. Transformative Project: Yates Property***

[See **Figure 8: Focus Area #1 Transformative Project – Yates Property (Conceptual)**]

[See **Figure 9: Focus Area #1 Transformative Project – Yates Property Commercial Center (Existing)**]

[See **Figure 10: Focus Area #1 Transformative Project – Yates Property Commercial Center (Conceptual)**]

The Yates Property Transformative Project concept was developed during a design charrette, where City staff, consultants, and Planning Team participants developed conceptual illustrations for the area. These illustrations depict an alternative concept for how the site could be developed – including proposed uses and desired design features – to meet the Stone Oak Area Regional Center Plan vision and goals, while

fulfilling 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 environmentally conscious development, building heights compatible with surrounding development, and amenities that fill a gap for access to public parks east of US Highway 281 and north of Loop 1604. Key uses suggested by the group included public spaces that provide community gathering opportunities in the commercial center and preservation of land for establishing a regional park that also protects the natural sensitive geologic features and the Edwards Aquifer.

## 6.3 Focus Area #2: Redland Road

[See Figure 11: Focus Area #2 Map – Redland Road]

### **a. Vision**

*The Redland Road Focus Area is envisioned as an employment-focused mixed-use node providing a flexible live/work environment with employment opportunities around light service industrial uses such as fabrication, creative businesses and workspaces, and cottage industrial uses. Being close to North Loop 1604, this focus area was identified as an economic development opportunity. Redland Road is a major roadway corridor leading to many neighborhoods south of Loop 1604, thus a gateway feature was discussed with the Planning Team to create community identity.*

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

The Redland Road Focus Area is located south of North Loop 1604 and north of Jones Maltsberger Road. It includes commercially zoned properties immediately off Redland Road. The majority of the focus area is east of Redland Road with that portion of the area currently undeveloped, likely due to the change in elevation of the terrain, existing utility easement lines, and two 100-year floodplain areas. For the commercially zoned properties west of Redland Road, there is one parcel that is approximately 15 acres with a temporary commercial operation. The other commercial lots currently have existing buildings.

Despite existing constraints for this focus area, this site could be developed with a design that avoids the floodplain areas so that drainage is not negatively affected. Because the site is located off a major highway, accommodating Employment/Flex Mixed-Use is the most suitable land use designation, given the Stone Oak Area has limited remaining land that can accommodate light industrial types of uses.

### **c. Challenges**

A portion of the land east of Redland Road is located in the 100-year floodplain, which poses regulatory and practical challenges. Any development must comply with FEMA regulations and local codes, which require reasonable building density and avoid the floodplain areas, or would require additional flood mitigation measures (e.g., elevation of structures, stormwater management systems). Addressing these issues can increase costs and limit the usable acreage for development. While this area can be converted into green buffers or open spaces to mitigate flood risks, it was identified as a focus area due to the existing commercial zoning that would enable the properties to be developed.

The flood plain area locations would limit where structures or parking areas can be built. Developers

would need careful site planning to work around the existing utility easement(s) and avoid relocation costs. If utility infrastructure is outdated, upgrades may be required to meet the demands of a modern employment/flex development. Site design would need to address stormwater runoff, potential circulation concerns since this land has remained undeveloped for so long, and urban heat effects may need to be addressed through environmentally sensitive site design.

The northern portion of San Antonio, including the Stone Oak Area, has seen substantial development activity. Competing projects with established tenant bases may present challenges in securing tenants or buyers. Thus, speculation building has been popular recently, due to the significant increase in population. Although the proximity to Loop 1604 is a strength, increased development could exacerbate congestion on nearby roads like Redland Road. Currently, there is a private road directly off Frontage Road of North Loop 1604 further east of this site, but any future development that proposes additional access off Frontage Road would require coordination with TxDOT and the City.

### ***D. Opportunities***

Being immediately adjacent to Loop 1604 provides excellent connectivity to key areas of San Antonio, including residential neighborhoods, employment centers, and retail districts, particularly with the Redland Road overpass nearby and Bulverde Road further east of the site. This visibility and accessibility make the area attractive for businesses needing logistics hubs, offices, light industrial spaces, or showroom/warehouse facilities. Proximity to growing residential areas increases the appeal of mixed-use employment/flex developments, as workers and businesses are increasingly drawn to locations that reduce commute times.

The existing utility lines represent a major cost-saving opportunity. Developers may not need to invest heavily in primary infrastructure installation which could balance anticipated higher costs associated with the portion of undevelopable land in this focus area and contribute to financial viability. This makes the land suitable for both office/industrial structures and potential supporting amenities like retail or commercial services.

The Employment/Flex Mixed-Use designation allows for diverse uses such as office spaces, light service industrial uses, fabrication, and research facilities. This flexibility can attract a variety of tenants, fostering economic resilience and job creation in the region. With the significant population and economic growth that San Antonio is experiencing, the site is well-suited to capitalize on this trend by offering spaces that accommodate modern employment needs, such as tech-driven flex spaces or small industrial hubs supporting e-commerce logistics and fabrication of goods.

Portions of the site in the 100-year floodplain can be integrated into the design for green space, stormwater detention, or walking trails, enhancing the overall appeal for employees and visitors. Developments that incorporate environmental considerations often attract forward-thinking businesses and align with the City's sustainability goals.

### ***e. Key Investments and Improvements***

The following are key investments and improvements to address the Redland Road Focus Area challenges and opportunities:

- Utilize floodplain areas for stormwater detention, parks, or natural buffers to mitigate floodplain

and integrate green development practices. This approach can enhance the site's appeal while complying with regulatory requirements.

- Design the development to optimize usable land while incorporating green space into existing utility line easements and floodplain areas.
- Develop a phased master plan that includes light industrial, office, and supporting amenities (e.g., retail or dining) to attract a diverse tenant base.
- Collaborate with the City and TxDOT to assess and address traffic impacts, including potential roadway enhancements or connectivity improvements to surrounding areas.
- Incorporate sustainable design practices, such as energy-efficient buildings, green roofs, and landscaping that supports stormwater management and reduces heat impacts.
- Ensure that site design along Redland Road includes pedestrian-friendly features to help this segment of Redland Road feel like a gateway into the residential neighborhoods south of the intersection of Redland Road and Jones Maltsberger Road.

## 6.4 Focus Area #3: Steubing

[See Figure 12: Focus Area #3 Map – Steubing]

### a. Vision

*The Steubing Focus Area is envisioned as a regional attraction that could include commercial, office, residential uses, and industrial arts, workshops, high-tech fabrication, technological learning centers, a medical campus that complements surrounding medical uses, and research and development institutions. The northern portion could provide a passive recreational trail that connects to the Classen-Steubing Ranch Park.*

### b. Location and Existing Conditions

The Steubing Focus Area is approximately 210 acres located immediately west of US Highway 281 and north of Agora Palms Drive. The property owner leased the property in 1968 to Martin Marietta for their San Pedro Quarry limestone aggregate mining operations that have been in operation since the early 1970s. The Classen-Steubing Ranch Park was recently developed adjacent to the quarry on land the City of San Antonio acquired from the same property owners that own this focus area property. As part of the 2017 Bond Program project that funded the Classen-Steubing Ranch Park, the segment of Hardy Oak Boulevard immediately adjacent to the park, and a segment of Huebner Road west of where it intersects with Hardy Oak Boulevard were extended slightly beyond the intersection of Hardy Oak Boulevard and Huebner Road. Martin Marietta's lease of the focus area site was recently extended to allow for continued mining activities of the main pit with minimal activity at the smaller west pit. However, mining operations may likely cease operations within the next 5 to 10 years.

The eventual redevelopment of the Martin Marietta San Pedro Quarry presents both significant challenges and exciting opportunities as the site transitions from an industrial use to a regional mixed-use development. In five years, as the quarry potentially ceases operations, careful planning and collaboration will be essential to transform the site into a thriving, sustainable, and community-focused asset.

### c. Challenges



Quarries often leave behind disturbed landscapes. The unique geography of a quarry, with deep pits, steep slopes, and uneven terrain, can make development logistically challenging, particularly when the two pits are located in the same location where Huebner Road is to be extended on the City's Major Thoroughfare Plan. Flattening areas for construction or creatively repurposing the quarry's dramatic landscape will demand innovative engineering solutions. San Antonio has had several successful quarry redevelopments in its history though, including the Rim, the Quarry, and even portions of Brackenridge Park, such as where the San Antonio Zoo is currently located.

The existing infrastructure around the site, such as roads, utilities, and public transportation, may not currently be sufficient to support large-scale redevelopment. Upgrades to transportation networks will likely be needed to manage increased traffic flow and ensure accessibility. Even with Huebner Road extending and possibly connecting to Redland Road, the site design would need to account for a possible elevation differential. Redevelopment of the quarry may also involve navigating environmental regulations to ensure that the site is suitable for possible mixed-use development. Securing public-private partnerships or incentives may be necessary to make the project financially feasible.

#### ***d. Opportunities***

When the Stuebing Focus Area becomes redeveloped in the future, Huebner Road would need to be extended and would likely connect to Redland Road, offering another east-west connection. This focus area's location is prime for a regional mixed-use development being situated off US Highway 281. Stone Oak has experienced fast-paced growth, making this site a prime candidate for a regional hub that connects residential, commercial, and recreational uses. Its proximity to San Antonio's economic centers ensures long-term demand.

The quarry's unique topography provides an opportunity to create a one-of-a-kind development. Developers could integrate mixed-use spaces with features like tiered terraces, open-air plazas, or underground parking. Thoughtful master planning could turn the site into a regional destination featuring retail, residential, office spaces, entertainment, and recreational amenities, and could attract new businesses, retail, restaurants, entertainment venues, and housing, acting as an economic engine for northern San Antonio. Particularly with residential development that has continued outside of the city corporate limits, it could become an asset to residents in the City and beyond, and would bring jobs, tax revenue, and more investment to the area.

Redeveloping the quarry offers a chance to prioritize sustainability and eco-friendly practices. This could include adaptive reuse of the quarry, renewable energy integration, urban forests, trails, parks, and water reclamation systems, which would be ideal given this focus area is in the Edwards Aquifer Recharge Zone. The redevelopment could address housing needs by offering more diverse and attainable options such as townhomes and condominiums. This would appeal to young professionals, families, and retirees alike, creating a balanced and inclusive community.

Transforming the quarry into a vibrant mixed-use area would give the Stone Oak community a unique identity. Creative architectural design and public spaces could celebrate the site's industrial history while providing new gathering spots for residents and visitors. The redevelopment could include mobility options such as pedestrian-friendly pathways and perhaps find a way to improve connections to VIA's Stone Oak Park & Ride. Transforming this focus area into a regional mixed-use development offers an extraordinary opportunity to blend economic growth, sustainability, and quality of life in one of San Antonio's most prominent corridors. While challenges such as quarry reclamation, possible remediation, and infrastructure upgrades are significant, they are surmountable with strategic planning and



investment. By embracing innovation, sustainability, and inclusivity, this project can transform a former industrial site into a thriving hub that serves as a model for future redevelopment in the region.

### ***e. Key Investments and Improvements***

The following are key investments and improvements to address the Steubing Focus Area challenges and opportunities:

- Expand and improve access to US Highway 281 and surrounding roads to handle increased traffic. Include turn lanes, traffic signals, and connections to nearby neighborhoods for both vehicular and non-vehicular travel.
- Consider working with VIA to extend or connect to existing routes or introduce new transit options such as shuttle buses to VIA's Stone Oak Park & Ride, to reduce traffic and improve accessibility.
- Develop safe, well-connected sidewalks, crosswalks, bike paths, and multi-use trails linking the development to surrounding areas.
- Upgrade water and sewage systems to accommodate high-density use. Implement water recycling and nature-based stormwater management systems.
- Invest in reliable energy infrastructure, including renewable energy sources such as solar panels, and ensure high-speed internet connectivity.
- Environmental evaluation that includes conducting soil, water, and air quality assessments and possible remediation to meet environmental standards for safe residential and commercial use.
- Reclaim and stabilize quarry pits and slopes to ensure safety and long-term usability.
- Dedicate portions of the site to parks, greenbelts, urban forests, and recreational areas. Include a mix of passive (e.g., walking trails) and active (e.g., sports fields) spaces and connect to the adjacent Classen-Steubing Ranch Park.
- Build a diverse range of housing options, from luxury apartments and townhomes to affordable housing units, to cater to varied demographics. Include amenities like pools, fitness centers, and community gathering spaces to attract residents.
- Develop retail centers with a mix of local boutiques, national chains, and service businesses that include anchor tenants to drive foot traffic and ensure economic sustainability.
- Build modern office spaces, emphasizing flexible layouts and hybrid work-friendly designs, to attract businesses and entrepreneurs.
- Include entertainment venues like cinemas, live music spaces, or theaters, as well as hotels to attract visitors.
- Establish cultural spaces such as art galleries, museums, or performance centers to enrich the community's identity.
- Develop restaurants and cafes with outdoor seating, enhancing the area's social and cultural appeal.
- Partner with local educational institutions to open schools, training centers, or satellite campuses within the development.
- Include childcare centers and family-friendly amenities to appeal to young families.
- Collaborate with the City of San Antonio, local businesses, and investors to share development costs and benefits, particularly for infrastructure improvements such as roadway extensions and new water and sewer lines.
- Secure funding through tax incentives, grants, or bonds to support large-scale infrastructure and remediation efforts.
- Provide opportunities for small businesses and local entrepreneurs to establish a presence in

the development.

## 6.5 Focus Area #4: Huebner Road

[See Figure 13: Focus Area #4 Map – Huebner Road]

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

*The Huebner Road Focus Area is primarily suitable for a mix of residential, commercial, and office opportunities at a neighborhood-scale level of intensity. Development patterns should have connections to the street and enhance pedestrian and bicycle use along Huebner Road and Hardy Oak Boulevard.*

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

The Huebner Road Focus Area is approximately 80 acres and is located around the intersection of Huebner Road and Hardy Oak Boulevard. Currently, the property has entitlements for a Master Development Plan to develop commercial office space. Some of the property owners of this focus area are also owners of the Steubing Focus Area, and the families' history dates back to when portions of Stone Oak were master planned into the beautiful community that now exists. The area offers excellent connectivity to surrounding residential neighborhoods and is located near the Classen-Steubing Ranch Park, Los Lomas Elementary School, and a SAWS's facility, which were all part of this master development plan. South of Huebner Road, a recent apartment complex called The Abbey at Sonterra was fairly recently developed and was also part of the entitlements for this master development plan.

### ***c. Challenges***

Increased development may lead to traffic congestion at the already busy intersection of Huebner Road and Hardy Oak Boulevard. Proper traffic studies and infrastructure upgrades will be necessary to prevent disruptions. Additionally, there are already a lot of commercial uses further south, off Loop 1604. Ensuring the development complements the surrounding residential areas at a neighborhood scale will require careful design. The aesthetic, scale, and type of businesses must align with community expectations to meet the needs of the nearby residents, rather than more intense commercial uses that already exists off Loop 1604.

As the land is privately owned, there may be challenges in negotiating agreements between the Classen family, the City of San Antonio, and other stakeholders to include public amenities like the cultural arts center depicted in the renderings.

Development near the park may raise concerns about environmental impacts, such as runoff, habitat disruption, or overuse of park facilities. Integrating green spaces within the development and adopting environmentally friendly practices will be essential for the development to be complementary to the Classen-Steubing Ranch Park and other existing commercial uses nearby.

The timing and types of uses that could occur in this envisioned neighborhood mixed-use development would need to take into consideration how other currently undeveloped areas develop, such as the Steubing Focus Area.

### ***d. Opportunities***

A mixed-use development can complement the existing residential neighborhoods by providing amenities like restaurants, cafes, retail stores, and professional offices, creating a "live-work-play" environment. Development of this focus area should also extend trails from the adjacent Classen-Steubing Ranch Park along Hardy Oak Boulevard to provide trail connectivity where pedestrian and bicycling activities are anticipated to increase. This could enhance the quality of life for Stone Oak residents and foster community interaction.

Including a cultural arts center or public amenity can enrich the Stone Oak community by offering a venue for local artists, performances, exhibitions, and workshops. It could also host events like festivals, public lectures, or partnering with North East Independent School District for school field trips, strengthening community ties and providing a unique identity for the area.

The development can stimulate the local economy by creating jobs, attracting new businesses, and increasing property values. Its proximity to Classen-Steubing Ranch Park can create a synergy, drawing more visitors and enhancing tourism opportunities.

Thoughtful planning, such as incorporating green infrastructure, walkability, and eco-friendly building designs, can ensure the development aligns with modern sustainability standards. These elements would be consistent with the Classen-Steubing Ranch Park's recreational and natural appeal.

### ***e. Key Investments and Improvements***

The following are key investments and improvements to address the Heubner Road Focus Area challenges and opportunities:

- Conduct community engagement sessions to gather input from Stone Oak residents about their needs and preferences.
- Incorporate multi-use trails and pedestrian-friendly designs to seamlessly connect the development to Classen-Steubing Ranch Park and nearby neighborhoods.
- Design the cultural arts center as a flexible, multi-purpose space to ensure it serves diverse community interests and generates steady use.
- Address infrastructure needs, such as road extensions, traffic lights, or public transit options, to mitigate potential congestion.
- Emphasize sustainable development practices, such as LEED-certified buildings, native landscaping, and energy-efficient infrastructure, to respect the environment and complement the nearby park.

### ***f. Transformative Project: Huebner Road and Hardy Oak Boulevard***

[See **Figure 14: Focus Area #4 Transformative Project – Huebner Road and Hardy Oak Boulevard (Existing)**]

[See **Figure 15: Focus Area #4 Transformative Project – Huebner Road and Hardy Oak Boulevard (Conceptual)**]

The Huebner Road and Hardy Oak Boulevard Transformative Project concept was developed during a design charrette, where City staff, consultants, property owners, and Planning Team participants developed conceptual illustrations for the area. These illustrations depict a concept for how the site could be developed while preserving the existing homestead and providing an adequate buffer between

the homestead and proposed uses. This design envisions a vibrant, mixed-use neighborhood that addresses key community needs in the Stone Oak Area. This possible layout of the master development plan harmoniously blends office spaces, townhomes, retail, and restaurants to create a dynamic, walkable environment that meets both residential and business demands while fostering a sense of community. Community needs and aspirations were considered and balanced with development opportunities that the existing development entitlements would allow.

The most northern portion of this focus area is entitled for commercial use. Given its close proximity to Las Lomas Elementary School and the Classen-Steubing Ranch Park, participants of the digital design charrette contemplated a cultural arts center that would add a valuable asset to the community and make this even more of a live-work-play destination while maintaining a strong sense of community, complementing the Stone Oak Area's reputation for quality living and forward-thinking design.

Townhomes were included in the renderings because the regional center has predominantly single-family residential neighborhoods. More recent residential development includes medium-scale apartment complexes, but not many middle housing options. A collection of well-designed townhomes would provide this regional center more attainable price points and accessible housing options for middle-income families and professionals.

The conceptual development pays special attention to design, building heights, public space, and compatibility with surrounding properties, established uses, and natural features. Important points covered during the charrette include neighborhood-serving commercial uses, including residential product types such as townhomes that this regional center currently lacks, green infrastructure and landscape improvements, improving the design of the intersection, and accommodating trails and a bike lane that connects to the Classen-Steubing Ranch Park.

The demand for office space has recently declined due to more remote or hybrid work schedules and modern businesses are favoring smaller, more flexible office footprints. As such, office buildings should focus on catering to entrepreneurs, small businesses, and remote workers. Office space should be focused on shared and flexible spaces that prioritize coworking facilities, small professional suites, or incubator spaces rather than large traditional offices. This type of concept can meet the needs of remote workers and small businesses, which is a growing demographic in more suburban areas like the Stone Oak Area Regional Center. Because there are a few hospitals and medical facilities nearby, healthcare and education may be an in-demand sector to stabilize occupancy and attract complementary businesses.

Lastly, with this focus area being in the Edwards Aquifer Recharge Zone, integrating features like trees, adequate landscape buffers and depressions that slow and filter stormwater runoff, permeable pavements, and green roofs would help with water quality. Introducing educational amenities that highlight the history of this area and integrating them into the design connectivity to surrounding uses would complement the natural beauty of the Classen-Steubing Ranch Park and serve as a model of sustainable urban design for the Stone Oak community.

## 6.6 Focus Area #5: Southwest Corner of North Loop 1604 and San Pedro Avenue

[See Figure 16: Focus Area #5 Map – Southwest Corner of North Loop 1604 and San Pedro Avenue]

### *a. Vision*

*The Southwest Corner of North Loop 1604 and San Pedro Avenue Focus Area envisions a suitable mix of residential, commercial, and institutional opportunities at a medium level of intensity close to Hollywood Park and transitioning to high intensity closer to the intersection of North Loop 1604 and San Pedro Avenue. Redevelopment of this focus area offers significant opportunities to transform the area into a thriving, mixed-use community hub that could improve the existing commercial activity. By addressing challenges related to traffic and circulation, this focus area can serve as an example of sustainable and inclusive urban redevelopment in San Antonio. Strategic planning, collaboration, and a commitment to balancing economic growth with community needs will be key to the success of this area transforming into a busy mixed-use activity center.*

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

The Southwest Corner of North Loop 1604 and San Pedro Avenue Focus Area is roughly 100 acres. Existing uses include Trinity San Antonio Lutheran Church, St. Thomas Episcopal Church, two car dealerships, a pool supply store, a hotel, a restaurant off San Pedro Avenue, and several restaurants and a carwash off the Frontage Road of North Loop 1604 East. The immediate corner currently has about a dozen driveways within short distances from one another that greatly impact circulation along the Frontage Road. The distance between driveways does not meet current separation distance standards and one priority discussed with the Planning Team was improving the circulation and reducing the number of driveways. If this focus area is redeveloped in the future, it should be redesigned to reduce the number of driveways off the Frontage Road so that traffic along the Frontage Road of North Loop 1604 East is not impeded. Circulation improvements around this intersection would be a benefit, especially if VIA's ART Rapid Green Line is extended in the future to connect to VIA's Stone Oak Park & Ride.

## **c. Challenges**

Some challenges to anticipate with redevelopment of this focus area relate to market competition. There is already an abundance of commercial uses along the North Loop 1604 corridor, particularly around US Highway 281. Although this area was identified as an underutilized area based on floor area ratio and value of the land, redevelopment that is comprised of mostly commercial may not generate enough customer support due to the surrounding commercial establishments in this area. Competing developments in nearby areas may pose challenges in attracting tenants and customers. Identifying unique selling points and differentiators will be crucial for long-term success.

Additionally, the timing of redevelopment would be dependent on when the property owner of the vacant parcel plans to sell or develop the vacant parcel. As for the existing commercial uses, a significant challenge of redevelopment is the multiple property owners for the smaller lots along the Frontage Road, resulting in the series of driveways that are close to one another. Ideally, these lots would have to work collectively to reduce the number of driveways and grant access easements to allow for internal circulation. Alternatively, the lots could be consolidated to facilitate redesign.

Construction activities to redevelop this focus area might temporarily exacerbate traffic issues, impacting businesses and residents in the area. Developing an effective traffic management plan will be essential to minimize disruptions.

Lastly, St. Thomas Episcopal Church owns two lots that together are approximately 12 acres in size. A

representative of the church mentioned that over the past several decades, membership at the church has gradually declined and that they are no longer operating the school due to low enrollment. The church is considering ways to reactivate and make use of their land in such a way that aligns with the church's values and mission. Some uses being considered include housing for certain populations in need.

#### ***d. Opportunities***

Planning Team and community members expressed that investment in this focus area would be valuable. This entire focus area includes both vacant and underutilized properties so it could be redeveloped to maximize its land and use value to the benefit of the property owners and community. This focus area offers the opportunity to transform into a mixed-use community hub, especially with its proximity to a major transportation corridor and adjacency to many residents of San Antonio and Hollywood Park.

Driveway consolidation was discussed with the Planning Team. By consolidating existing driveways, traffic circulation can be significantly improved, reducing congestion and enhancing safety for vehicles and pedestrians. This redesign could also streamline ingress and egress points, making the area more accessible for customers and residents. The location's adjacency to North Loop 1604 and US Highway 281 offers excellent access and visibility off the Frontage Road and San Pedro Avenue, which could attract diverse businesses and potential tenants.

Currently, most of the focus area is commercially zoned, with the exception of a vacant parcel and a portion of St. Thomas Episcopal Church's property that currently are zoned R-6. Transitioning to a mixed-use development model provides opportunities to integrate retail, office spaces, and residential units. This approach creates more flexibility for redevelopment that adapts to market demand at the time of redevelopment being considered by the property owners. It also aligns with the vision for the Stone Oak Area and allows redevelopment opportunities in an already developed area.

Redevelopment into a mixed-use concept that incorporates plazas, green spaces, and pedestrian-friendly features can help the area become a focal point for community activities, increasing foot traffic and consumer engagement.

As previously mentioned, the school affiliated with St. Thomas Episcopal Church is no longer in operation. Thus, the existing infrastructure offers a unique opportunity for adaptive reuse. Potential uses include co-working spaces, community centers, or cultural hubs that align with the church's mission while serving broader community needs. Collaboration with the church for mixed-use initiatives could include affordable housing, age-restricted housing for older adults, or community programs, fostering goodwill and addressing local needs.

The redevelopment could attract diverse businesses, including restaurants, boutiques, and tech startups, boosting the local economy. This would contribute to employment opportunities in construction, retail, and service sectors from new employment opportunities during and after the redevelopment phase.

#### ***e. Key Investments and Improvements***

The following are key investments and improvements to address the Southwest Corner of North Loop

1604 and San Pedro Avenue Focus Area challenges and opportunities:

- Consolidation and redesign of driveways off the Frontage Road of North Loop 1604 to improve traffic flow and safety.
- Add pedestrian safety enhancement features for existing crossings at the North Loop 1604 underpasses.
- Development of multi-purpose buildings integrating retail, office, and residential spaces.
- Inclusion of community amenities such as plazas to increase appeal and activity.
- Adaptive reuse of the church and school property that involves renovation of the closed school at St. Thomas Episcopal Church – consider co-working spaces or a community center that supports the church’s mission and vision. This will involve partnering with the church to align redevelopment plans with its mission.
- Plan for potential expansion of public transit options and creation of bike-friendly pathways.
- Plan for a phased construction schedule to reduce impacts on existing businesses and prepare a comprehensive traffic management plan to minimize disruptions during construction.



## 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 Stone Oak Area thrive in the future by encouraging alternative modes of commuting, instead of relying solely on commuting with private automobiles which would lead to our roadways becoming 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. SA Climate Ready (2019), the City's Climate Action and Adaptation Plan, recognized that transportation contributes 38% of all greenhouse gas emissions in San Antonio. By welcoming and providing options for more people to live, work, and play in urban centers, regional centers, and near transit corridors, trip lengths are shortened, more transportation choices are made viable, emissions are reduced, and quality of life is 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 and actions to enhance safety for the City's transportation system and our growing community.
- The Complete Streets Policy promotes a safe, connected, and resilient transportation network through a shift in street and road design that ensures fair 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 Stone Oak Area Regional Center 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%, significantly 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, transportation costs can be stable even when gas prices rise if people have an alternative to driving alone. As more people choose to go to their destination on foot, bicycle, or public transit, the number of cars on the road will be reduced and can potentially alleviate traffic congestion and delays for people who choose to drive.

The Stone Oak Area is served by multiple high-capacity roadways, existing and planned VIA transit routes, and a network of recreational trails. These transportation networks work together to serve residents and some workers that commute into the Stone Oak Area.

### Mobility Challenges to Address

Safe and convenient multimodal transportation options are limited by the prevalence of automobile infrastructure within the Stone Oak Area Regional Center, impeding community members' multimodal access and connectivity to points of interest. The land use design presents a challenge; neighborhoods are generally clustered off arterial roads and tend to have restricted points of access into and out of subdivisions. Additionally, the predominantly suburban land use patterns contribute to increased walking distances and lower population density that reduces the viability of public transit except near major corridors such as Stone Oak Parkway, Evans Road, Bulverde Road, and Sonterra Boulevard. The Stone Oak Area Regional Center is also home to diverse and vulnerable road users including students accessing school campuses and older adults who need multimodal transportation access to nearby community centers, medical services, and retail. Additionally, infrastructure development must be sensitive to the region's historical, cultural, and natural resources such as the Edwards Aquifer.

Community members traveling roadways within the Stone Oak Area Regional Center have shared concerns regarding the level of traffic, particularly along Stone Oak Parkway and Hardy Oak Boulevard, as well as safety for road users along key roadways including US Highway 281, Loop 1604, Evans Road, and Stone Oak Parkway. As the area grows, roadways may struggle to support increased freight traffic. Further, public transit access is impaired by a lack of bus service east of US Highway 281 as well as limited service on weekends and during special events. Community members noted that bus routes are often unreliable and infrequent, or unavailable altogether for some areas of this regional center.

Active transportation usage is limited by inconsistent and inconvenient bicycle and pedestrian infrastructure. The Stone Oak Trail, for example, does not connect to key points of interest, and only

two neighborhoods and a middle school are directly accessible from the path. Bicycle facilities are primarily shoulders along isolated and high-speed roadways, and there are significant sidewalk gaps, particularly in undeveloped areas and in the southwestern portion of the regional center. Numerous driveways create many potential conflict points between automobiles, pedestrians, and bicycles. Additionally, there are areas in the regional center with gaps in the sidewalks, which makes travel difficult for individuals with a mobility impairment or pushing a stroller. Community members highlighted certain situations where pedestrians are at a higher risk, such as students accessing school campuses, bus riders walking to their bus stops, and people crossing highways. There have been several pedestrian-involved crashes in the Stone Oak Area, most prevalently along the southern edge, particularly along Loop 1604 and the US Highway 281 interchange. Historically, people of color, older adults, and low-income populations are disproportionately involved in pedestrian crashes.

### ***a. Cars***

The Stone Oak Area is supported by a well-connected transportation network, albeit one designed primarily for automobiles. US Highway 281 bisects the area and is the primary highway people use to commute to and from the regional center. Loop 1604 is the major highway that provides the Stone Oak Area an east-west connection to other areas in the city, and it is located in the southern half of the plan area. The segment of Loop 1604 west of US Highway 281 was ranked 53rd in the state of the Top 100 Most Congested Roadways in Texas, according to the Texas A&M Transportation Institute. It has a major interchange with US Highway 281, which provides a connection to Downtown San Antonio to the south and beyond the City limits to the north. North Loop 1604 and US Highway 281 carry the highest levels of vehicular traffic in the Stone Oak area – around 98,000 in daily traffic volume for US Highway 281 North and close to 85,000 for Loop 1604.

Circulation around the regional center is also supported by major arterials including Stone Oak Parkway, TPC Parkway, Evans Road, Blanco Road, Huebner Road, Redland Road, and Bulverde Road.

#### **Crashes**

Vehicular crashes on freeways in the area are below the regionwide average, but within the last 10 years, there have been some serious injury cyclist crashes and fatal pedestrian and vehicle crashes along US Highway 281, Blanco Road, Loop 1604, and on East Sonterra Boulevard.

#### **Parking**

The regional center's transportation network and parking regulations impact the local suburban environment, adding to the expansion of paved surfaces that contribute to heat island effects and which are impervious to rain and generate runoff that could contribute to flooding in the area (as well as downstream) if not properly engineered. This regional center is entirely within the Edwards Aquifer Recharge zone, thus many residents in the plan area emphasized the importance of green space and green infrastructure in new construction, especially for surface parking facilities.

[See **Figure 17: Example Parking Lot Enhancements (Typical Existing Conditions)**]

[See **Figure 18: Example Parking Lot Enhancements – Stormwater (Conceptual)**]

[See **Figure 19: Example Parking Lot Enhancements – Stormwater and Pedestrian (Conceptual)**]

[See **Figure 20: Example Parking Lot Enhancements – Stormwater, Pedestrian, and Heat-Reduction (Conceptual)**]

### ***b. Transit***

### Bus Service

The Stone Oak Area is served by a few VIA Metropolitan Transit (VIA) bus routes. VIA operates one Express Service line, Route 7, with service approximately every 30 minutes but only on weekdays between 5:30 AM and 7:30 PM. There is one Frequent Service line, Route 2, that runs along the Frontage Road of Loop 1604 between Blanco Road and US Highway 281, with service approximately every 15 minutes. There are two Metro Service lines – Routes 503 and 648, which run approximately every hour along fixed routes. Route 503 runs along Stone Oak Parkway every hour on weekdays, and Route 648 runs along a portion of Stone Oak Parkway, East Sonterra Boulevard, US Highway 281, and Henderson Pass before continuing south through the Northeast Community Area and to the Greater Airport Area Regional Center.

### VIA Link

In addition to fixed transit lines, VIA also provides on-demand services and programs. VIA Link is an on-demand ride-sharing program that offers affordable public transit options to residents in designated service zones. This service is like other ridesharing operations such as Uber or Lyft, in that trips can begin and end anywhere within the service zone. Currently, VIA has four service zones. A small portion of the VIA Link Naco Pass Service Area overlaps with the Stone Oak Area Regional Center, including the Northern Hills United Methodist Church immediately north of Loop 1604, and the portion for the regional center south of Loop 1604, west of Bulverde Road, and north of Jones Maltsberger Road.

### ***c. Bicycles***

The cycling environment in the Stone Oak Area is not well-connected and lacks facilities compared with other areas of the City. Currently, there are existing off-street, natural, unimproved trails that can be used for cycling, but they are limited to Panther Springs Park, Stone Oak Park, and Mud Creek Park. The only roadway within the Stone Oak Area Regional Center that includes bicycle lanes is Bulverde Road, and they are unprotected bicycle lanes on a roadway where drivers tend to drive above the speed limit due to wide roads and few crossings to impede speeding. It is not conducive to safe, comfortable cycling.

Community members expressed an interest in having good cycling connectivity that leads to the parks in the regional center and connects to other trails beyond the Stone Oak Area. The plan area has the potential to support increased active transportation including access to parks, as well as bicycle and pedestrian facilities that connect to the regional transit network. However, significant investments would be needed to establish a bike network of safe routes within the Stone Oak Area. The City's recent update to the Bike Network Plan identifies recommended Neighborhood Bike Network, Primary Bike Network, and Visionary Bike Network level routes.

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

Much of the Stone Oak Area's sidewalk infrastructure exists along major roadways and within many of the residential subdivisions. However, the environment is not pedestrian-friendly because many of the residential communities are developed with the typical suburban layout that tends to consist of more winding roads instead of a grid pattern. There are also some existing sidewalk gaps in older neighborhoods that were developed prior to current code that requires sidewalk construction as part of subdivision development.

Pedestrians need improved connectivity to key places of interest such as retail stores, and bus stops along Routes 503 and 648. The community expressed the importance of completing sidewalk gaps, particularly along routes known to be used by students to get to school. Several specific areas were noted by residents as priority areas that need to be evaluated for sidewalk improvements: Hardy Oak Boulevard and Wilderness Oak, north of Lopez Middle School, Canyon Golf Road, and two segments of Evans Road west of US Highway 281.

A lack of safe and connected sidewalks (and bike lanes) limits residents' and visitors' transportation options. As a large employment center, the plan area's current network serves a uniquely large and diverse group of users including young families, older adults, commuters, and visitors to the city—each with unique multimodal mobility needs. However, most commuters who can afford to, opt for personal vehicles for getting around within the area.

The Planning Team and community emphasized the importance of pedestrian safety, particularly around public schools. The Stone Oak Area is entirely within the North East Independent School District and has many highly rated schools. This regional center currently relies heavily on automobiles to commute within, to, and from this area; however, there are a significant number of grade school students that walk to school, particularly if they reside in a nearby residential subdivisions. For this reason, safe routes to schools were identified by the community as a priority, and Pedestrian Priority Areas were included on the Mobility Map.

## 7.2 Mobility Map

[See **Figure 21: 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.

This map highlights 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 and connected transportation system that accommodates community 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.

This map may be used to help understand how transportation and mobility investments and programs can support existing communities as well as future development. All potential improvements require further study prior to implementation to confirm consistency with design standards and impacts on the transportation system.

### ***b. Bond-Funded Projects***

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

##### ***Proposition A: Streets, Bridges, & Sidewalks***

Three mobility-related projects were funded in the Stone Oak Area through this proposition:

- Evans Road (East Elm Creek to Masonwood)
- Sonterra Road Extension (Sonterra to Loop 1604)
- District 9 Traffic and Mobility Improvements (Stone Oak Parkway at Evans Road and Hardy Oak)

### 2017-2022 Bond Program

#### *Proposition 1: Streets, Bridges, & Sidewalks Improvements*

Three mobility-related projects were funded in the Stone Oak Area through this proposition:

- Evans Road (US Highway 281 to Caliza Drive)
- Hardy Oak Boulevard and Huebner Road Extensions
- Loop 1604/Bulverde Road Turnarounds

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

Proposed elements on the Mobility Map show improvements that could address site specific needs. Proposed mobility elements in the Stone Oak Area include:

#### Walk/Bike Trail Improvements

Walk/Bike Trail Improvements are routes that are significant to mobility in the area and should be considered for improvements to enhance safety for pedestrians and bicyclists. The following were identified by the Planning Team and the community as roads that merit further study to provide better multimodal connections and access throughout the plan area:

- Wilderness Oak
- Hardy Oak Boulevard
- Redland Road

#### Improved Pedestrian Crossing

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.

Improved pedestrian crossings are identified on the Mobility Map and include but are not limited to locations along Stone Oak Parkway, TPC Parkway, Redland Road, and Bulverde Road. A conceptual illustration was prepared for a segment of TPC Parkway adjacent to Johnson High School to depict a few examples of treatments to improve pedestrian safety.

[See **Figure 22: Example Midblock Crossing Improvements (Typical Existing Conditions)**]

[See **Figure 23: Example Midblock Crossing Improvements (Conceptual)**]

[See **Figure 24: Example Pedestrian Streetscape Improvements (Existing)**]

[See **Figure 25: Example Pedestrian Streetscape Improvements (Conceptual)**]

### ***d. Mobility Areas***

Mobility Areas are locations that have a demonstrated need for improvement or provide a unique opportunity to improve the transportation system in the Stone Oak Area. The seven mobility areas on

the Mobility Map are described in detail below.

#### Mobility Area A: Canyon Golf Road

Canyon Golf Road is a Secondary Type A Arterial on the City's Major Thoroughfare Plan ("MTP"), and the majority of the roadway is beyond the City limits. However, the segment that is within City limits connects many residents in the Estates at Arrowhead and Champions Run subdivisions to retail and commercial along Stone Oak Parkway. It also serves as the primary road to access the residential subdivisions and connects residents to US Highway 281 by way of Stone Oak Parkway within the city limits, or via Wilderness Oak, outside city limits. While many residents within the Stone Oak Area Regional Center may not commute daily along Canyon Golf Road to and from home, many residents do travel along Canyon Golf Road as an alternative route to avoid US Highway 281 during peak times, and to the Canyon Springs Golf Club as a destination for golfing, dining at the Canyon Springs Bar & Grill, or to attend an event hosted at one of their venues. Canyon Golf Road has sidewalks on both sides of the roadway for the majority of the road within the city limits, with the exception of sidewalk gaps along the front of currently undeveloped lots. If the vacant lots are developed in the future, it would connect the sidewalks and improve the pedestrian experience.

There are no bicycle lanes along Canyon Golf Road, however the City's Bike Network Plan identifies Golf Canyon Road as a Visionary Bike Network segment, which aligns with input received from the community during the planning process for the Stone Oak Area Regional Center. The community expressed a desire for bike lanes along Canyon Golf Road and along Evans Road to increase connectivity for bicyclists to other areas beyond the city limits, such as toward the Timberwood Park area further north and Garden Ridge toward the east. The community also expressed a desire for improved street conditions to address degradation of the roadway paving, and complete sidewalks. Canyon Golf Road turns into Evans Road south of Stone Oak Parkway. Mobility Area A includes a portion of Evans Road between Stone Oak Parkway and Peacemaker, the main residential street off Evans Road leading into the Saddle Mountain neighborhood. This segment of Evans Road was included because community residents asked about when the sidewalks would be connected on the northern side of Evans Road. However, this large sidewalk gap is likely because the land between the Stone Canyon Crossing commercial center and Fire Station #46 is vacant and not yet developed. The sidewalk gap will likely be addressed if the property gets developed. Regardless of when the sidewalk connection will be complete (so that there is connectivity for pedestrians), bike facilities along Canyon Golf Road and Evans Road would increase opportunities for cyclists.

#### Mobility Area B: Redland Road

Redland Road is an important north-south connector across North Loop 1604 and provides access to numerous neighborhoods within the Stone Oak Area Regional Center and the Northeast Community Area. Redland Road currently has bike lanes and sidewalks that are in fairly good condition on both sides of the road. However, drivers tend to travel at high speeds above the speed limit and bicyclists are commuting along unprotected bike lanes. It is a long stretch of roadway that has very little shade and the median is currently landscaped with rocks. This was identified as a mobility area that could benefit from further evaluation of the existing bicycle facilities to improve bicyclist safety and improve street lighting. It was also identified as a suitable location for a gateway feature for this regional center and into the Northeast Community Area.

#### Mobility Area C: Hardy Oak Boulevard and Wilderness Oak

The intersection of Hardy Oak Boulevard and Wilderness Oak was identified as a priority mobility area by the community due to sidewalk gaps in an area with two schools. Lopez Middle School is located southwest of this intersection, and Hardy Oak Elementary School is southeast of the intersection. There



are significant stretches along both Hardy Oak Boulevard and Wilderness Oak where there are no sidewalks, but worn paths are evidence that pedestrians do walk along these roadways. Development surrounds these sidewalk gaps, indicating that the requirements at the time did not mandate the developers to construct sidewalks. All of Wilderness Oak that is within the city limits is identified in the Bike Network Plan as a Visionary Bike Network segment. As for Hardy Oak Boulevard, north of the intersection is identified as a Visionary Bike Network segment and south of the intersection is identified as a Primary Bike Network segment until it reaches East Sonterra Boulevard.

#### Mobility Area D: Evans Road

Evans Road, east of US Highway 281, has been improved during the last two bond cycles. However, starting from the underpass at US Highway 281 and west of the underpass, there are a significant number of pedestrians and cyclists along Evans Road but there are gaps in the sidewalks, and no bike lanes. The crosswalk and underpass could be improved to be more pedestrian-friendly with a raised crosswalk, improved lighting, and art to make this busy underpass feel more comfortable for pedestrians and bicyclists.

Traveling further west along Evans Road, there is a significant segment between Wind Springs and Evans Spring that does not have a sidewalk, but the worn dirt path serves as evidence that it is still used frequently by pedestrians and likely bicyclists as well. Additionally at the intersection of Evans Road and Evans Spring, the center median protrudes into and conflicts with the existing crosswalk and there is only a stop sign for traffic to yield to pedestrians. Input was provided about this existing crosswalk being dangerous with drivers not noticing early enough when pedestrians are crossing due to speeding. Improvements to protect pedestrians here could include a pedestrian activated crossing signal, reduced lane widths for traffic calming, and a staggered crosswalk design that includes a sidewalk within the center median. Two conceptual renderings show some key improvements recommended for further study and implementation that would contribute to making the space more compatible with increased pedestrian activity. The concepts and design shown could help slow traffic and increase pedestrian safety as well as improve the safety of bicyclists using Evans Road as an east-west corridor through the area to access neighborhoods and amenities on either side of US Highway 281. Other safety measures include more visible crosswalks and pedestrian signage where cross-streets meet Evans Road as well as well-placed mid-block crossings, especially for locations that are more than 300 feet from nearby intersections. Such crossings could be built with painted, raised crosswalks and pedestrian refuge islands for traffic calming and higher pedestrian visibility.

Finally, pedestrian comfort and safety can be enhanced with wider shaded and buffered sidewalks and shared use paths that are separated from the street where feasible. Particularly important are buffers between the street and sidewalks which can be used to plant shade trees where feasible.

[See **Figure 26: Mobility Area D – Evans Road and US Highway 281 (Conceptual)**]

[See **Figure 27: Mobility Area D – Evans Road and Evans Spring (Conceptual)**]

#### Mobility Area E: Hardy Oak Boulevard

Hardy Oak Boulevard runs almost 4.5 miles from North Loop 1604 up to the northwest boundary of the regional center just west of the intersection with Edgewater/Heights Boulevard. It extends a short distance further west from there between the Terra Bella subdivision to the north and the Hardy Oak Luxury Apartments on the south before it terminates at a land holding that is privately owned and currently undeveloped.

Hardy Oak Boulevard was extended from the southern entrance to Las Lomas Elementary School to just

south of the intersection of Huebner Road. The intersection was also signalized to improve circulation. These improvements were associated with the Classen-Steubing Ranch Park that was recently developed as part of the 2017 (property acquisition) and 2022 bond cycles. These improvements are now used frequently by pedestrians, in addition to serving as a vehicular route that now connects directly to North Loop 1604. Residents expressed concern about speeding that occurs on a regular basis along Hardy Oak Boulevard.

Sidewalk widths vary for segments of Hardy Oak Boulevard, and there are some sidewalk gaps northwest of the Hardy Oak Boulevard and Wilderness Oak intersection. The varying sidewalk widths are due to different standards at the time of improvements. There are no bike lanes along the entire length of Hardy Oak Boulevard. The community has expressed a desire for bike lanes along Hardy Oak Boulevard, and the Bike Network Plan identifies it as a Primary Bike Network segment. If bicycle facilities are considered along Hardy Oak Boulevard in the future, vehicle speeds should be considered and addressed with the design to ensure bicyclists' safety is prioritized. Should the privately owned parcel near Blanco Road and Hardy Oak Boulevard ever be developed in the future, Hardy Oak Boulevard could then be extended and ultimately connect to Blanco Road, which serves as a significant north-south connector from beyond the regional center and outside the city's corporate limits to North Loop 1604.

#### Mobility Area F: Stone Oak Parkway

Stone Oak Parkway is a major roadway corridor that is heavily used by drivers, pedestrians, and bicyclists. Mobility Area F includes a small segment of Stone Oak Parkway between North Loop 1604 and Sonterra Place, and identified as a priority area by community residents because of vehicle congestion that decreases the level of service in this area. In addition, there are no bike lanes, and people walking and cycling are forced to share sometimes narrow sidewalks. This area is frequently congested with residents driving to and from their homes and people commuting along Stone Oak Parkway to get to the many medical facilities and businesses off Stone Oak Parkway. Further evaluation of Mobility Area F is recommended to address the heavy traffic and congestion north of the North Loop 1604 and Stone Oak Parkway intersection.

Stone Oak Parkway continues further north and ultimately intersects with US Highway 281. As it continues east of US Highway 281, it becomes TPC Parkway. VIA's Stone Oak Park & Ride facility is located at the Stone Oak Parkway and US Highway 281 intersection. There has been an increase in ridership with people using public transit. Should redesign of Mobility Area F be considered, bike lanes and/or a buffered multi-use path should be considered and potentially extended further north along Stone Oak Parkway connecting to VIA's Stone Oak Park & Ride which is also a good candidate to become a mobility hub. This would be an ideal location to improve multi-modal connections. A conceptual rendering was prepared to depict one alternative to enhance Stone Oak Parkway as a roadway that connects pedestrians, bicyclists, and drivers to public transit.

[See **Figure 28: Mobility Area F – Stone Oak Parkway and US Highway 281 (Conceptual)**]

#### Mobility Area G: Gold Canyon Drive/Gold Canyon Road (extension)

There is a segment of Gold Canyon Drive/Gold Canyon Road that is not yet completed, located near Community Bible Church, just north of the Sonterra Road Extension (Sonterra to Loop 1604) that is currently under construction as one of the streets projects approved in the 2022 Bond Program. Further east, south of the Yates property is another missing segment of Gold Canyon Drive/Gold Canyon Road. If both of these missing segments are constructed, this major arterial would be complete and serve as another east-west connector that would help improve commuting in the regional center.



## 7.3 Mobility Recommendations and Strategies

### ***Mobility Recommendation – M 1: Prioritize safe mobility for all.***

The Stone Oak Area remains an unwelcoming environment for those walking or cycling due to fast speeds and limited amenities that restrict non-vehicular travel options. Major roadways have insufficient accommodations and less-than-ideal conditions for pedestrians and bicycles to travel on and cross safely. 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. Whether traveling by car, truck, bus, bike, or on foot, all road users must be able to move safely throughout the Stone Oak Area. However, the prevalence of high-speed roadways, limited transit service, and unsafe and inconsistent pedestrian and cycling amenities limit travel options for people who walk, bike, or take the bus. In addition, numerous driveways create many potential conflict points between automobiles, pedestrians, and bicycles. Employing strategies to reduce these points of conflict can increase safety in the study area.

Incorporating safe crossing opportunities, such as well-marked crosswalks, pedestrian signals, and refuge islands, can also create a safe and comfortable pedestrian experience. Moreover, creating accessible pathways ensures that pedestrians of all ages and abilities can move comfortably and confidently through these areas. Safe crossing opportunities are sparse in the Stone Oak Area Regional Center. Most safe crossings are located at signalized intersections. These intersection crossings can be improved and supplemented with the addition of new crossings located mid-block.

Safer transportation options for all will help reduce active transportation traffic fatalities that disproportionately impact vulnerable communities. As the population increases in and around the Stone Oak Area Regional Center, opportunities to improve services at the VIA Stone Oak Park & Ride facility should be considered. Consideration of establishing a mobility hub at the park and ride facility and additional micro-mobility hubs within the Stone Oak Area Regional Center should be evaluated.

#### ***Strategy – M 1.1***

*Continue implementation of Vision Zero strategies (reduced speeds, narrow lanes, safer crossings, etc.) for key areas of conflict between people driving, people walking, and people cycling. Key locations include:*

- *Blanco Road and Huebner Road*
- *Loop 1604 and Stone Oak Parkway*
- *Loop 1604 and Bulverde Road*
- *US Highway 281 and Loop 1604 interchange*
- *US Highway 281 and Evans Road*

#### ***Strategy – M 1.2***

*Improve crossing opportunities for students accessing school campuses and for pedestrians crossing highways. Key locations include:*

- *Las Lomas Elementary School*
- *Barbara Bush Middle School*
- *Canyon Ridge Elementary*
- *Johnson High School*
- *Wilderness Oak Elementary*
- *Hardy Oak Elementary*
- *Loop 1604 and Stone Oak Parkway*
- *Loop 1604 and Bulverde Road*

- US Highway 281 and Loop 1604 interchange
- US Highway 281 and Evans Road

### **Strategy – M 1.3**

*Improve intersections and add new crossings for pedestrian safety and comfort. Key locations include:*

- Stone Oak Parkway and Knights Cross Drive
- Loop 1604 and Redland Road
- US Highway 281 and Stone Oak Parkway
- US Highway 281 and Evans Road

### **Mobility Recommendation – M 2: Focus on accessibility for youth, families, and older adults to key destinations.**

The Stone Oak Area Regional Center is home to diverse road users with unique needs. Young adults traveling to school require safe pedestrian and bicycle infrastructure, and families may enjoy chaperoned neighborhood groups for walking, biking, or carpooling to school. Older adults need safe multimodal transportation options to places of interest such as retail centers and community centers that are located beyond the Stone Oak Area. Communities that people can grow up in and grow old in, with safe and convenient mobility options for the most vulnerable road users, benefit all community members.

### **Strategy – M 2.1**

*Design transportation demand management resources, like carpool, cycling, and walking, and match systems to target school locations and student/parent populations. Key locations include:*

- Bush Middle School
- Canyon Ridge Elementary
- Hardy Oak Elementary
- Johnson High School
- Las Lomas Elementary
- Reagan High School
- Wilderness Oak Elementary

### **Strategy – M 2.2**

*Develop infrastructure projects, like sidewalks, enhanced/high-visibility crosswalks, lighting, advance or in-street warning signage, pavement markings, traffic calming, and speed reduction, to support Safe Routes to Schools. Key locations include:*

- Stone Oak Parkway
- Hardy Oak Boulevard
- Evans Road
- Bulverde Road

### **Strategy – M 2.3**

*Evaluate mobility-on-demand transit solutions or increased weekend bus service to connect residents to the rest of the transit system through the existing VIA Stone Oak Park & Ride facility. Key locations include: area bounded by TPC Parkway, US Highway 281, Bulverde Road, and Encino Rio.*

### **Mobility Recommendation – M 3: Support future growth with a connected transportation network.**

As San Antonio and the Stone Oak Area Regional Center 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.

**Strategy – M 3.1**

*Support the build-out of the major thoroughfare plan to support long-term growth. Key locations include:*

- Gold Canyon Road
- Huebner Road
- Sonterra Boulevard

**Strategy – M 3.2**

*Update the Unified Development Code to the Complete Streets Policy.*

**Strategy – M 3.3**

*Evaluate improvements needed to establish VIA's Stone Oak Park & Ride facility as a mobility hub. Evaluation should consider appropriate typologies based on increasing ridership in the Stone Oak Area.*

**Strategy – M 3.4**

*Incorporate green infrastructure elements into future Bond Program-funded mobility projects. Key locations include:*

- Hardy Oak Boulevard
- Huebner Road
- Gold Canyon 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 that have adequate infrastructure where people have access to cultural assets and outdoor spaces. This section describes desired future projects or policies to make that future a reality and outlines the vision for transforming these spaces into dynamic focal points that cater to the needs and aspirations of the Stone Oak Area.

Amenities and public spaces are essential for a healthy and vibrant community and help shape the community's identity and character. In the Stone Oak Area Regional Center, amenities and public spaces serve as places of connection, recreation, and community gatherings. Residents and stakeholders identified several priorities for parks, open space, trails, and amenities. These include use of public art; pedestrian and cyclist connection and navigation improvements; expansion of parks and open spaces with integrated green infrastructure elements where needed; and pedestrian experience enhancements. Integrating amenities near natural systems and creeks can improve user experience and provide additional connection opportunities.

Existing and proposed destinations within the Stone Oak Area Regional Center include Parman Library, Encino Library and Playground, Classen-Steubing Ranch Park, Redland Road, Panther Springs Park, Gold Canyon Park, Mud Creek Park, Community Bible Church, and VIA Stone Oak Park & Ride. The property where the Martin Marietta - San Pedro Quarry currently exists could turn into a new destination within this regional center once mining operations cease and the property is reclaimed and developed. The Yates property, should it be developed in the future, may also become a destination if it is developed with a commercial component and/or a public park.

Incorporating amenities and infrastructure improvements, such as public art, lighting, pedestrian crossings, signage and wayfinding, green infrastructure, trailheads, and trails, into public spaces in this regional center will enhance these places to their full potential and offer additional benefits for residents and visitors. This section of the plan identifies ways to further enhance those assets and improve connectivity and access for residents, visitors, and future generations.

Examples of amenities and public spaces include public parks and plazas, greenway trails, community centers, public art, 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. Descriptions of various components that help create attractive amenities and public spaces are described in more detail along with locations that were identified by the Planning Team or community during community meetings and input received in surveys.

In order to optimize amenities and public spaces, it is essential to focus on the safety and accessibility of multi-modal connections. The establishment of high-visibility pedestrian crossings is a fundamental step toward ensuring the safety of pedestrians, especially outside of residential neighborhoods. These marked crossings, equipped with clear signage and designated pedestrian zones, enhance the visibility of individuals on foot and reduce the risk of crashes involving pedestrians and other modes of transportation (cars, trucks, bikes, and scooters). Pedestrian crossings are covered in Section 7. Mobility, and contribute to quality amenities and public spaces for people to enjoy.

Adequate lighting along frequently used pedestrian routes and pathways is also crucial for safety, particularly at night. Well-lit streets, underpasses, and crosswalks deter criminal activity and reduce the likelihood of crashes by increasing visibility for pedestrians and drivers. Improved street lighting also creates a sense of security, encouraging people to utilize public spaces, attend local events, and frequent nearby businesses, thereby fostering a more vibrant and thriving community.

Wider sidewalks with even surfaces and minimal obstructions provide a comfortable walking experience. Features like shade, benches, trees, and public art installations can make sidewalks more attractive, comfortable, and inviting, encouraging Stone Oak Area residents and visitors to use them regularly. Improved sidewalks can also pair well with other forms of transportation when rights-of-way allow, such as bike lanes and public transit stops along busier corridors, promoting multi-modal commuting and increasing transportation choices in the area. To cultivate strong bonds among residents and enhance the character of a community, it is crucial to provide accessible and inviting gathering spaces. By doing so, one can foster a sense of belonging, encourage social interaction, and bolster the unique character of the Stone Oak Area community.

When identifying locations for community gathering spaces, it is essential to consider key destinations such as libraries, community centers, schools, and parks. These areas serve as natural hubs for community activity and can benefit greatly from adjacent gathering spaces that are accessible to the public. Examples of other complementary gathering spaces that can be placed at these key destinations include cultural and arts centers, plazas, amphitheaters, play spaces, sculpture gardens, and community gardens. Indoor and outdoor gathering spaces provide platforms for residents to connect, share experiences, and build a sense of belonging. These spaces encourage cultural and artistic expression within the community. Outdoor spaces can also promote physical activity and mental well-being, contributing to the overall health of Stone Oak Area residents.

## 8.2 Amenities and Public Spaces Map

[See **Figure 29: 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 and/or desired plan area improvements and potential impacts of new developments.

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

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

### ***b. Bond-Funded Projects***

## 2022-2027 Bond Program

### *Proposition A: Streets, Bridges & Sidewalks*

One amenities and public spaces-related project was funded in the Stone Oak Area through this proposition:

- Evans Road Phase 1 (East Elm Creek to Masonwood)

### *Proposition C: Parks & Recreation*

Two amenities and public spaces-related projects were funded in the Stone Oak Area through this proposition:

- Stone Oak Park
- Classen-Steubing Ranch Park

## 2017-2022 Bond Program

### *Proposition 1: Streets, Bridges & Sidewalk Improvements*

One amenities and public spaces-related project was funded in the Stone Oak Area through this proposition:

- Hardy Oak Boulevard and Huebner Road Extensions

### *Proposition 3: Parks, Recreation, & Open Space Improvements*

Two amenities and public spaces-related projects were funded in the Stone Oak Area through this proposition:

- Classen-Steubing Ranch Park
- Mud Creek Park

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

Proposed elements on the Amenities and Public Spaces Map show improvements that could address site-specific needs. Proposed amenities and public spaces elements in the Stone Oak Area include:

### Plazas

Plazas are places where people can walk, sit, and congregate, can be different sizes, and often feature walkways, trees, shrubs, shade structures, and flexible seating and table options. Plazas can be incorporated into both public and private gathering spaces, including parks, retail areas, and parking lots.

When the quarry operations cease at Martin Marietta Quarry in the Steubing Focus Area and the properties are redeveloped, a plaza should be incorporated into the site design.

### Parks/Open Spaces

Parks and open spaces can be publicly or privately owned land where conservation is promoted, and passive or active recreation is encouraged. Parks can include amenities such as picnic areas, dog parks, playground, and trails.

The Yates Focus Area identifies a potential regional park as a significant component should the property ever be developed.

### Public Art

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

Examples include murals, sculptures, and colorful lighting displays.

Residents provided input about locations for additional public art at Panther Springs Park, Stone Oak Park, the VIA Stone Oak Park & Ride station, Gold Canyon Park, and at the southern portion of the Yates property if this portion of the property is developed as a park in the future.

[See **Figure 30: Example Art and Design in the Public Right-of-Way (Typical Existing Conditions)**]

[See **Figure 31: Example Art and Design in the Public Right-of-Way (Conceptual)**]

### 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.

The community provided feedback about a desire to have more signage to help direct residents and visitors to trails and park amenities. Locations for such are around Stone Oak Park, Classen-Steubing Ranch Park, and Gold Canyon Park.

[See **Figure 32: Example Signage and Wayfinding**]

### Gateway Features

Entrances or locations that mark the arrival to an area (neighborhood, district, etc.) or specific destination (park, recreational area, or activity hub) serve as gateway features. These gateways help create a sense of place and overall civic identity. They can take many physical forms, but typically include one or more of the following: distinctive landscaping, unique lighting, iconic architectural elements, monuments, public art, and/or signage.

The Stone Oak Area Regional Center Plan identifies two locations for Gateway Features. One is located on Stone Oak Parkway, near the North Loop 1604 intersection. While a Stone Oak gateway feature already exists in the 2<sup>nd</sup> landscape median north of the intersection, it could possibly incorporate more features to help the Stone Oak gateway feature be further enhanced with other elements such as distinctive trees and landscaping patterns, public art, sculptures, or other visual elements, specialty area signage or branding, or even water features.

The second location is also off North Loop 1604, but south of the highway, along Redland Road. This location currently does not include any elements to create a gateway feature and would be well-suited to foster community identity.

[See **Figure 33: Example Gateway Improvements – Monument Signage Over the Road (Conceptual)**]

[See **Figure 34: Example Gateway Improvements – Monument Signage Along Side of Road (Conceptual)**]

[See **Figure 35: Example Gateway Improvements – Monument Signage in Median (Conceptual)**]

### 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.

New trailheads are recommended in locations where new development occurs that provide



opportunities to connect to the existing trail network. Suggested locations include near a housing project anticipated to be constructed north of Huebner Road, east of Summer Knoll, at the recently added Classen-Steubing Ranch Park, within the Huebner Focus Area and within the Yates Focus Area.

### 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.

Lighting improvements within the Stone Oak Area are recommended primarily along Redland Road, at the Evans Road underpass of US Highway 281, at the VIA Stone Oak Park & Ride, and at Panther Springs Park.

[See **Figure 36: Example Non-Compliant Dark Sky Initiative Lighting Fixtures**]

[See **Figure 37: Example Dark Sky Initiative-Compliant 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.

Green infrastructure is recommended in areas that are located within the 100-year floodplain or areas that currently serve as stormwater management or drainage easements, such as around Panther Springs Creek, located near and in Panther Springs Park, Mud Creek, which traverses through Canyon Springs Golf Park, Stone Oak Park, Classen-Steubing Ranch Park, Emmitt Park, and Mud Creek Park, and East Elm Creek, located east of US Highway 281 from TPC Parkway and traversing through the Yates Focus Area and toward the Redland Road Focus Area, south of Loop 1604.

[See **Figure 38: Example Roadside Green Infrastructure Improvements (Typical Existing Conditions)**]

[See **Figure 39: Example Roadside Green Infrastructure Improvements (Conceptual)**]

## 8.3 Amenities and Public Spaces Recommendations and Strategies

***Amenities and Public Spaces Recommendation – APS 1: Utilize public art to establish character at existing parks, trailheads, and open spaces, as well as other key locations within the regional center.*** Public spaces hold significant potential to serve not only as recreational areas but also as embodiments of a community's character and identity. The strategic utilization of public art can transform these spaces into vibrant and memorable destinations that reflect the unique character of an area. The Stone Oak Area currently does not have many significant public art installations that capture the character or identity of the area.

Strategic opportunities include incorporating public art into improvements to existing parks, trailheads, and open spaces. Utilizing public art at these key locations has the potential to breathe new life into these spaces, add uniqueness, express community values, and make them more inviting. For all new parks, trailheads, and open spaces, public art should be prioritized in the design phase of the projects and include robust community engagement to ensure that the character and identity of the Stone Oak Area community are reflected. Public art should also be integrated into other public investments like



streetscape designs and community facilities. By incorporating public art that resonates with the community's character and identity, these spaces can become iconic representations of the Stone Oak Area Regional Center's identity. Potential locations for new public art installations include Panther Springs Park, Gold Canyon Park, Stone Oak Park, Mud Creek Park, and the VIA Stone Oak Park & Ride.

### **Strategy – APS 1.1**

*Incorporate public art into improvements to existing parks, trailheads, and open spaces. Key locations include:*

- Panther Springs Park
- Stone Oak Park
- Gold Canyon Park.

### **Strategy – APS 1.2**

*Prioritize public art in the design of new parks, trailheads, and open spaces. Key locations include:*

- Panther Sprints Park
- Stone Oak Park
- Gold Canyon Park
- Mud Creek Park
- Yates property (if acquired and established as a park)

### **Strategy – APS 1.3**

*Explore opportunities to integrate public art into other public investments, including streetscape designs and community facilities. Key locations include:*

- VIA Stone Oak Park & Ride
- US Highway 281 underpass at Evans Road

### **Amenities and Public Spaces Recommendation – APS 2: Improve navigation for pedestrians and cyclists by incorporating signage, wayfinding and lighting features along streets, trails, and parks.**

Navigating recreational spaces should be an effortless and enjoyable experience for pedestrians and cyclists. Incorporating effective signage, wayfinding systems, and well-placed lighting features is crucial to ensuring the safety, convenience, and accessibility of people walking and biking. Clear and well-placed signage not only helps with navigation but also creates safer conditions for pedestrians and cyclists. Directional signs for pedestrians, cyclists, and automobile users can assist in navigation and help minimize conflicts between these different modes of transportation. Moreover, accessible signage with high visibility ensures that these navigation aids cater to all individuals, including those with accessibility needs. Wayfinding signage leading to schools and other community destinations for pedestrians and cyclists should be incorporated and prioritized.

Strategically placed lighting along streets, trails, and parks can enhance the visual appeal of these spaces but also significantly contribute to safety, particularly during evening hours. To optimize lighting features for people walking and biking, it is important that people-scaled lighting is utilized. These lighting features should be prioritized along major roads with commercial uses, areas where there is high pedestrian activity, and within neighborhoods. The Stone Oak Area Regional Center is located within a Military Lighting Overlay District due to its proximity to Camp Bullis. Downward-facing outdoor lighting is important to preserve dark skies in support of JBSA's mission. These regulations apply to lighting in parks and open spaces and should be considered in the design for all future projects to enhance amenities and public spaces for the Stone Oak Area Regional Center. When it comes to

prioritization, areas where there is little to no lighting should be considered first for any type of lighting features.

**Strategy – APS 2.1**

*Add people-scaled, dark sky-friendly lighting along major roads with commercial uses and within neighborhoods. Key locations include:*

- Panther Springs Park
- Redland Road
- Evans Road underpass at US Highway 281

**Strategy – APS 2.2**

*Incorporate wayfinding signage for pedestrians and cyclists, especially leading to schools, parks, and other community destinations. Key locations include:*

- Classen-Steubing Ranch Park
- Stone Oak Park
- Gold Canyon Park

**Strategy – APS 2.3**

*Develop entry monuments and gateway elements at key intersections. Key locations include:*

- North Loop 1604 and Stone Oak Parkway
- North Loop 1604 and Redland Road

**Strategy – APS 2.4**

*Add dark sky-friendly downlighting in parks and open spaces. Key locations include:*

- Panther Springs Park
- Stone Oak Park

***Amenities and Public Spaces Recommendation – APS 3: Establish parks and open spaces of multiple scales east of US Highway 281 to provide recreational opportunities that are evenly distributed throughout the regional center.***

Fair access to amenities and public spaces is essential for fostering healthy communities and enhancing the quality of life for residents. There are strategic opportunities to build off existing trails to ensure that different parts of the Stone Oak Area Regional Center are well-connected to a variety of parks and open spaces. The Stone Oak Area also contains large utility right-of-way or easement spaces that may be able to incorporate future trails and trailheads that increase connectivity across the area.

There are several large lots in the regional center that are owned by a single owner. There is a strategic opportunity to work with these owners to identify opportunities for new and expanded parks and open spaces. The Yates Focus Area is a prime location for this type of opportunity. This strategy can also be incorporated by partnering with developers to ensure that publicly accessible parks and open spaces are included with new developments.

The area east of US Highway 281 lacks many opportunities to safely cross streets compared to the west side. For example, Gold Canyon Park was noted by planning team members to be largely disconnected from the rest of the regional center. Looking at the existing trail network and finding opportunities to create new trails should be prioritized when implementing this recommendation. Improving access to existing parks and open spaces with pedestrian crossing improvements, sidewalk enhancements, and trail connections should be considered so that nearby residents can have fair access to these amenities.

### **Strategy – APS 3.1**

*Work with owners of larger properties to identify opportunities for new and expanded parks, trails, and open spaces, and incorporate these amenities into new developments when possible. Key locations include:*

- Yates property
- Steubing Property (existing Martin Marietta Quarry)

### **Strategy – APS 3.2**

*Improve access to existing parks, open spaces, and libraries, with pedestrian crossing improvements, sidewalk enhancements, and trail connections. Key locations include:*

- Stone Oak Parkway and Knights Cross Drive
- Stone Oak Parkway underpass at US Highway 281
- Hardy Oak Boulevard around Classen-Steubing Ranch Park
- Encino Rio and Creek County
- Loop 1604 and Redland Road

### **Strategy – APS 3.3**

*Explore opportunities to add trails along utility easements. Key locations include all utility easements that provide trail connection opportunities, such as the easement that runs along the northern border of Classen-Steubing Ranch Park and then continues east of US Highway 281.*

## **Amenities and Public Spaces Recommendation – APS 4: Enhance the experience for pedestrians moving along and across major thoroughfares and high-traffic areas by incorporating pedestrian amenities, green infrastructure, and safe crossing opportunities.**

The well-being of pedestrians is a vital component of a thriving community. By integrating pedestrian amenities, green infrastructure, and safe crossing opportunities, this recommendation aims to create more pedestrian-friendly environments that prioritize safety and comfort. Due to several major highways and arterials within the Stone Oak Area Regional Center, there are numerous high-traffic locations, which can be stressful for pedestrians. The addition of amenities such as benches at public transit stops, shade structures, and resting spots transforms these areas into comfortable places for people to navigate as a pedestrian.

The incorporation of green infrastructure elements, such as street trees, planters, and bioswales, not only beautifies the landscape but also provides essential environmental benefits. Green infrastructure can help mitigate the heat island effect, purify air, reduce noise pollution, and improve the overall aesthetic of the Stone Oak Area Regional Center. This integration of greenery enhances the overall safety and comfort of pedestrians by protecting them from traffic and creating shade during warmer temperatures. The Stone Oak Area Regional Center was noted by the community to generally be hot and uncomfortable for people who walk. Adding street trees and other shade elements throughout the regional center can create a more enjoyable pedestrian experience and potentially reduce vehicle traffic as more people choose to walk instead of drive. In addition to streets, green infrastructure elements can be incorporated into sidewalks, parks, parking lots, and landscaping.

### **Strategy – APS 4.1**

*Add street trees and other shade elements throughout the plan area. Key locations include:*

- Stone Oak Parkway
- Redland Road

- *Evans Road*
- *Huebner Road*

**Strategy – APS 4.2**

*Integrate green infrastructure and other Low Impact Development (LID) improvements in major streets, sidewalks, parks, parking lots, and landscaping. Key locations include:*

- *Stone Oak Parkway*
- *Stone Oak Park*
- *Gold Canyon Park*
- *Huebner Road*

**Strategy – APS 4.3**

*Incorporate street furnishings (e.g. benches, trash cans, bike racks) that have high pedestrian activity. Key locations include:*

- *Stone Oak Parkway*
- *East Sonterra Boulevard*
- *Redland Road*
- *Evans Road*
- *Huebner Road*

## 9 Housing

### 9.1 Housing Snapshot

As of 2022, the Stone Oak Area Regional Center has a population of approximately 68,000 people and 24,400 households. A household is composed of one or more people who occupy a housing unit. The population of the area more than doubled between 2000 and 2010, growing from 22,204 to 53,625. In the following decade, population growth slowed but still outpaced its surroundings, increasing by 2.2% annually while the city grew on average at 0.9%.

The characteristics of households in the Stone Oak Area differ from the city overall. Most households (75%) in Stone Oak 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 regional center has an average household size of 2.77 people, slightly larger than the overall city's average of 2.69. The Stone Oak Area Regional Center's population is somewhat older than the City's population overall; the median age in the area is 37 years, compared to 34.5 in the City. The regional center has a higher than average concentration of older residents (age 65+), 27% higher than the city overall.

The median household income in the Stone Oak Area Regional Center (\$118,045) is far higher than the City average (\$70,801). Similarly, the education attainment levels of residents in the regional center are higher than the City's average. Of the area population aged 25 and older, approximately 65% have an Associates, Bachelor's, or Graduate/Professional degree, which is higher than the City at 35% and the San Antonio-New Braunfels Metropolitan Statistical Area (MSA) with 37%. There are 12% with a high school diploma or equivalent and only 3% with less than a high school diploma. As for workers that are employed in the Stone Oak Area Regional Center, 40% of them have some college or higher.

The housing stock in the Stone Oak Area Regional Center differs from the City overall. There are 25,746 total housing units in the regional center of which 69% are single-family detached homes, slightly higher than the City's share of 62% of single-family detached homes. Tenure is more heavily owner-occupied in the Stone Oak Area than in the City overall with 67% of housing units owner-occupied, compared to 52% across the City. Most homes (68%) were built between 1990 and 2010.

The housing stock in the Stone Oak Area Regional Center continues to grow. Since 2010, over 1,000 new single-family homes and 4,950 apartment units have been built. The regional center was forecasted by the Alamo Area Metropolitan Planning Organization (AAMPO) to grow by 16,500 housing units from 2010 to 2040, which is an annual rate of 550 new units per year. The development activity over the past 10 years has matched this forecasted rate of growth.

HOUSING SNAPSHOT (2022)	STONE OAK AREA	CITY OF SAN ANTONIO
Total Population	68,048	1,463,625
Total Households	24,438	533,534
Annual Household Growth (2010-2021)	2.4%	1.0%
Average Household Size (Persons)	2.77	2.69
Non-Family Households	25%	35%

**Average Household  
Income**

\$118,045

\$70,801

Housing costs in Stone Oak Area Regional Center are higher than in the rest of San Antonio. The average single-family home price is \$411,000 in the 78259 zip code and \$499,000 in 78258, which is far higher than the citywide average (approximately \$301,000). However, affordability of housing is not a major issue for existing residents of the area, as only 24% of homeowners pay more than 30% of income towards housing. Twenty-six percent of homeowners in the regional center do not have a mortgage, compared to 37% overall in Bexar County. Apartment rental rates are also higher than the citywide average by 22%, with the average rental rate of \$1,464 in the Stone Oak area compared to \$1,198 citywide in the year 2022. Fifty-one percent of rentals are affordable to a household earning the Citywide median income of \$52,361. Rent in Stone Oak has increased at a faster rate than the County overall since 2010, with average monthly rents increasing by \$475 since 2010. The biggest affordability issue facing the Stone Oak Area is the lack of housing options that are affordable to the over 90% of workers who live outside the regional center but commute in for work.

## 9.2 Housing Challenges

The Stone Oak Area Regional Center Planning Team completed an assessment of the regional center's housing challenges as part of two meetings devoted to economic development and housing during the planning 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 were three main housing challenges identified for the Stone Oak Area Regional Center.

### *a. Housing Options*

Housing stock in the Stone Oak Area Regional Center consists predominately of single-family detached homes (69%), a higher proportion than the greater San Antonio area (62%). There has been a recent influx of multi-family housing options in the past decade, but there are still a variety of housing types missing. Two main housing types were identified to improve the area's housing options. First, there is a lack of housing types affordable to portions of the workforce employed in the regional center. Alternative multi-family and smaller attached housing products can help create more affordable housing for workers in the Stone Oak Area. Second, the area has a higher than average proportion of residents over the age of 65. Many of these older residents live in single-family detached homes and may want or need smaller and/or lower maintenance options currently or in the future. A greater presence of smaller attached homes with small or no yards, multi-family options oriented to seniors, and continuum of care housing options (e.g., assisted living) can allow these existing residents to remain in the area as their housing needs change.

Alternative multi-family and smaller attached housing product types are sometimes referred to as "missing middle housing". Missing middle housing includes a range of house-scale buildings with multiple units that provide variety beyond the conventional single-family detached products that are typically seen throughout San Antonio. There are few "middle housing" product types in the Stone Oak Area. Middle housing product types offer options that are compatible with detached single-family homes. The Example Missing Middle Housing illustrations depict a range of lower and higher density missing middle housing product types that are encouraged to diversify choices for the city's current and future residents and workforce.

[See **Figure 40: Example Missing Middle Housing – Typical Neighborhood Conditions (Existing)**]

[See **Figure 41: Example Missing Middle Housing – Lower Density (Conceptual)**]

[See **Figure 42: Example Missing Middle Housing – Higher Density (Conceptual)**]

The Stone Oak Area Regional Center serves as a large employment area, with health care, accommodation, and food services being the largest sectors. However, only 10% of residents in the Stone Oak Area are employed in the area. Most people employed in the Stone Oak Area commute in from other areas – about 91.5% of workers. Providing more affordable and diverse housing opportunities to the local workforce gives workers the ability to live near their jobs and reduce the time and expense associated with long commutes, supporting a more efficient economy. Creating opportunities for people to live and work in the area can also help strengthen the sense of community and identity.

### ***b. Transitions to Existing Neighborhoods***

The regional center has several established neighborhoods. New development on the edges of existing neighborhoods should consider transitions in use and density to ensure new development doesn't adversely impact the established neighborhoods.

### ***c. Aquifer Protection and Impervious Surface***

Nearly the entire Stone Oak Area Regional Center is in the Edwards Aquifer Recharge Zone; there is a small portion along the northern edge of the regional center near East Borgfeld Drive that is in the Edwards Aquifer Drainage Zone. This area is vital for the recharge of the aquifer and natural drainageways in the area should be protected to ensure recharge. Greater impervious surface coverage in the regional center can lead to lower water quality runoff (in terms of both cleanliness and temperature of water) that drains back into the aquifer. New developments should strive to exceed existing regulations for impervious surfaces and employ low impact design/green infrastructure solutions to ensure water quality is maintained with the addition of new impervious surfaces.

## **9.3 Housing Recommendations and Strategies**

***Housing Recommendation – H 1: Encourage development of a mixture of housing options within large, remaining development sites.***

There are a handful of large, undeveloped parcels remaining in the Stone Oak Area. Should the property owners choose to do so, these large land holdings are likely to be developed over the plan horizon. The land use designations for these parcels allow for and encourage a mix of housing options (size, density, and tenure) as part of the development of these sites.

#### ***Strategy – H 1.1***

*Work with vacant property owners and developers to integrate a greater mix of housing types in the regional center with a focus on attracting attached and small lot for-sale housing along with housing options for older adults.*

#### ***Strategy – H 1.2***

*Partner with local affordable housing providers and developers to identify potential sites and projects for development of affordable and mixed-income housing. Prioritize sites in focus areas and along major roadway corridors with public transit nearby.*



**Strategy – H 1.3**

*Identify areas to accommodate more diverse housing product types available in the Stone Oak Area Regional Center to include medium-density single-family housing options such as garden homes, cottage court, and lower-density multifamily options such as townhomes and multiplex houses. Encouraging these additional product types will close the gap between the existing abundance of single-family detached and midrise apartment complexes in the area.*

**Housing Recommendation – H 2: Allow for higher-density housing near major transportation routes and away from existing lower-density neighborhoods.**

The regional center will continue to attract additional higher-density housing due to employment opportunities in the area and the land values. Higher-density housing can help support a greater variety of housing types available and activate mixed-use areas. These uses are best suited near employment and retail uses and in areas with greater visibility. Locations along major transportation routes are the best places for encouraging higher-density housing.

**Strategy – H 2.1**

*Promote high-density multi-family housing in a mixed-use environment near public transit routes and the VIA Metropolitan Transit Park-and-Ride.*

**Housing Recommendation – H 3: Attract the development of housing types, including smaller footprint attached housing options and older adult-oriented housing projects, that allow residents to remain in the area as they age.**

The regional center has a greater concentration of older residents (over the age of 65) than the city on average and many of these residents want to remain in the area even when they may need to move into new housing types that better suit their needs. The attraction of older adult housing options of all types can help to ensure existing residents can remain in the area over the course of their life.

**Strategy – H 3.1**

*Identify potential locations for age-restricted housing projects, including projects with affordable older adult units. Work with older adult housing developers and non-profit service providers working with older adults that are active in the City to vet opportunity sites and attract interest in developing a project.*

**Strategy – H 3.2**

*Allow for the development of Accessory Dwelling Units (ADUs) within new master planned developments and for areas not under existing covenants that may restrict building ADUs in the regional center.*



## 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 an economy that continues to thrive.

The Stone Oak Area Regional Center had approximately 35,800 jobs in 2021. Health Care and Social Assistance is the regional center's largest employment sector, accounting for 20 percent of the total number of jobs. The next largest employment sectors are Accommodation and Food Services with 15% and Retail Trade with 13%. Health care is one of the largest industries with a concentration of health care providers including Baptist Children's Hospital at North Central, Methodist Hospital Stone Oak, and Sonterra Medical Park. Additionally, Marathon Petroleum Corporation, a major employer in San Antonio, has a regional office campus located in the area, as well as a large JP Morgan Chase corporate center.

Medium and higher wage jobs make up a sizeable portion of employment in the area (45%). The Health Care employers and large corporate campus employers account for most of the medium and higher paying jobs. The regional center also has a large concentration of lower-paying jobs in the retail, food service, and hospitality industries. Most people employed in the plan area do not live within the plan area as about 8.5 percent of workers also live in the regional center. However, most workers come from relatively close by, with 48% of workers in the plan area commuting less than 10 miles.

The Stone Oak Area Regional Center is a major destination for office and retail developments. The retail and office space inventories in the area are each approximately 5.5 million square feet and have grown in new space by over 1 million square feet since 2010. The office inventory is dominated by a handful of large employers and their associated office space. The office and retail uses are largely located along Loop 1604 and US Highway 281, however some retail centers and large employers are also located along Stone Oak Boulevard and Sonterra Boulevard. There is also a sizable hotel inventory in the regional center with over 1,900 hotel rooms, over a third of which were built since 2010. Lastly, the Stone Oak Area does have a small inventory of industrial/flex space but has experienced limited growth in this use type in the recent past.

The Stone Oak Area Regional Center was forecast by the AAMPO to grow by 31,900 jobs between 2010 and 2040, which is an average of 1,063 jobs per year. Recent trends in office and retail development, as well as the growth of anchor institutions such as the hospitals, indicate that employment growth in the plan area exceeds the forecast over the past 10 years. The regional center increased by 11,535 jobs from 2010 to 2019, which is an average of 1,282 jobs per year.

### 10.2 Economic Challenges

During the planning process, the Stone Oak Area Regional Center Planning Team members were asked to assess the regional center's economic challenges during discussions at the two meetings devoted to economic development and housing. 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 fulfill.

The Stone Oak Area Regional Center has many economic assets and strengths. It is a growing, desirable area for housing within the region, and employers in the plan area have been able to attract a diverse workforce. The Planning Team, however, did identify two main economic challenges for the regional center:

### ***a. Lack of Higher Education Institutions***

The Stone Oak Area Regional Center lacks a higher education institution. The presence of higher education has the potential to attract and train a skilled workforce to support area businesses and attract a younger demographic of residents to the area.

### ***b. Opportunities for Local/Small Businesses***

The Stone Oak Area Regional Center has a several large employers, which account for most jobs in the area. These large employers are great for attracting additional businesses; however, they are predominately located in stand-alone, single purpose business campuses. There are limited opportunities for smaller businesses to locate in the area due to the lack of multi-tenant office buildings. This same dynamic exists in terms of retail uses. There are several large, major chain retailers in the area and fully occupied retail centers. These centers typically prefer chain tenants, which are at a lower risk for breaking leases, to occupy vacant retail space. This creates a challenge for new and local businesses to establish a business in the area if they do not self-develop their own space.

## **10.3 Economic Opportunities**

Target industries and economic opportunities were identified for the Stone Oak Area Regional Center. The target industries and economic opportunities are meant to help organize the city's economic geography and provide guidance on the role the Stone Oak 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 Stone Oak Area Regional Center are:

### ***a. Activity Hubs***

The Stone Oak Area is a destination for retail and food services; however, it lacks entertainment uses. The current retail centers are completely separate from residential development and the built environment reflects a purposeful separation of land uses. Also, most of the non-residential uses in the area are in use-specific developments. There are very few mixed-use developments. Mixed-use projects can serve as a destination and gathering place for residents that can attract a mix of businesses that are not currently present in the regional center.

Activity hubs are locations with concentrations of a variety of functions like shopping, dining, working, recreation, and entertainment uses. These activity hubs essentially create a central point where people can access multiple needs within a walkable or easily accessible distance with reduced reliance on cars. The activity hubs promote a vibrant, mixed-use environment for daily activities. They are intended to foster social interaction and a sense of place within the community. All four activity hub locations within the Stone Oak Area Regional Center are designated as either Neighborhood, Urban, or Regional Mixed-Use on the Future Land Use Map to allow for development or redevelopment to include a variety of

uses. The four activity hubs are (See **Implementation Priorities Map**):

- **US Highway 281 and TPC Parkway** – this location is off TPC Parkway, east of US Highway 281. It is currently predominantly restaurant and retail uses and is a popular shopping destination for residents in the regional center and other nearby residents. This area has the potential to be redeveloped in such a way that other uses could be incorporated to generate more activity. A conceptual rendering was prepared for how redevelopment could occur to transform this retail center into an activity hub. Some design elements include a parking garage to reduce street parking to increase room for patios, green infrastructure, and park space, expanding existing greenspace to create more paths and pedestrian access, and conversion of central buildings into community use buildings for pavilions and events.

[See **Figure 43: US Highway 281 and TPC Parkway Activity Hub (Existing)**]

[See **Figure 44: US Highway 281 and TPC Parkway Activity Hub (Conceptual)**]

- **Community Bible Church** – this location is off East Sonterra Boulevard, east of US Highway 281, north of North Loop 1604 East. The 2022 Bond Program allocated \$6 million for the Sonterra Road extension (Sonterra Road to Loop 1604) for the construction of roadway improvements to include sidewalks, curbs, driveway approaches, drainage, and other associated improvements. This bond project improves connectivity to Community Bible Church’s campus, which currently includes Emmitt Park, which is open to the public and is used often by community residents. Planning Department staff met with a representative of Community Bible Church that indicated that the Church plans to incorporate additional uses on their campus which may even include housing and other services for vulnerable population groups.
- **Yates Property** – this activity hub location is in the Yates Focus Area, located just west of the intersection of Bulverde Road and Canyon Parkway. Please see Section 6.2 for a more detailed description of the area.
- **Huebner Road** – this location is in Huebner Road Focus Area, specifically at the intersection of Huebner Road and Hardy Oak Boulevard. Please see Section 6.5 for a more detailed description of the area.

## ***b. Corporate Campus Destination***

The Stone Oak Area already has existing corporate campuses and has remaining sites that are well suited to attract additional major tenants/businesses. The attractiveness of the area’s housing stock, natural environment, transportation connectivity, and surrounding workforce make it a candidate for future major users.

One particular area that was discussed with the Planning Team was the area east of US Highway 281, south of Redland Road and north of East Sonterra Boulevard. This area is predominantly zoned commercial and has property zoned for multi-family immediately east of Dry Creek Way. While there are some businesses established here, there are still a significant number of lots currently undeveloped but zoned for commercial use. The Future Land Use Map has this area designated as Urban Mixed-Use to provide flexibility in development opportunities that could include a mix of residential, commercial, and institutional uses at a medium level of intensity.

### ***c. Medical and Health Care Service Hub***

Three hospitals are located within the Stone Oak Area Regional Center as well as additional medical office uses and spaces. The area's continued growth will generate continued demand for medical services. The regional center's location and access to major transportation routes should also continue to attract medical service providers and businesses.

## **10.4 Attributes of a Vibrant Economic Place**

Successful economic places have common attributes that help create their success. These attributes help to build upon the traditional attributes of attractive employment locations to create a cohesive strategy for managing these places. Each SA Tomorrow regional center is evaluated based on the presence of these attributes.

The Stone Oak Area Regional Center has many of the attributes that help create successful, vibrant economic places. The findings of the assessment for these attributes are detailed in this section, and identified shortcomings are addressed in the Economic Development recommendations and strategies.

### ***a. Anchor Institutions***

*Anchor institutions need to be connected and integrated into the fabric and strategy of the place.*

The regional center has a wealth of anchor institutions including the three hospitals and large employers (Marathon Petroleum, JP Morgan Chase). The lack of a higher education institution was cited as a weakness by the Planning Team.

### ***b. Brand***

*Brands are important to establish an identity, create cohesion, and to market employment places. This is especially important for newer or less well-established places.*

The regional center has an identity and character aesthetic due to the master-planned development of Stone Oak. The identity of the plan area is one of large campuses and a superior natural aesthetic. Maintaining this character will preserve the appeal of the plan area for businesses.

### ***c. Finance/Incentives***

*Economic development tools like improvement districts and Tax Increment Financing (TIF) can help to finance capital projects as well as fund operation and maintenance.*

No public financing tools have been leveraged in the plan area. The strength of the market in the plan area does not indicate the need for incentives aside from perhaps the creation of affordable housing options. Investment districts, such as the City's Downtown Public Improvement District, could fund improvements desired by the residents and businesses in the plan area that are not likely to be funded through the city's capital improvement program.

#### **d. Investments**

*Investments in parks and other amenities are important catalysts to help create identity and a sense of place.*

The regional center has been built primarily through private investment. Improvements to the major highways have helped support growth but there is a need for additional investment. The private sector is not likely to fully fund the public infrastructure and amenities that are missing in the area.

#### **e. Organizations/Partnerships**

*Non-profit and public-private agencies support the creation and continued operation of employment places. These agencies include Business Improvement Districts (BIDs) and Economic Development Corporations.*

Successful office employment areas in the US often benefit from a collective effort between businesses, property owners, workers, and municipalities to manage and promote these areas. There are a variety of organizational structures that could be implemented. Typically, these entities focus on economic development, transportation management, area promotion/branding, and/or public space/amenity management to support the economic growth of the area while addressing major issues. While both the North San Antonio Chamber of Commerce and greater:SATX, a regional economic partnership, support businesses in the regional center, they are focused on a larger area. These entities are important partners, but the area could benefit from an organization focused primarily on supporting the economic growth of the Stone Oak Area Regional Center.

#### **f. Transportation**

*Transit has been identified as one of the most important factors in the location decisions of firms and start-ups and is critical to the success of employment places.*

The transportation connectivity to the area is good with access via US Highway 281 and Loop 1604. The large super blocks make internal mobility in the plan area difficult and the major highways bisecting the area also make internal mobility difficult. A major east-west connection can support greater connectivity. The regional center is served by VIA, including its Stone Oak Park & Ride facility that provides express service to the airport and downtown. However, there is limited internal connectivity via transit and alternative modes.

#### **g. Urban Design/Planning**

*Rezoning and design efforts allow for a more vibrant mix of land uses. Parks and transportation also help catalyze these places.*

Since development of the area was largely through master plans, the plan area has a cohesive feel. However, the regional center lacks distinct destinations and gathering places/community centers that bring workers, residents, and visitors together.

### **10.5 Economic Development Recommendations and Strategies**

***Economic Development Recommendation – ED 1: Attract mixed-use destinations with a focus on entertainment, retail, and services oriented to area workers and residents.***

Despite the concentration of large employers and surrounding neighborhoods, the regional center lacks destinations for entertainment and some retail/services oriented to the workers and residents in the plan area. Efforts are needed to attract mixed-use entertainment and retail developments to the Regional Mixed-Use areas designated in the land use plan. These mixed-use developments can aid in attracting additional corporate users, creating speculative spaces for small businesses, and providing amenities for the current and future workforce.

***Strategy – ED 1.1***

*Explore potential development incentives (such as density bonuses and other regulatory benefits) for mixed-use developments that provide public gathering spaces, entertainment attractions, and/or increased mobility options and connectivity.*

***Strategy – ED 1.2***

*Proactively interact with area businesses, developers, and property owners to identify opportunities for the development of multi-tenant office buildings by helping developers identify potential tenants for multi-tenant projects; encouraging large businesses and users to include additional rentable space within large campuses; and working to attract flexible workspace and co-working companies to the plan area.*

***Economic Development Recommendation – ED 2: Attract and support key economic anchor institutions in the Stone Oak Area Regional Center.***

Health Care is the largest industry in the regional center, anchored by three hospitals, and should be supported through additional business attraction and institutional growth. A key missing asset is a higher education facility to support workforce development. In recent years, Alamo Community College District acquired approximately 20 acres off Bulverde Road and west of US Highway 281, plus an adjoining 29-acre parcel just outside city limits, for a potential technical school, though no plans appear in the District's Capital Improvement Projects. The Future Land Use Map designates these and surrounding properties as Employment/Flex Mixed-Use to enable campus-like development.

***Strategy – ED 2.1***

*Work with area businesses and other economic development entities to explore options and interest in the formation of a place management organization, transportation management association, and/or economic development partnership to support the future growth and economic health of the plan area with a focus on transportation issues, economic and workforce development, and placemaking.*

***Strategy – ED 2.2***

*Reach out to existing health care providers and facilities in the regional center to identify future growth needs and plans. Help address any barriers to expansion that may exist for existing businesses and providers.*

***Strategy – ED 2.3***

*Work with economic development entities and local higher education institutions to identify potential education programs best suited to the Stone Oak Area Regional Center.*

***Strategy – ED 2.4***

*Work with existing building and landowners to identify potential sites for higher education facilities.*



## 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 and to ensure 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.

Typically, the Neighborhood Profile and Priorities section of the Sub-Area Plans is intended to provide special attention to prior neighborhood planning efforts and recognizes the community groups and individuals who were instrumental in their creation. The Stone Oak Area does not encompass any residential areas that have previously adopted Neighborhood or Community Plans. However, these neighborhoods have priorities that are equally valuable and worth capturing as part of this planning process. Therefore, we adjusted our approach for sub-areas that do not have previous neighborhood or community plans and that lack neighborhood association representation. The Neighborhood Profile and Priorities section for this regional center summarizes strengths, opportunities, challenges, and priorities for two geographic areas with slightly different approaches for each based on the level of participation and input received from residents of the geographic areas.

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

At the beginning of each sub-area planning process, all registered neighborhood associations are invited to participate in the planning process by assigning a representative to the Planning Team. The Planning Team provides input that is used to develop the recommendations, strategies, and broader content of the entire sub-area plan. Additionally, neighborhood, homeowner, or property owner associations that participate by assigning a Planning Team member, are 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, association members are asked to think about their neighborhood over the next 10-15 years and provide input relating to strengths, opportunities, and challenges. This input is then used to develop a profile and set of priorities. There are no registered neighborhood associations in the entire Stone Oak Area, but there are many homeowner associations and one property owners association.

#### **Profile: Neighborhood Character, Strengths, Challenges, and Opportunities**

The Strengths listed below represent current conditions in the neighborhoods 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 to guide decisions made in the future.

## ***b. Acknowledgements***

Special thanks to all residents and stakeholders of various neighborhoods 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***

The San Antonio International Airport Vicinity Land Use Plan (Adopted, 2010) is a previously adopted Community plan that overlaps with a small area of the Stone Oak Area Regional Center between North Loop 1604 and Jones Maltsberger Road. This small portion of the regional center does not contain any residential neighborhoods and consists of all non-residential properties. For this reason, the San Antonio International Airport Vicinity Land Use Plan was not referenced during any of the community outreach that was conducted to prepare the two Neighborhood Profiles and Priorities.

## **11.2 Stone Oak Property Owners Association**

[See Figure 45: Stone Oak Property Owners Association Map]

### ***a. Neighborhood Profile***

#### Neighborhood Character

The Neighborhood Profile and Priorities section for the Stone Oak Property Owners Association (POA) was developed with input from association members from several neighborhoods, and in communication with the Stone Oak POA Board of Directors.

The Stone Oak POA area includes 4,300 acres that were once several ranches and is the product of the vision of a handful of developers. This small group, led by Dan Parnam, saw in the 1980s the potential for a planned community. They took a risk, and developed a community of multiple land uses, utilizing the electric tower easements to develop a golf course and country club to attract builders for subdivisions around/adjacent to the golf course. They designed the community with multiple land uses to allow for community development and ultimately to service the suburban community. The first master plan was filed in Bexar County in 1985. On January 23, 2008, the Stone Oak POA was turned over to the property owners, and the first Board of Directors was appointed. The Board of Directors govern the Stone Oak POA and consist of five residential representatives, five commercial representatives, and a Board-elected Chairman. Both residential and commercial property owners within the boundaries pay assessments to the POA.

The Stone Oak POA helps protect the neighborhood character that residents cherish. They are responsible for ensuring compliance with architectural guidelines, maintenance and upkeep of landscaping, and are active in neighborhood events and activities for the benefit of Stone Oak property owners. The Stone Oak POA also takes care of the common areas outside the neighborhoods that are

within the Stone Oak Master Plan while the Homeowners Association (HOA) of each residential neighborhood takes care of everything within its neighborhood.

### Strengths

*Strengths are unique things that make the area a good place to live or visit. Below is the list of strengths that the Stone Oak POA identified for their residents and neighborhoods:*

- Governing Documents and Land Use Plan which provides for single-family, multi-family, retail and commercial development.
- Architectural Guidelines that provide for consistent building specifications for commercial and office development.
- City of San Antonio agreement that Stone Oak POA Architectural Committee decisions and the Land Use Plan specifications are a prerequisite for any City zoning changes.
- Convenient access to medical facilities including North Central Baptist Hospital and Methodist Hospital at Stone Oak.
- Convenient access to multiple H-E-B Grocery stores and retail businesses.
- Numerous restaurant, hospitality, and dining opportunities with both local and chain options.
- GreatSchools.org top-rated public elementary, middle, and high schools.
- Access to 300-acre Stone Oak Park and walking trail to new Classen-Steuben Park for baseball and soccer fields, bike paths, and inclusive playground equipment.
- Landscape Agreement with City of San Antonio to allow maintenance and improvements by Stone Oak POA for specified medians and rights-of-way.
- Home to major corporate headquarters and national customer centers including JP Morgan Chase Bank and iHeart Media.
- Easy access to US Highway 281 and North Loop 1604.
- Approximately 10 miles to San Antonio International Airport from most areas of Stone Oak.

### Challenges

*Challenges are things that need to be overcome to address issues facing the area. Below is the list of challenges that the Stone Oak POA identified for their residents and neighborhoods:*

- Obtain adequate City of San Antonio funding to maintain the quality of pavement for our streets.
- Encourage utilization of VIA Metropolitan Transit to counter the increasing vehicle traffic within the POA.
- Provide alternatives for the encampments for the un-housed population.
- Eliminate tagging of the concrete drainage areas and tagging of signage within our neighborhoods.
- Residents have long requested a stronger police presence in the area to assist with speeding issues and increasing criminal activity, to include City of San Antonio Park Police more regularly patrolling Stone Oak Parks.

### Opportunities

*Opportunities are things that could be done to improve what is good about the area. Below is the list of opportunities that the Stone Oak POA identified for their residents and neighborhoods:*

- Complete Huebner Road past Hardy Oak Boulevard to connect all the way to US Highway 281.
- Complete a sidewalk network for all major streets.
- Increase housing affordability.
- Add amenities to Stone Oak Park and adjoining Classen-Steuben Park to include community

- swimming pool, splash pads, and tennis courts.
- Increase participation in Stone Oak POA activities by all 26 existing neighborhood Homeowners Associations.

## ***b. Neighborhood Priorities***

Common issues that were important to residents largely centered around development in and around the area. While participants generally want to see investment in the area, some of their priorities for how change should look are listed below:

- Maintain a neighborhood scale, especially in areas adjacent to neighborhoods and single-family homes.
- Improve streets and appropriately manage traffic associated with new development.
- Improve the quality of public infrastructure and services.
- Expand and preserve parks, open spaces, trails, and recreational facilities.
- Address challenges associated with housing affordability for different population groups.

By prioritizing these issues community members hope to keep what is special and what they like about their neighborhoods while also ensuring that future development adds to the quality of life in the area. Especially important are how large new developments may affect traffic or other public services like schools and parks.

## **11.3 Encino Park, Encino Rio, Encino Forest, and The Village of Encino Park**

[See **Figure 46: Encino Park, Encino Rio, Encino Forest, and The Village at Encino Park Homeowners Associations Map**]

### ***a. Neighborhood Profile***

#### **Neighborhood Character**

The Encino Park, Encino Rio, Encino Forest, and the Village of Encino Park were invited to participate throughout the planning process. Planning staff attended HOA meetings to ensure that residents were aware of the planning process that was underway for the Stone Oak Area Regional Center. An online questionnaire was also shared with residents, but participation was low with only six responses, of which some responses were submitted anonymously, making it difficult to assess which neighborhoods were represented in the survey responses received. However, based on discussions during Planning staff's attendance at a few HOA meetings for these neighborhoods, below is a brief list of strengths, opportunities, and challenges that are reflective of the current conditions of the neighborhoods.

#### **Strengths**

*Strengths are unique things that make the area a good place to live or visit.*

- Established single-family neighborhoods are well-kept, and residents appreciate amenities such as large shade trees, which enhance the area's vitality.
- The neighborhoods are located in close proximity to medical services, retail and commercial services, and jobs. The area also has convenient access to multiple commercial centers via US Highway 281 and North Loop 1604.

- North East Independent School District has quality schools that attract families to the area.

### Challenges

*Challenges are things that need to be overcome to address issues facing the area.*

- Improve the transportation system to accommodate multi-modal options, including increasing pedestrian and bicyclist safety throughout and between neighborhoods.
- Maintain tree canopy and providing increased tree coverage along pedestrian routes and within established neighborhoods.
- Create more complete neighborhoods that serve all stages of life by providing a variety of housing types and neighborhood services that attract first-time home buyers and also allow residents to age in-place.
- Make public parks and trails more accessible nearby for residents east of US Highway 281.

### Opportunities

*Opportunities are things that could be done to improve what is good about the area.*

- Improving connections between residential areas and the commercial nodes, as well as healthcare services within the Stone Oak area.
- Encouraging enhancement of trails, parks, and open space in the Stone Oak area.
- Increasing housing affordability through the development of different housing types.
- Reducing the impact of future development by planning for flood control and minimizing the effect on existing neighborhoods.

## **b. Neighborhood Priorities**

Common issues that were important to residents largely centered around development in and around the area. While participants generally want to see continuing investment in the area, some of their priorities for how change should look are listed below:

- Maintain a neighborhood scale, especially in areas adjacent to neighborhoods and single-family homes.
- Improve streets and appropriately manage traffic associated with new development.
- Expand on the existing public parks, open spaces, trails, and recreational facilities to improve access to such amenities for residents located east of US Highway 281.

By prioritizing these issues community members hope to keep what is special and what they like about their neighborhoods while also ensuring that future development adds to the quality of life in the area. Especially important are how large new developments may affect traffic or other public services like schools and parks.

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Figure 45: Stone Oak Property Owners Association Map

Figure 46: Encino Park, Encino Rio, Encino Forest, and The Village at Encino Park Homeowners Associations Map

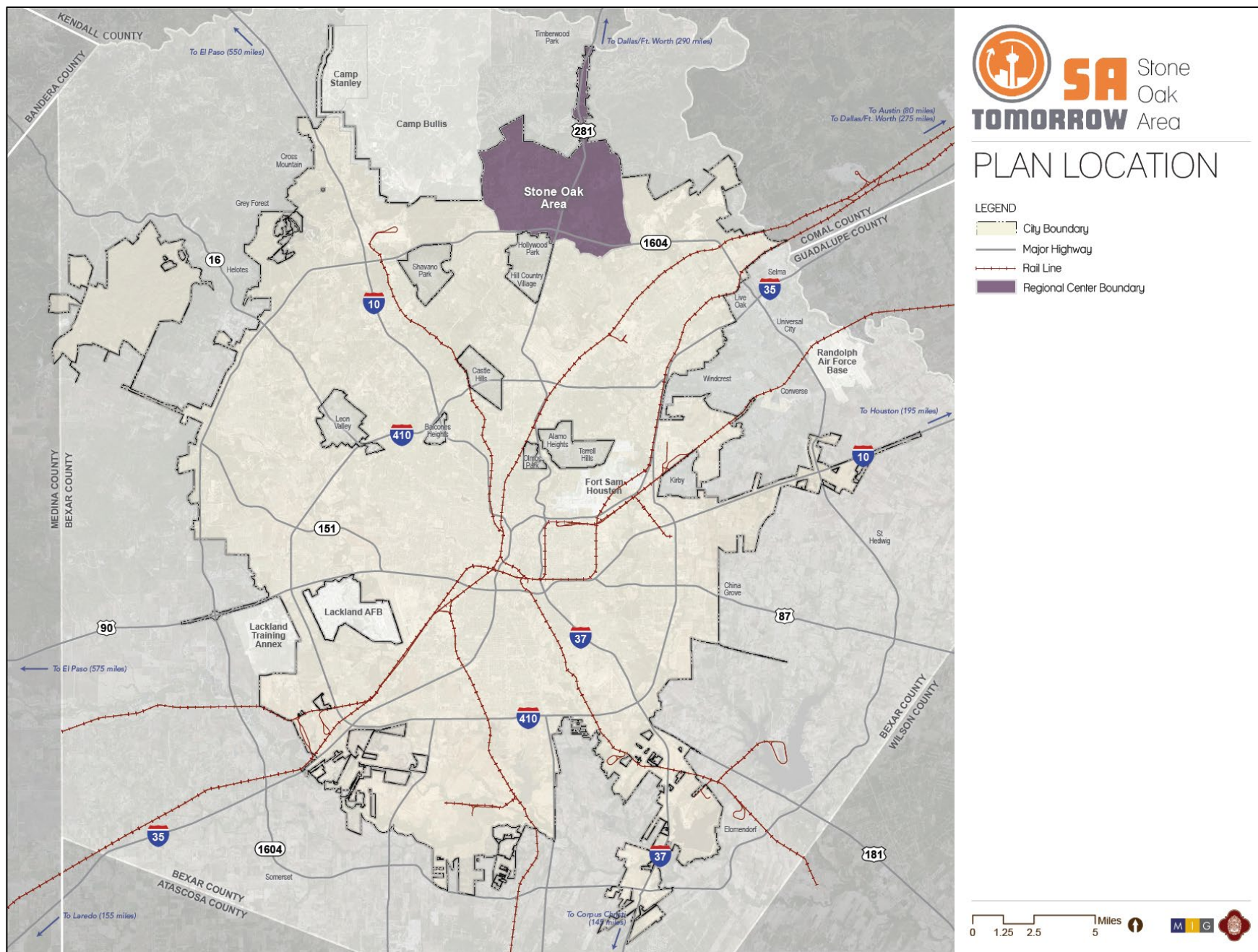
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Exhibit 1: Existing Conditions Atlas



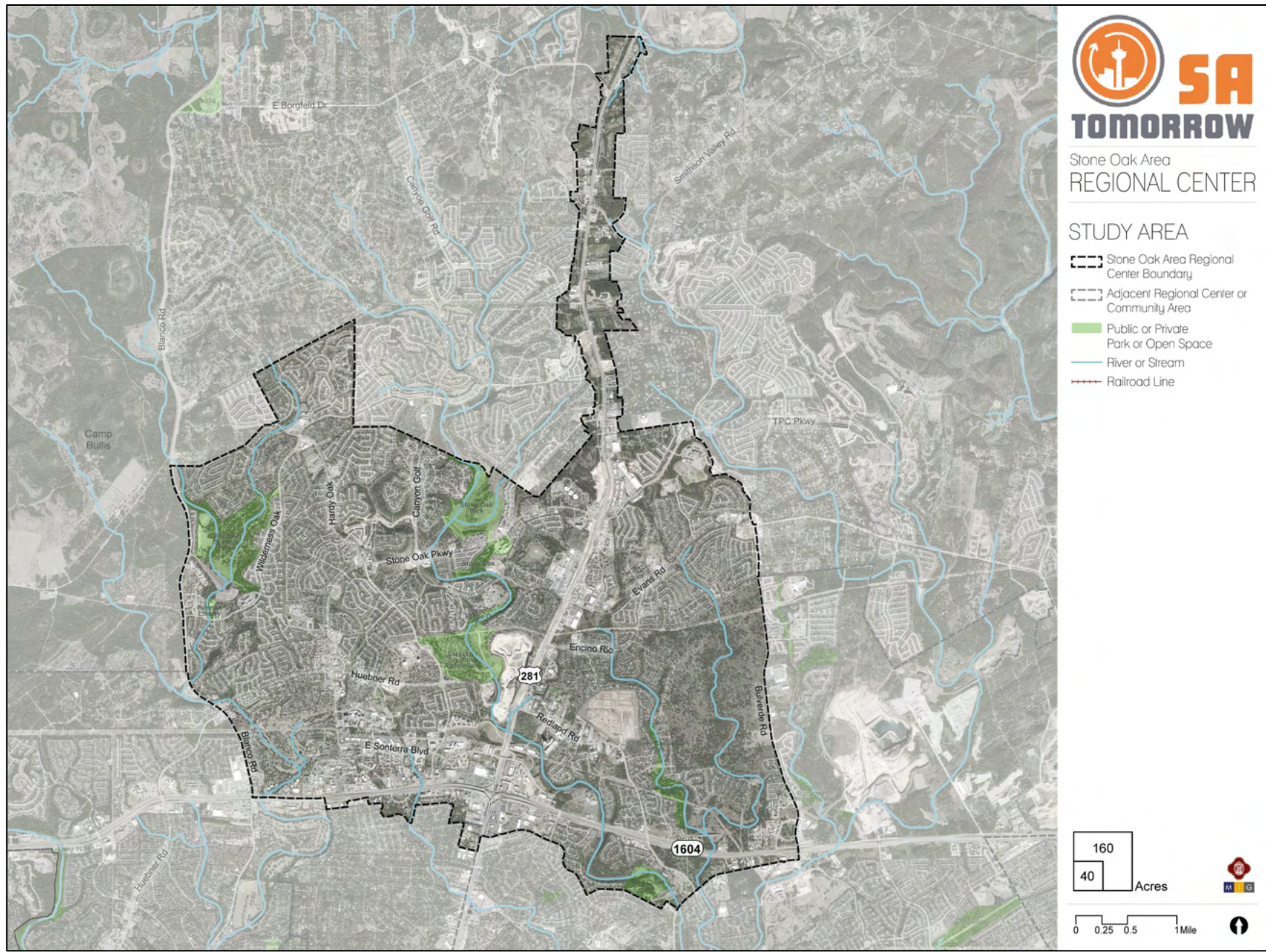






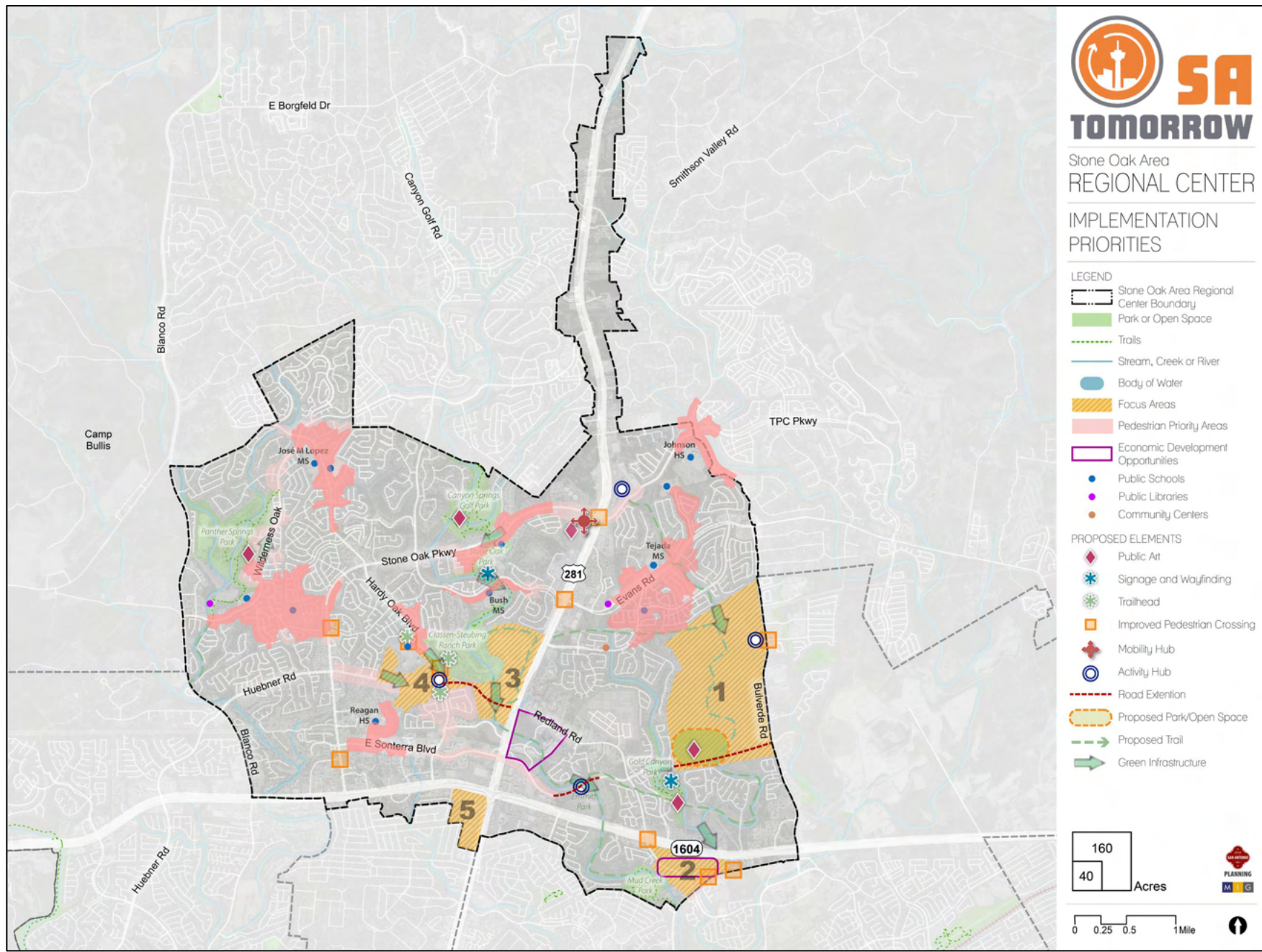
**Figure 2: Plan Location Map**





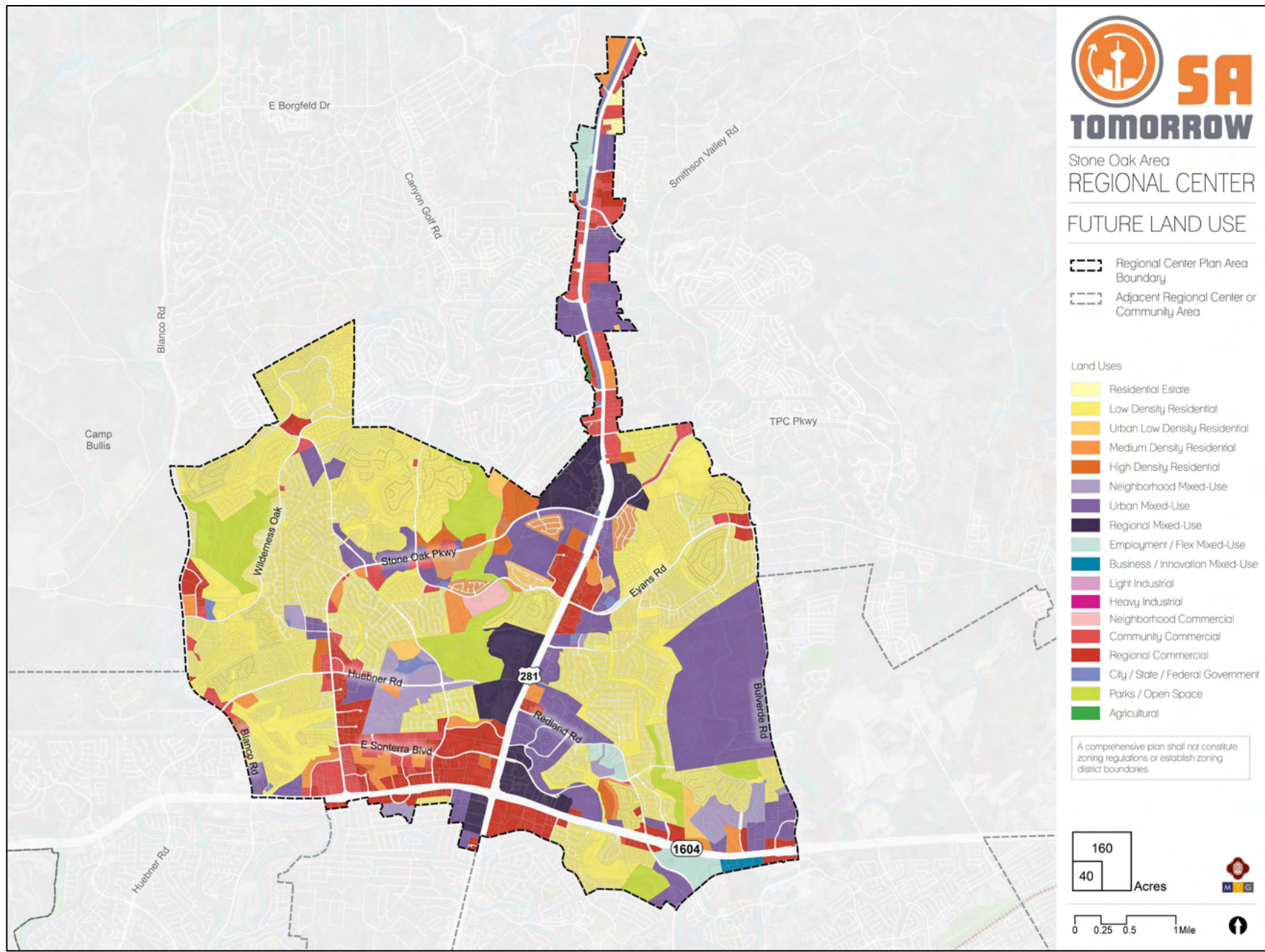
**Figure 3: Study Area Map**





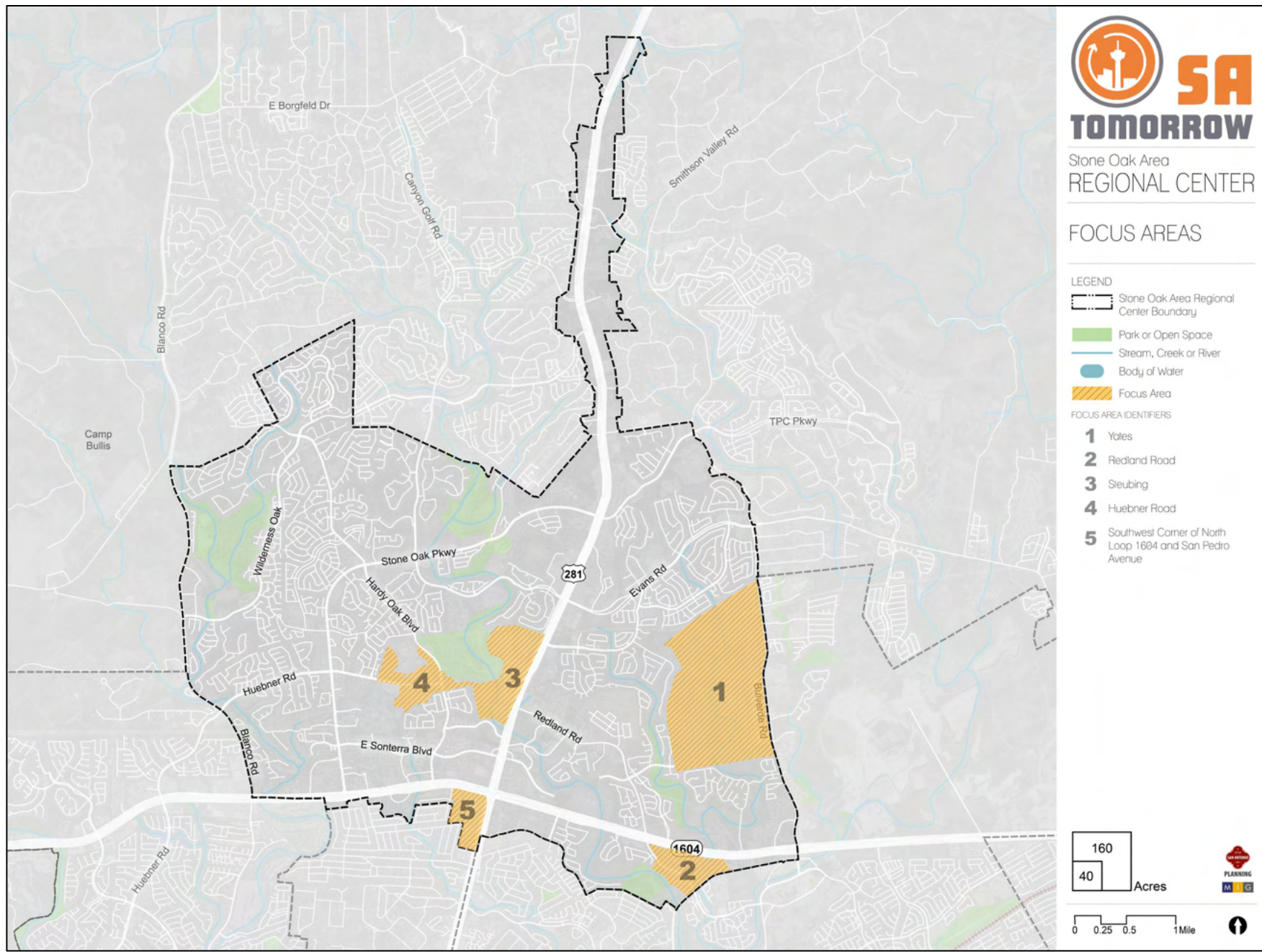
**Figure 4: Implementation Priorities Map**





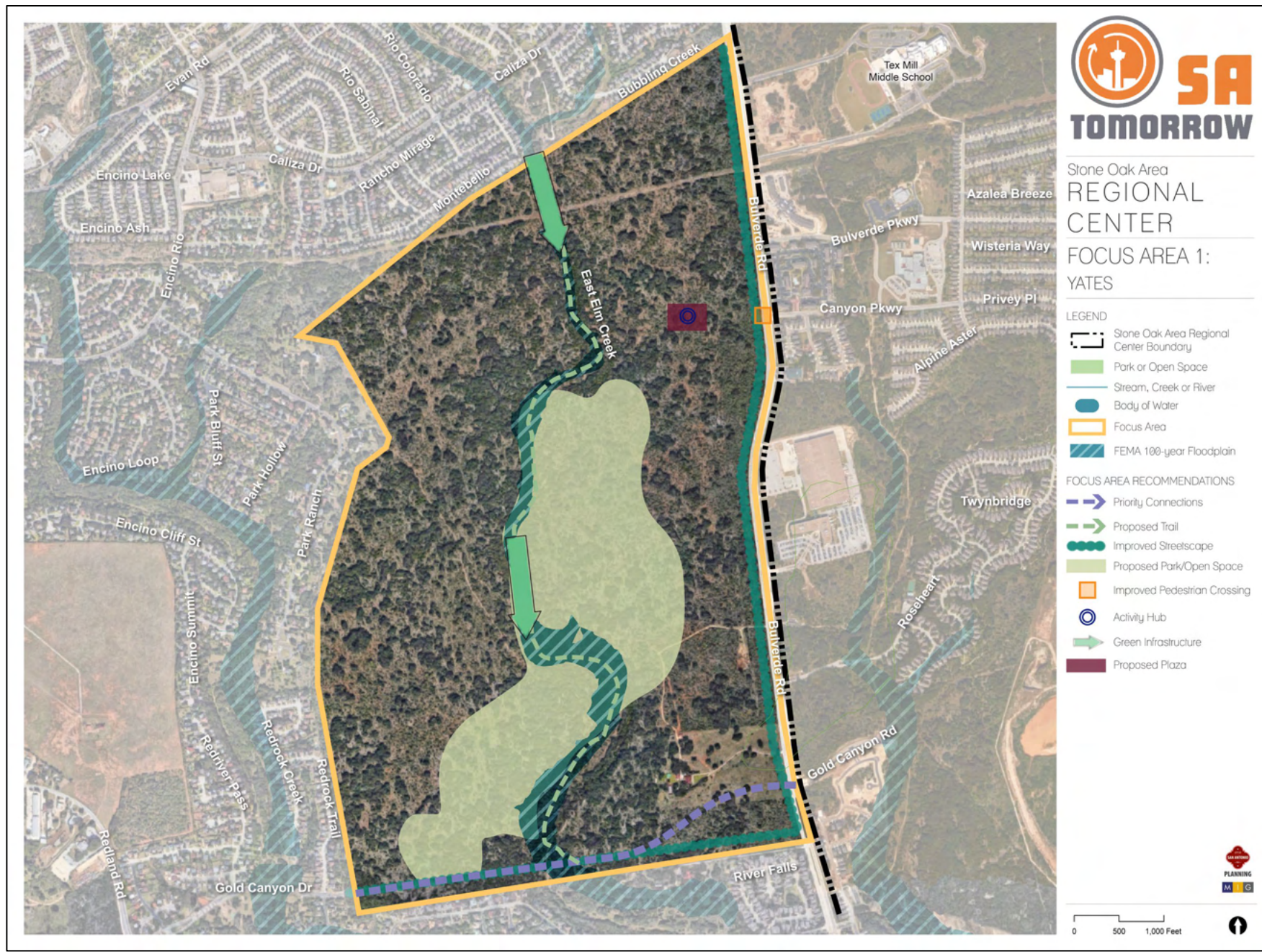
**Figure 5: Future Land Use Map**





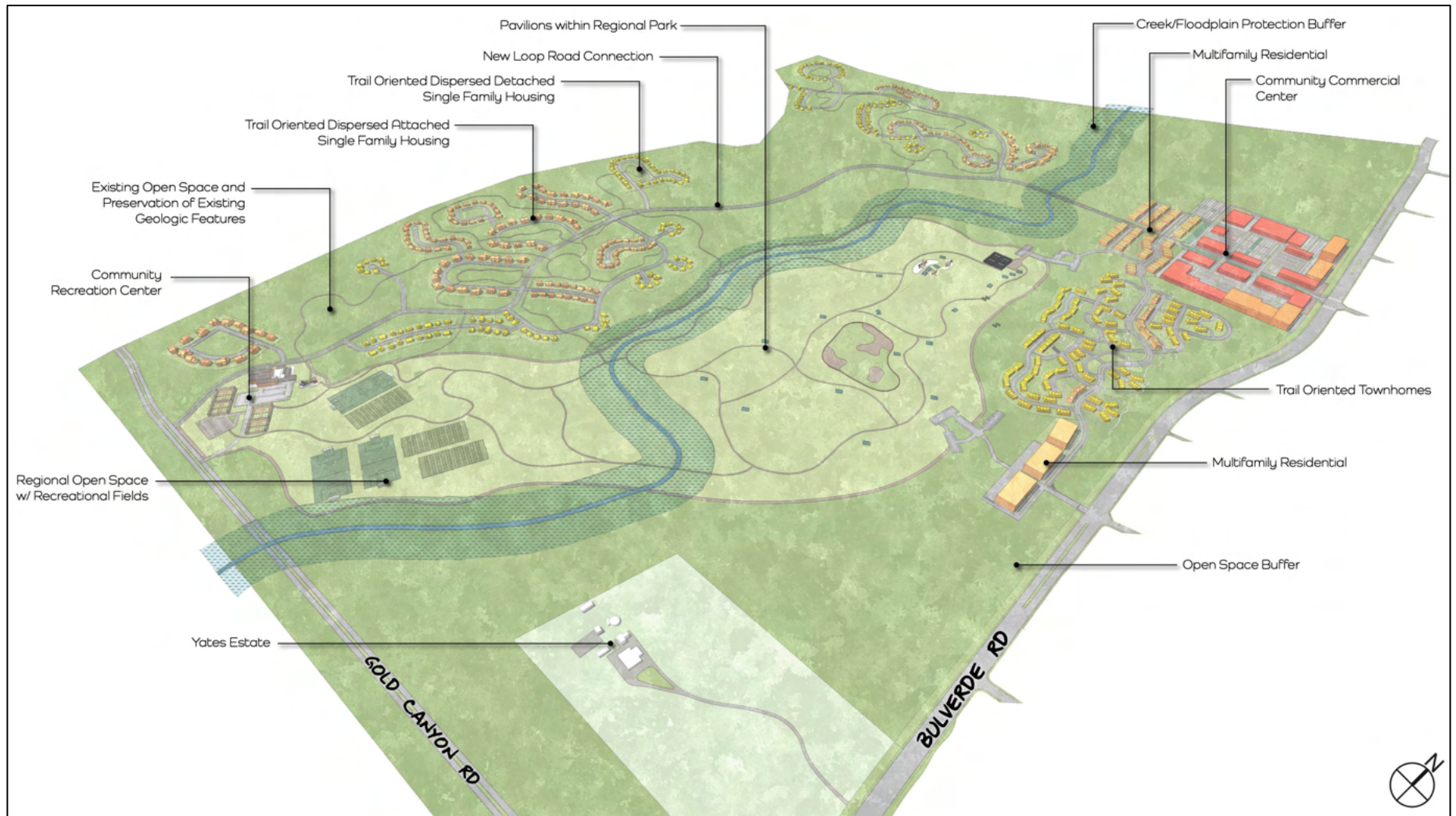
**Figure 6: Focus Areas Map**





**Figure 7: Focus Area #1 Map – Yates**





**Figure 8: Focus Area #1 Transformative Project – Yates Property (Conceptual)**





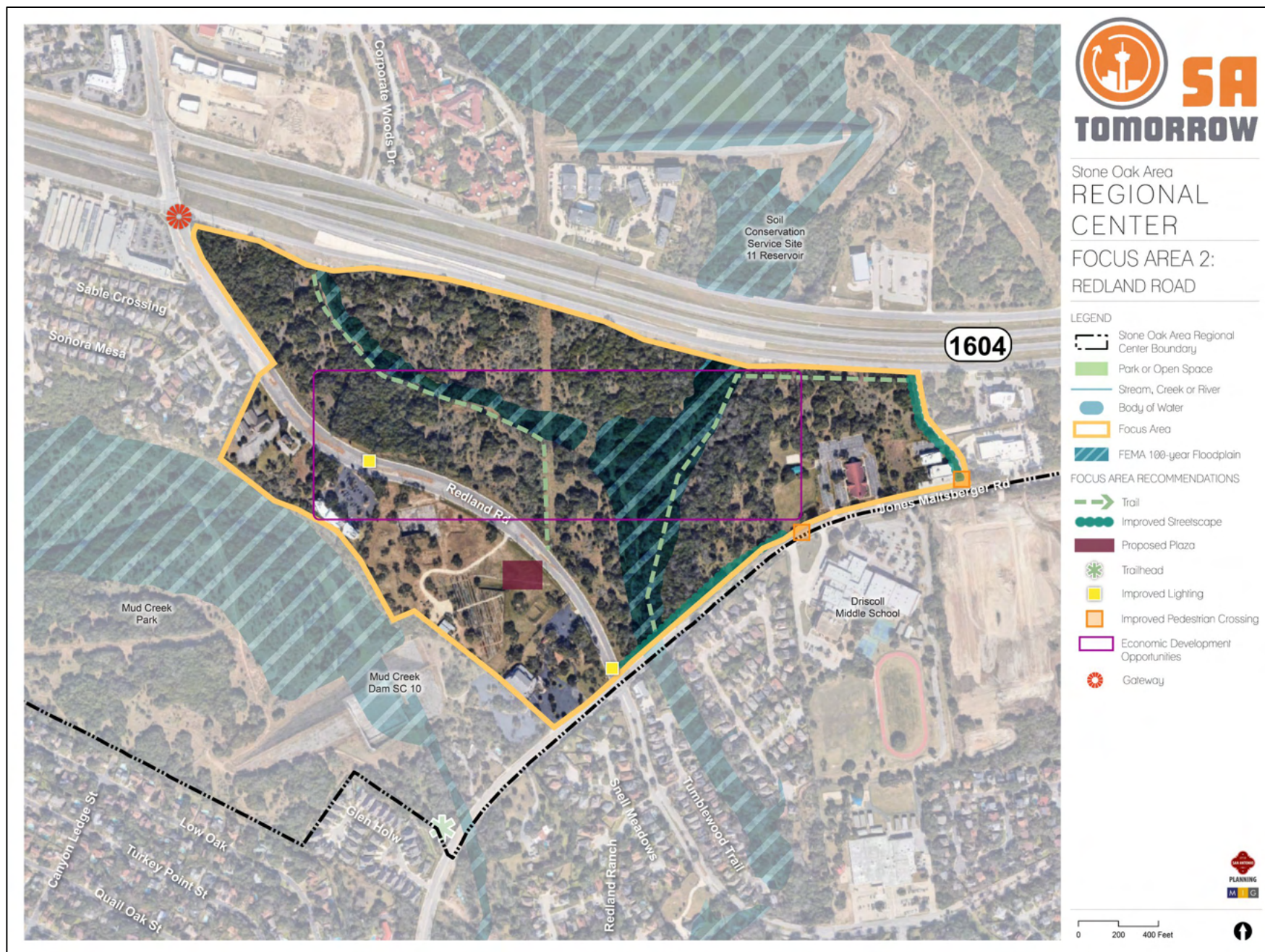
**Figure 9: Focus Area #1 Transformative Project – Yates Property Commercial Center (Existing)**





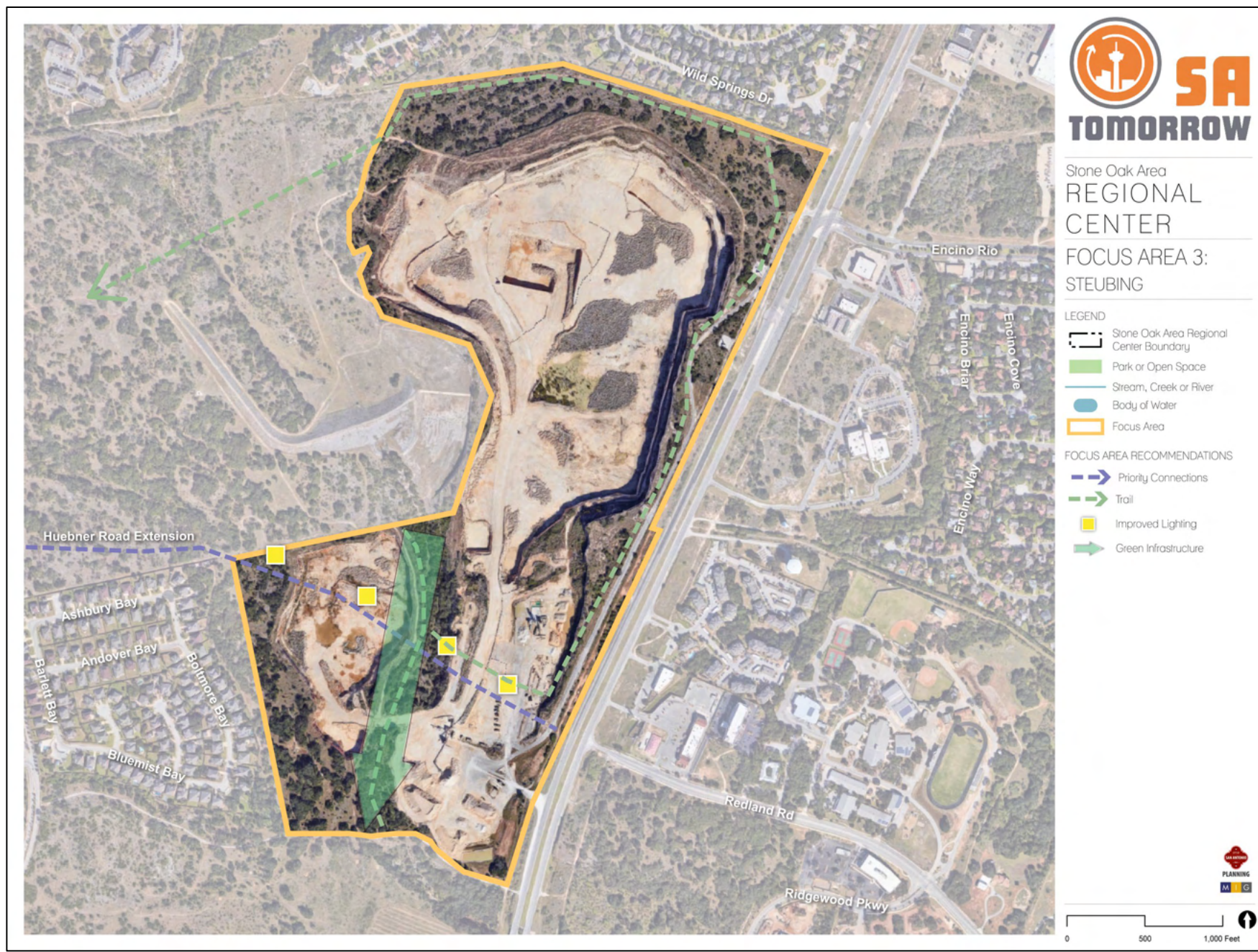
**Figure 10: Focus Area #1 Transformative Project – Yates Property Commercial Center (Conceptual)**





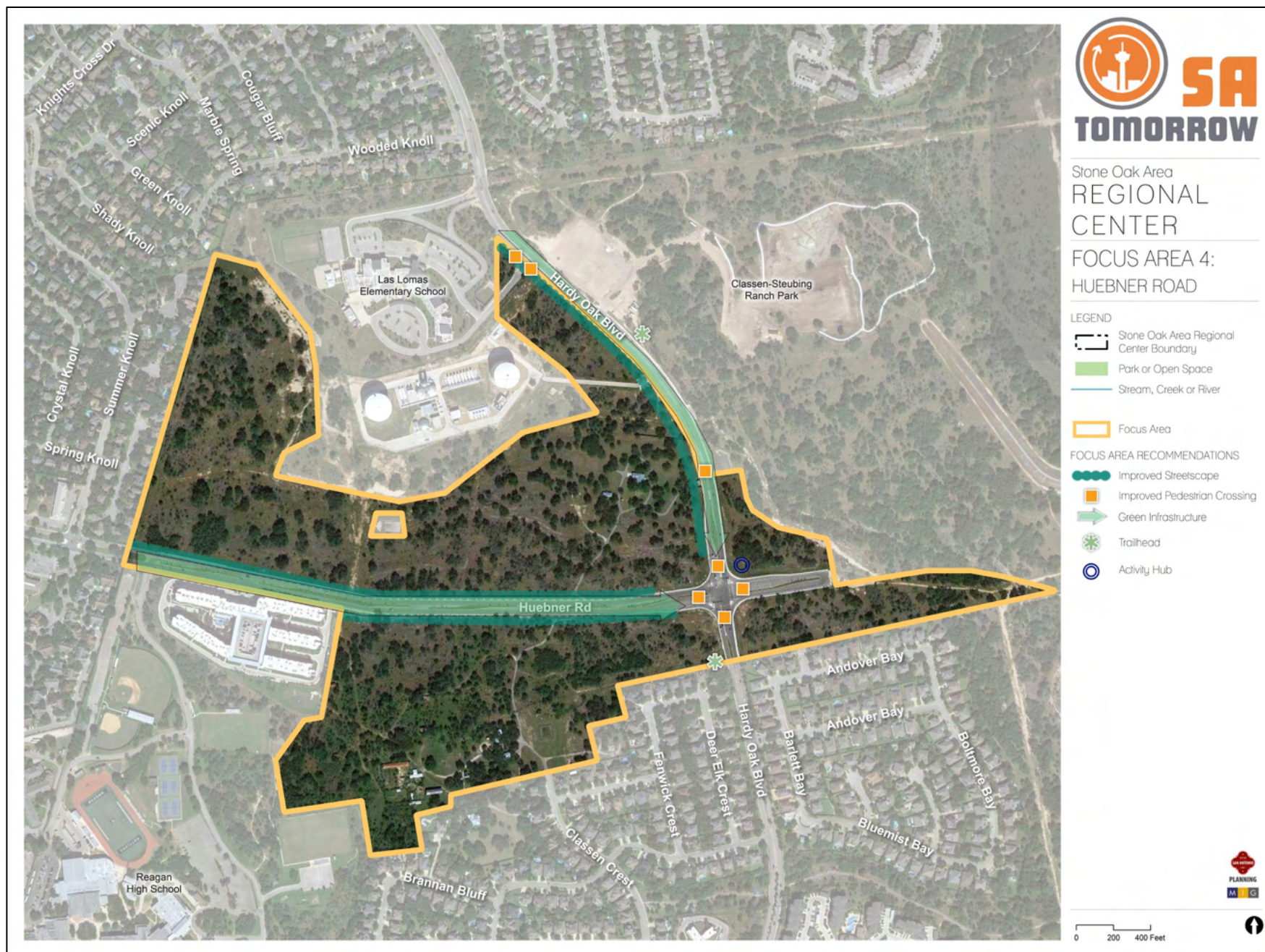
**Figure 11: Focus Area #2 Map – Redland Road**





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**Figure 13: Focus Area #4 Map – Huebner Road**





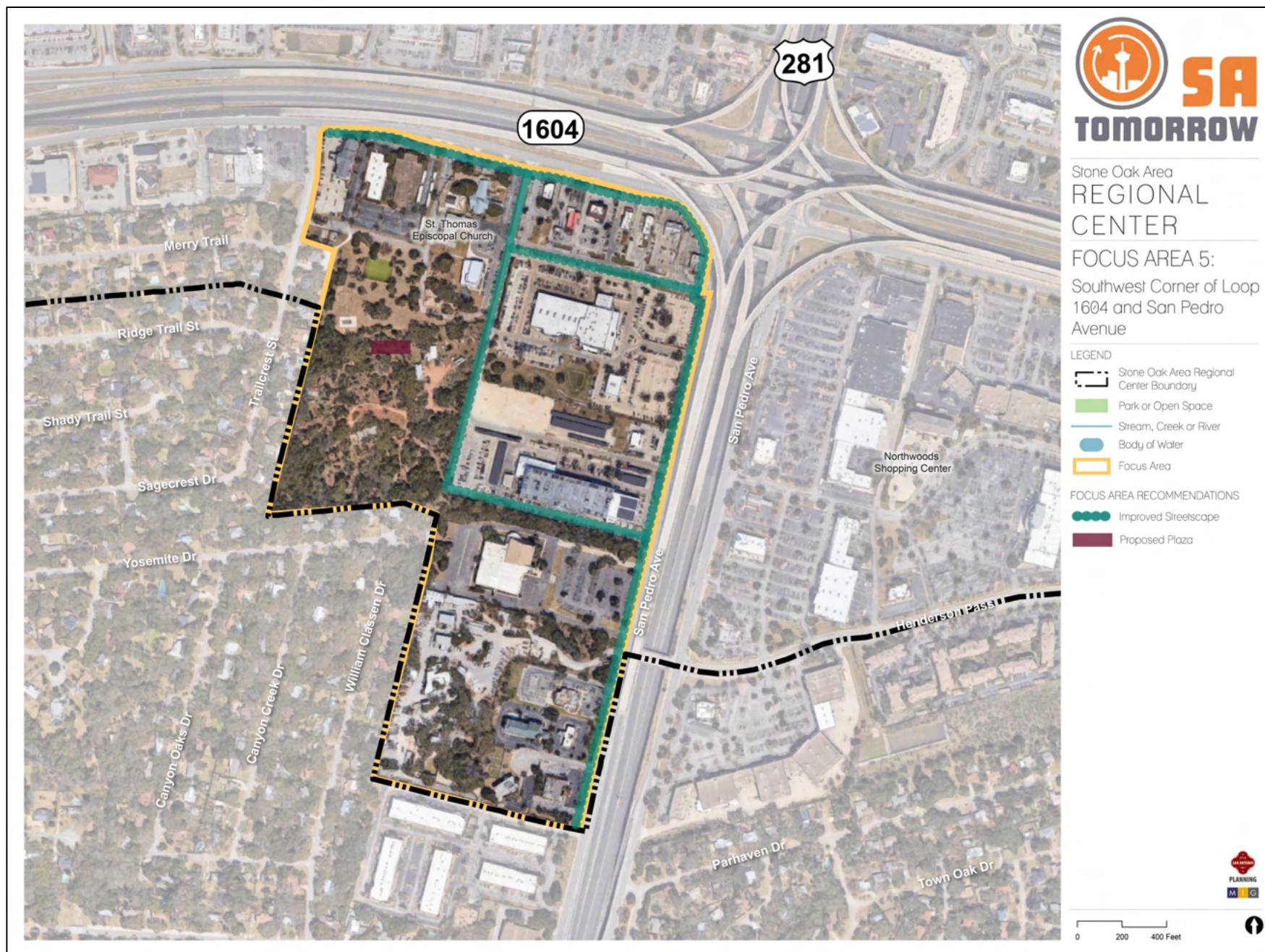
**Figure 14: Focus Area #4 Transformative Project – Huebner Road and Hardy Oak Boulevard (Existing)**





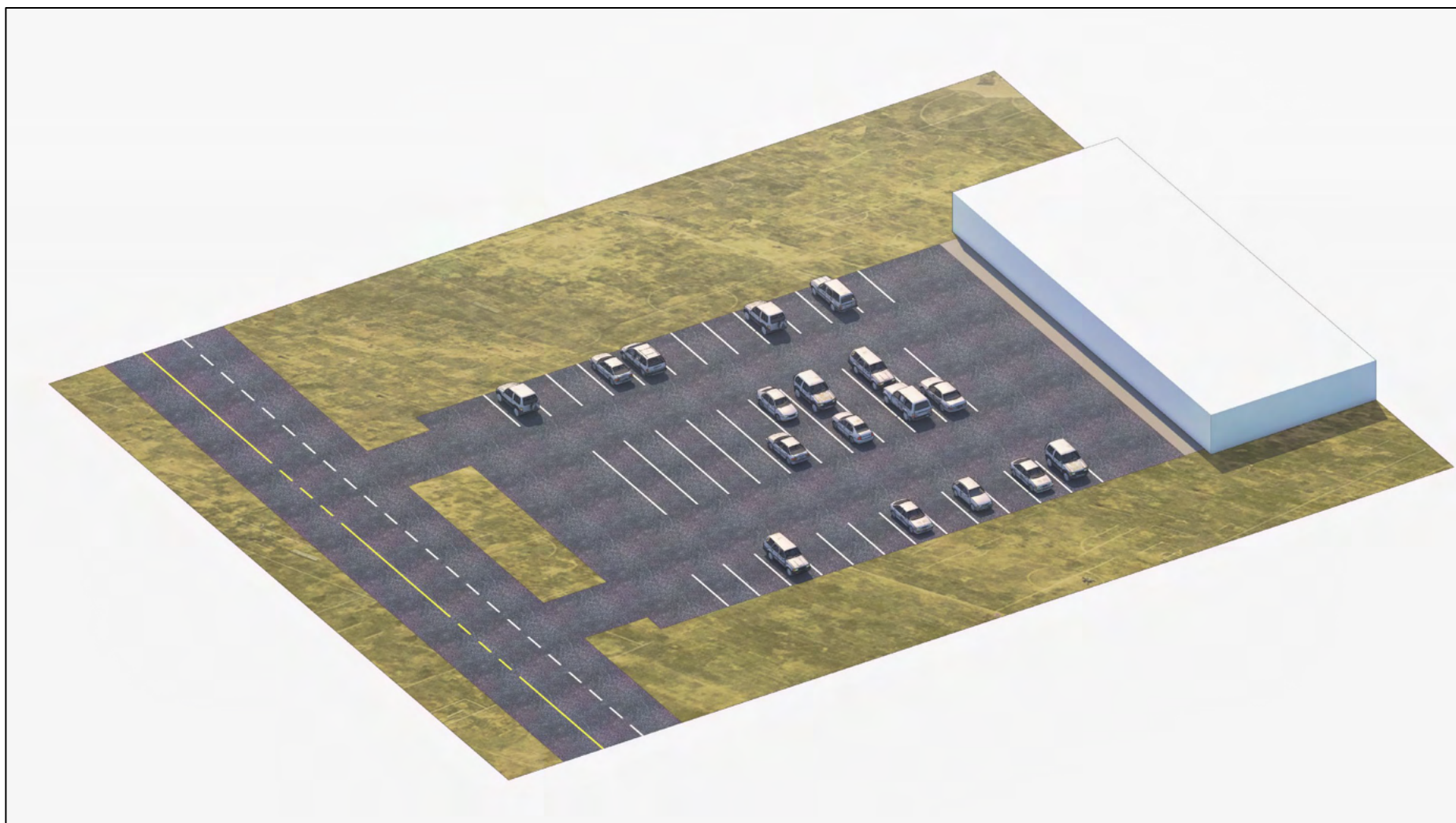
**Figure 15: Focus Area #4 Transformative Project – Huebner Road and Hardy Oak Boulevard (Conceptual)**





**Figure 16: Focus Area #5 Map – Southwest Corner of North Loop 1604 and San Pedro Avenue**





**Figure 17: Example Parking Lot Enhancements (Typical Existing Conditions)**



**Figure 18: Example Parking Lot Enhancements – Stormwater (Conceptual)**



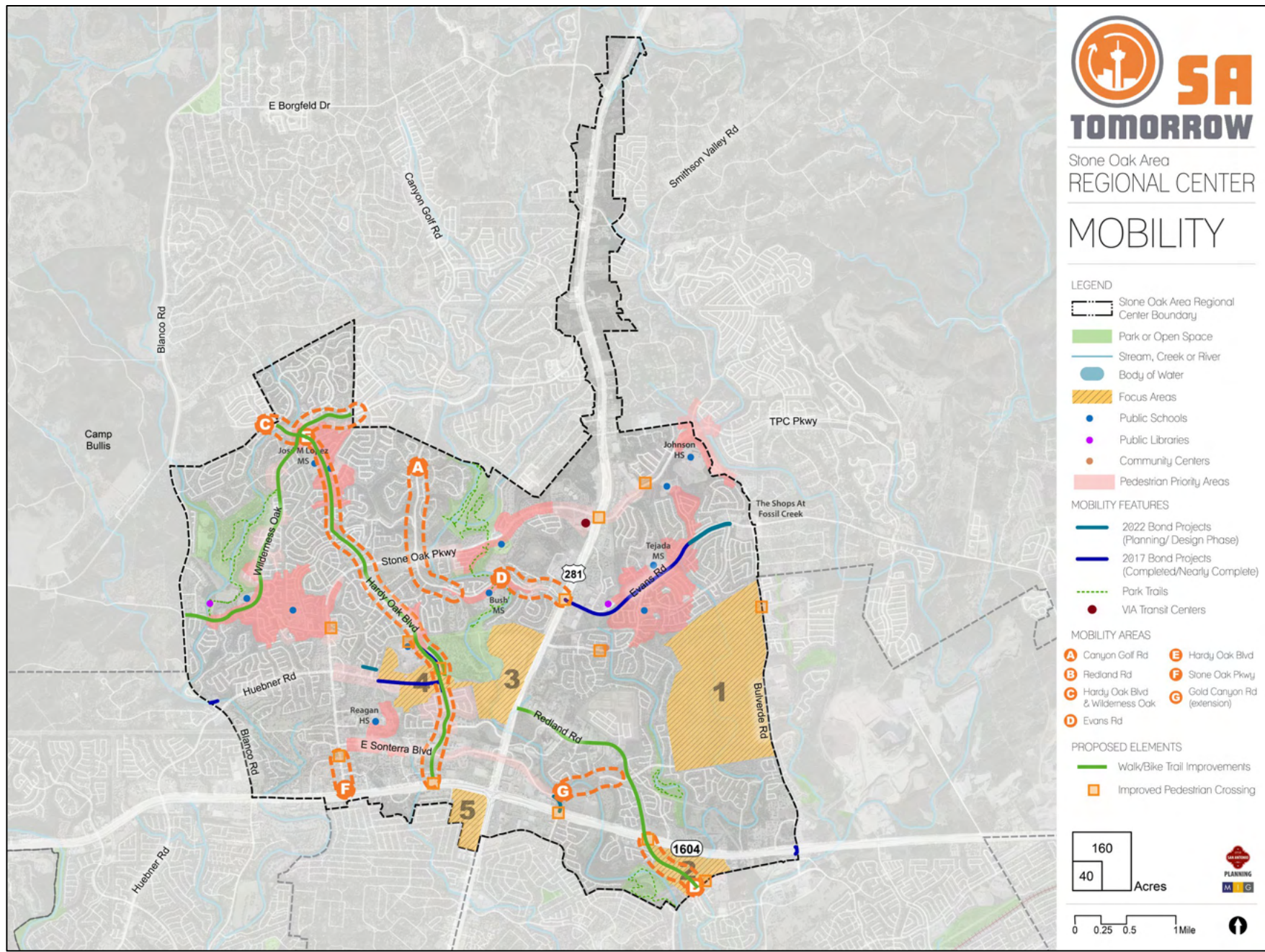


**Figure 19: Example Parking Lot Enhancements – Stormwater and Pedestrian (Conceptual)**



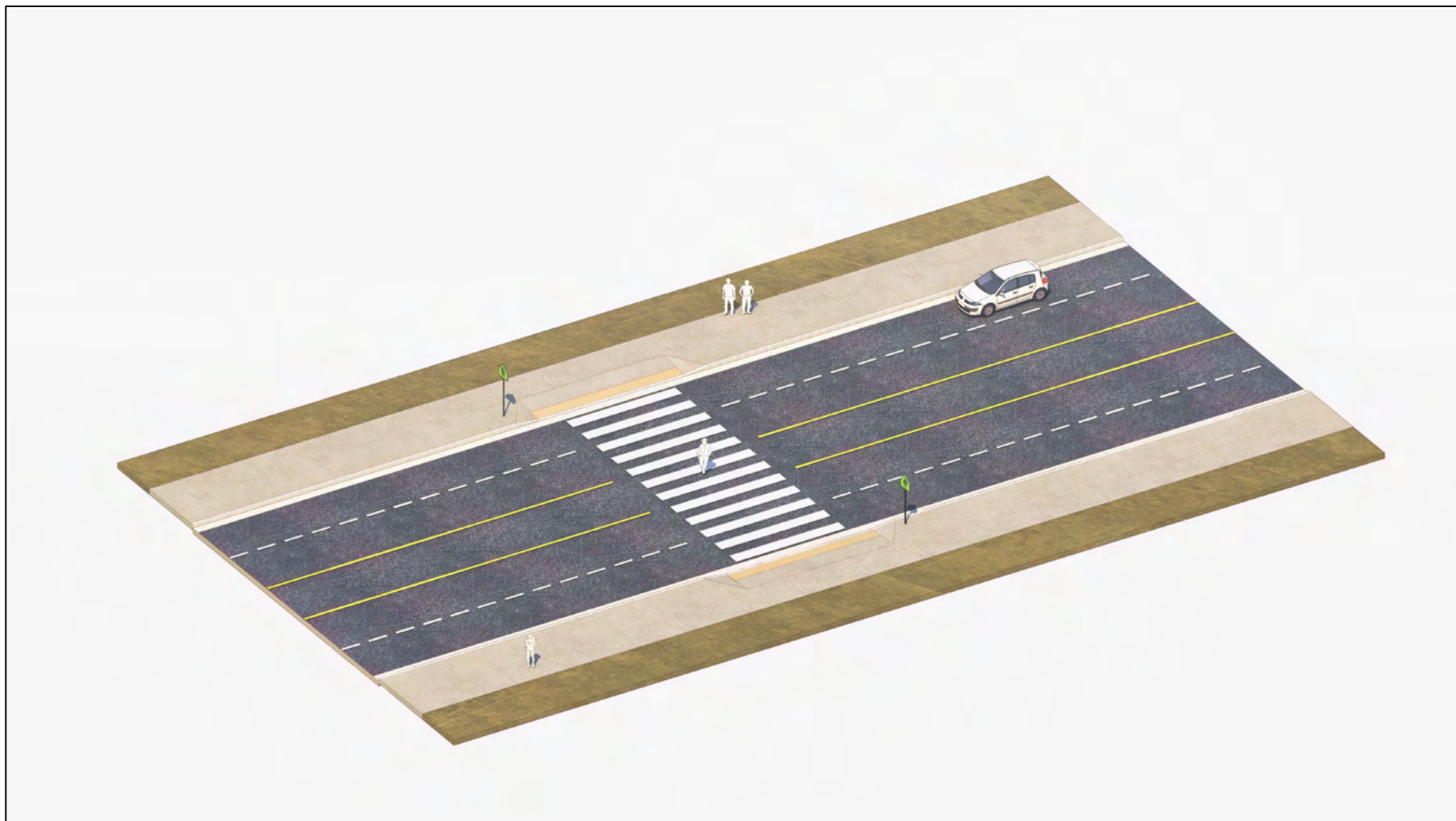
**Figure 20: Example Parking Lot Enhancements – Stormwater, Pedestrian, and Heat-Reduction (Conceptual)**





**Figure 21: Mobility Map**





**Figure 22: Example Midblock Crossing Improvements (Typical Existing Conditions)**



**Figure 23: Example Midblock Crossing Improvements (Conceptual)**



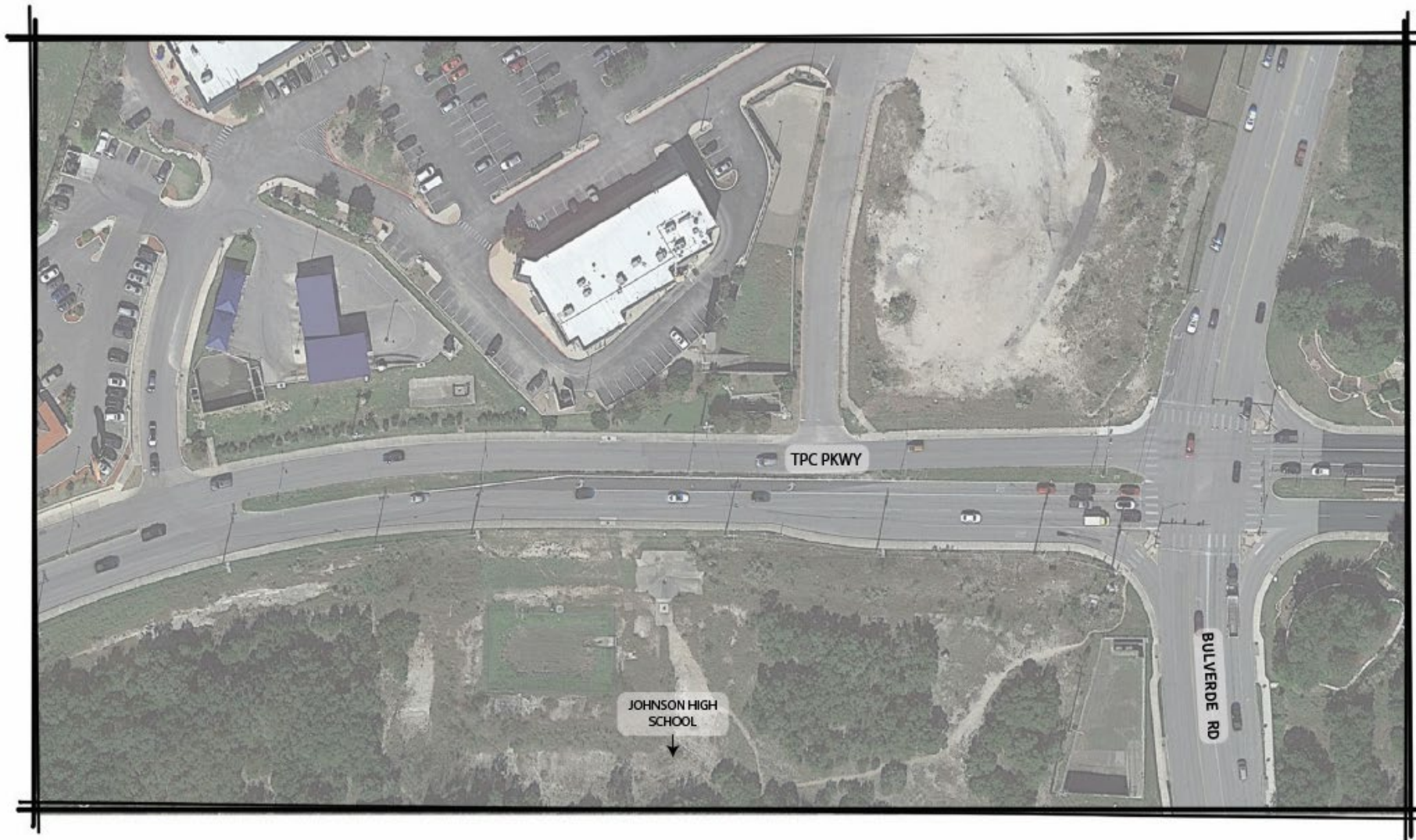
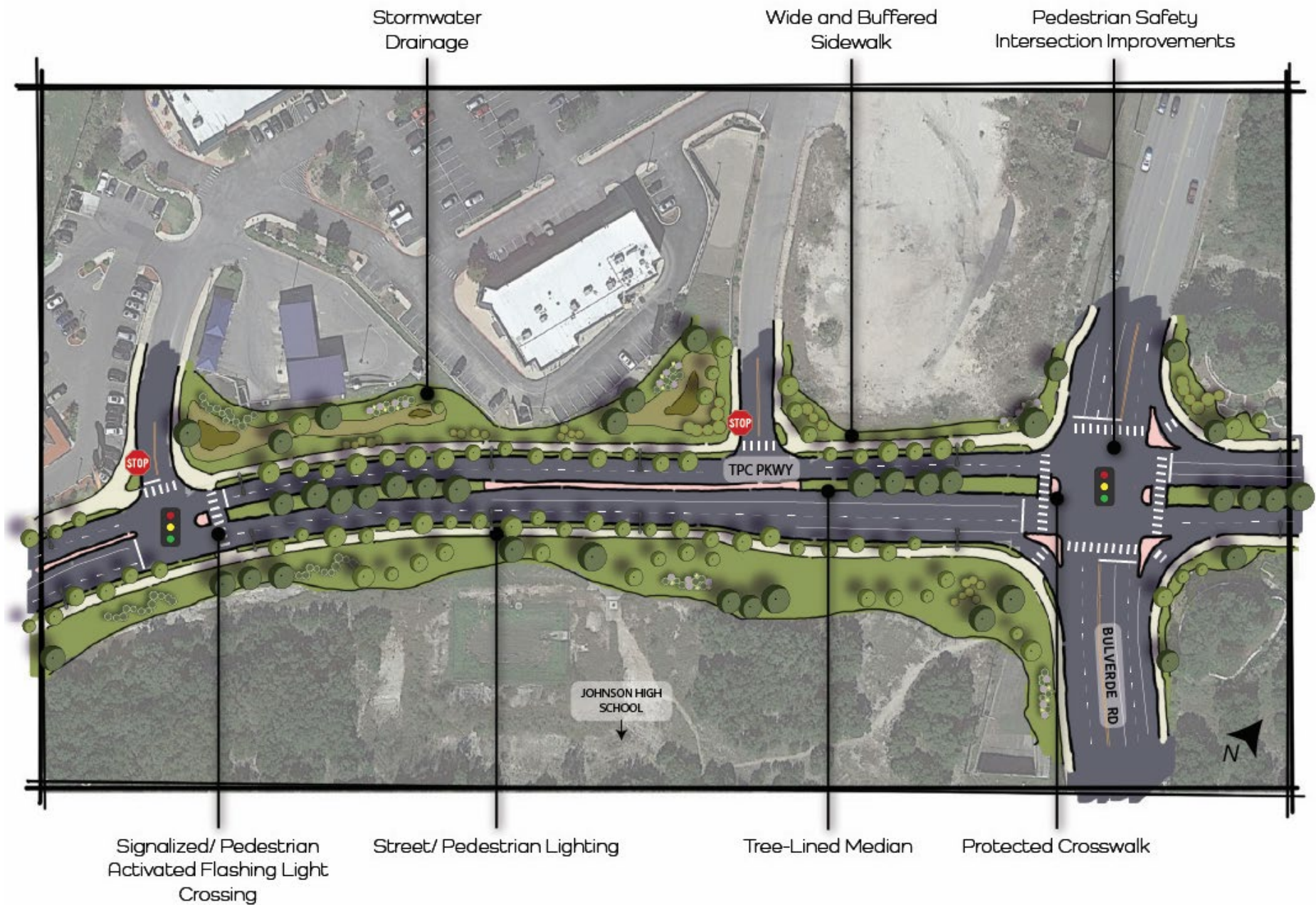


Figure 24: Example Pedestrian Streetscape Improvements (Existing)





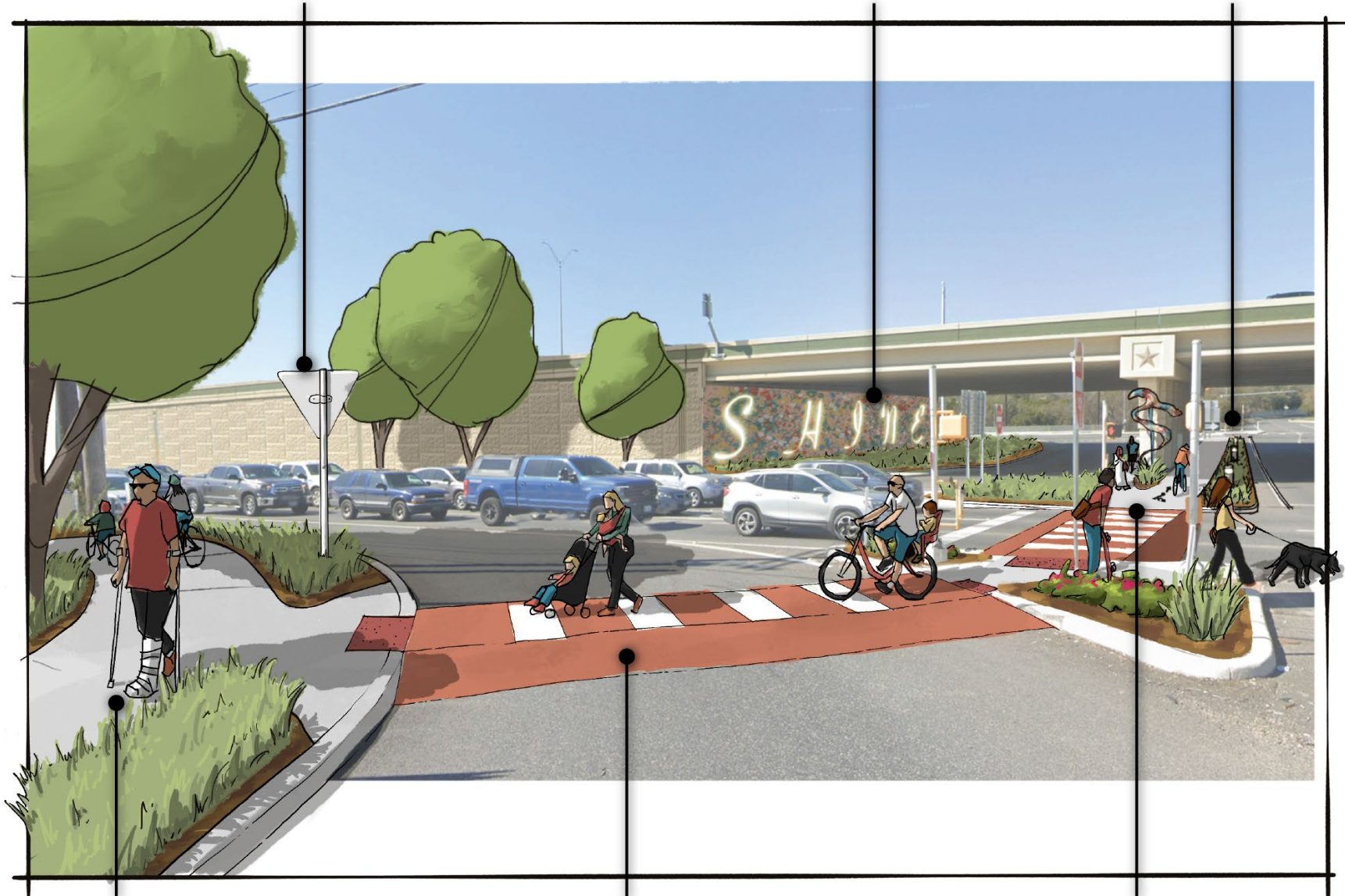
**Figure 25: Example Pedestrian Streetscape Improvements (Conceptual)**



Pedestrian Crossing Signage

Illuminated Art and Underpass Lighting Improve  
Visibility and Activate at All Times

Bollard Lights

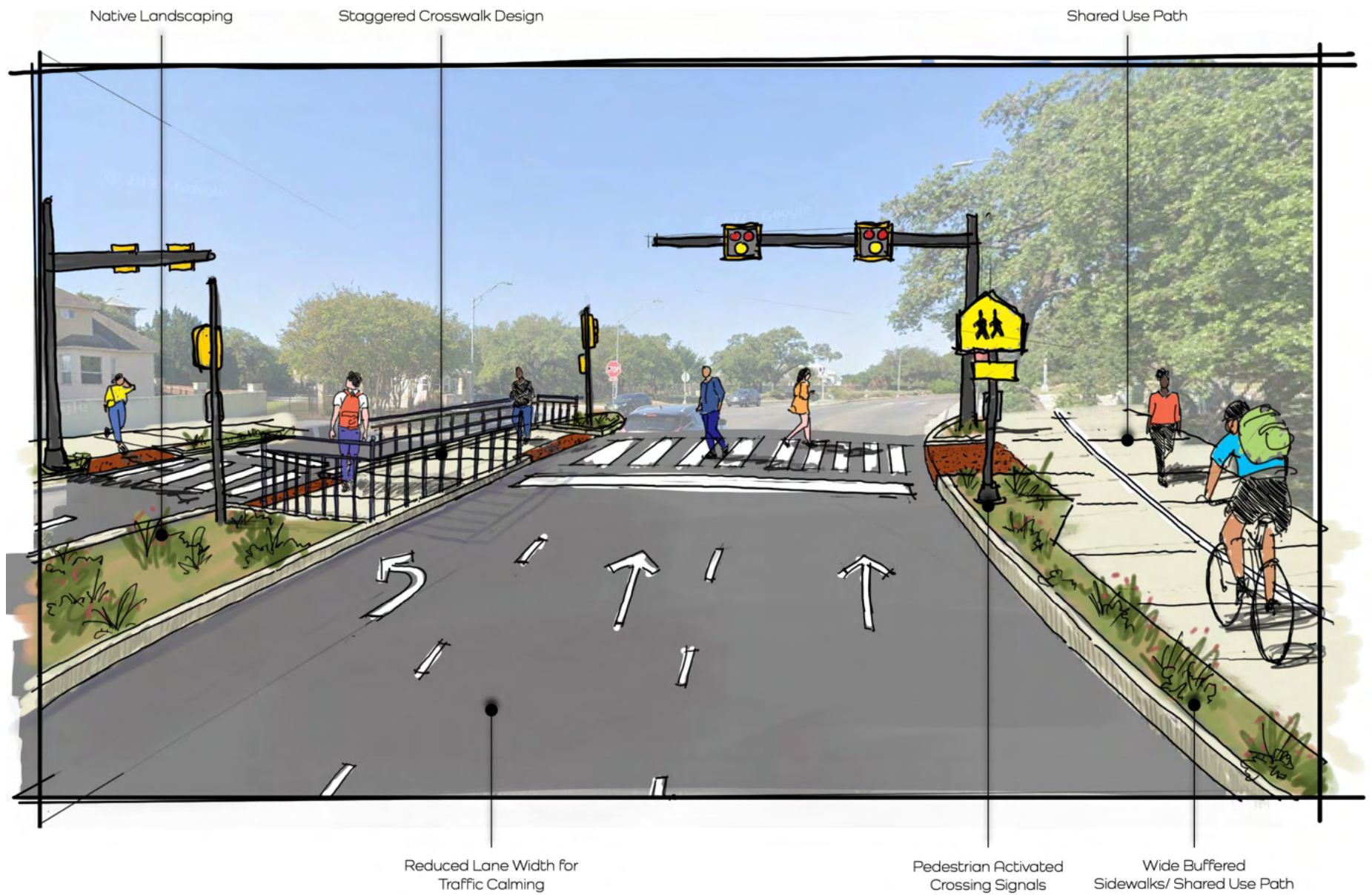


Buffered Sidewalks Separated from  
Roadway by Native Plantings

Raised Crosswalks to  
Improve Visibility and  
Slow Traffic

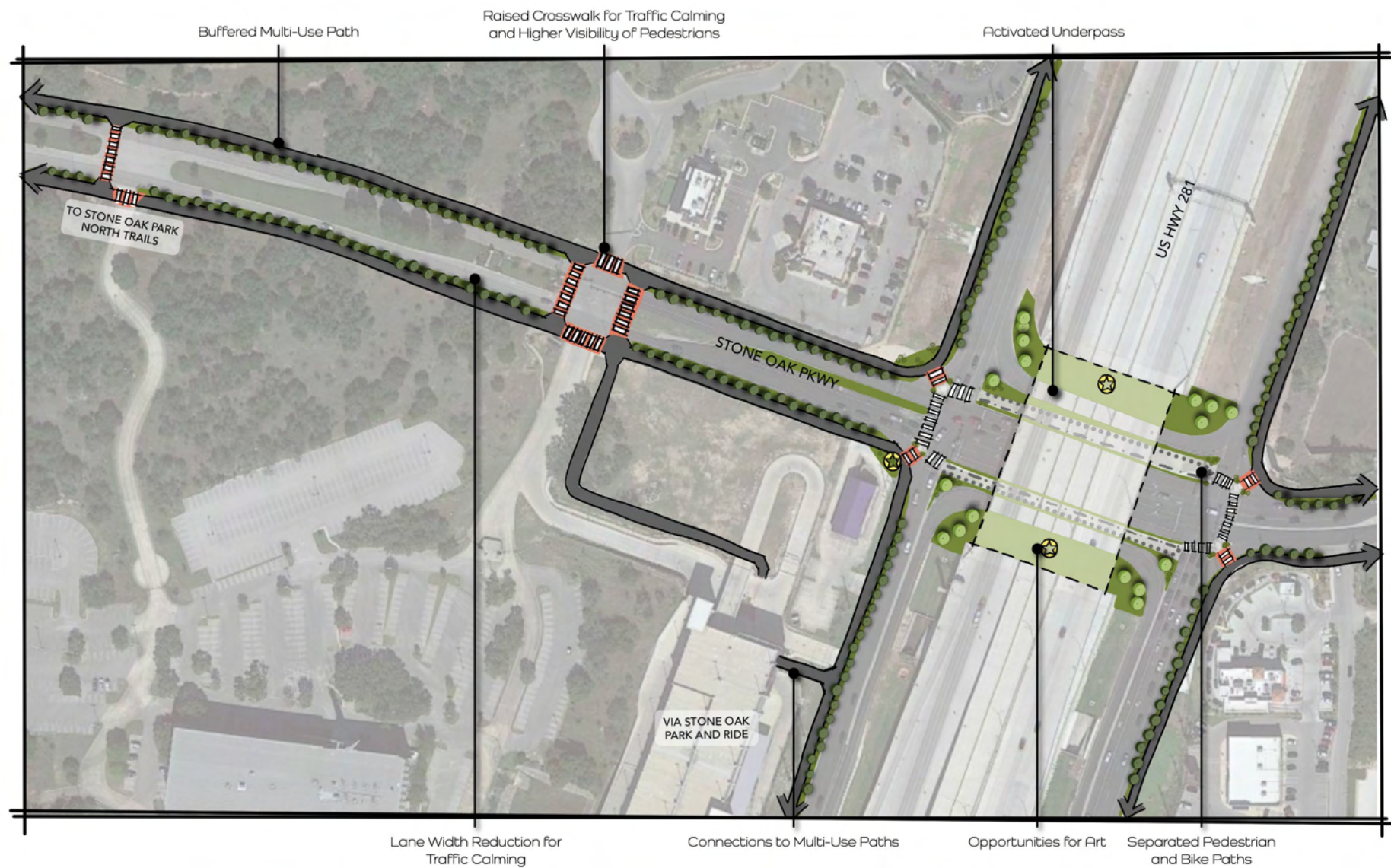
Separated Pedestrian and  
Bicycle Pathways to Limit Conflict  
in Constrained Space

**Figure 26: Mobility Area D – Evans Road and US Highway 281 (Conceptual)**



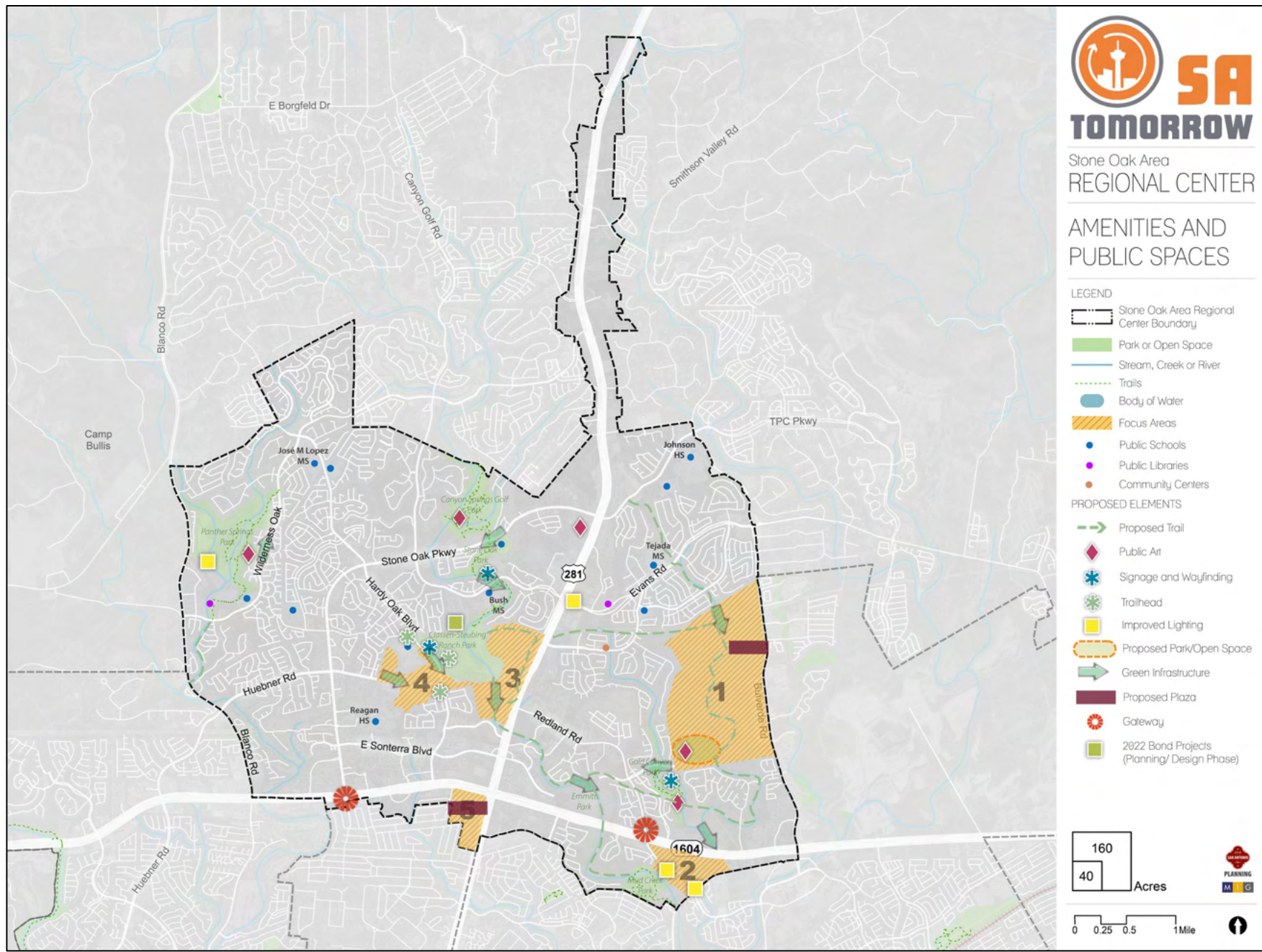
**Figure 27: Mobility Area D – Evans Road and Evans Spring (Conceptual)**



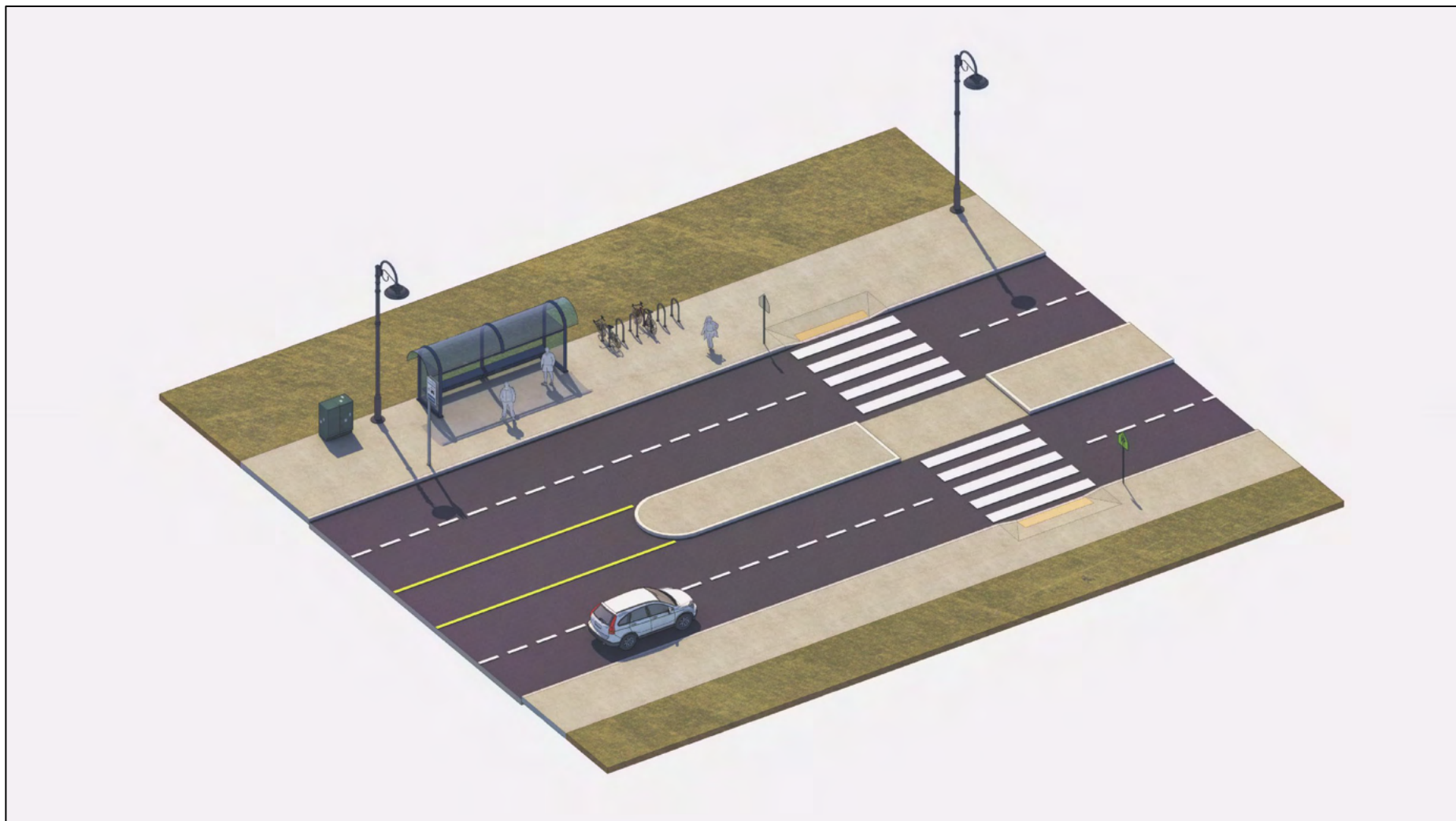


**Figure 28: Mobility Area F – Stone Oak Parkway and US Highway 281 (Conceptual)**



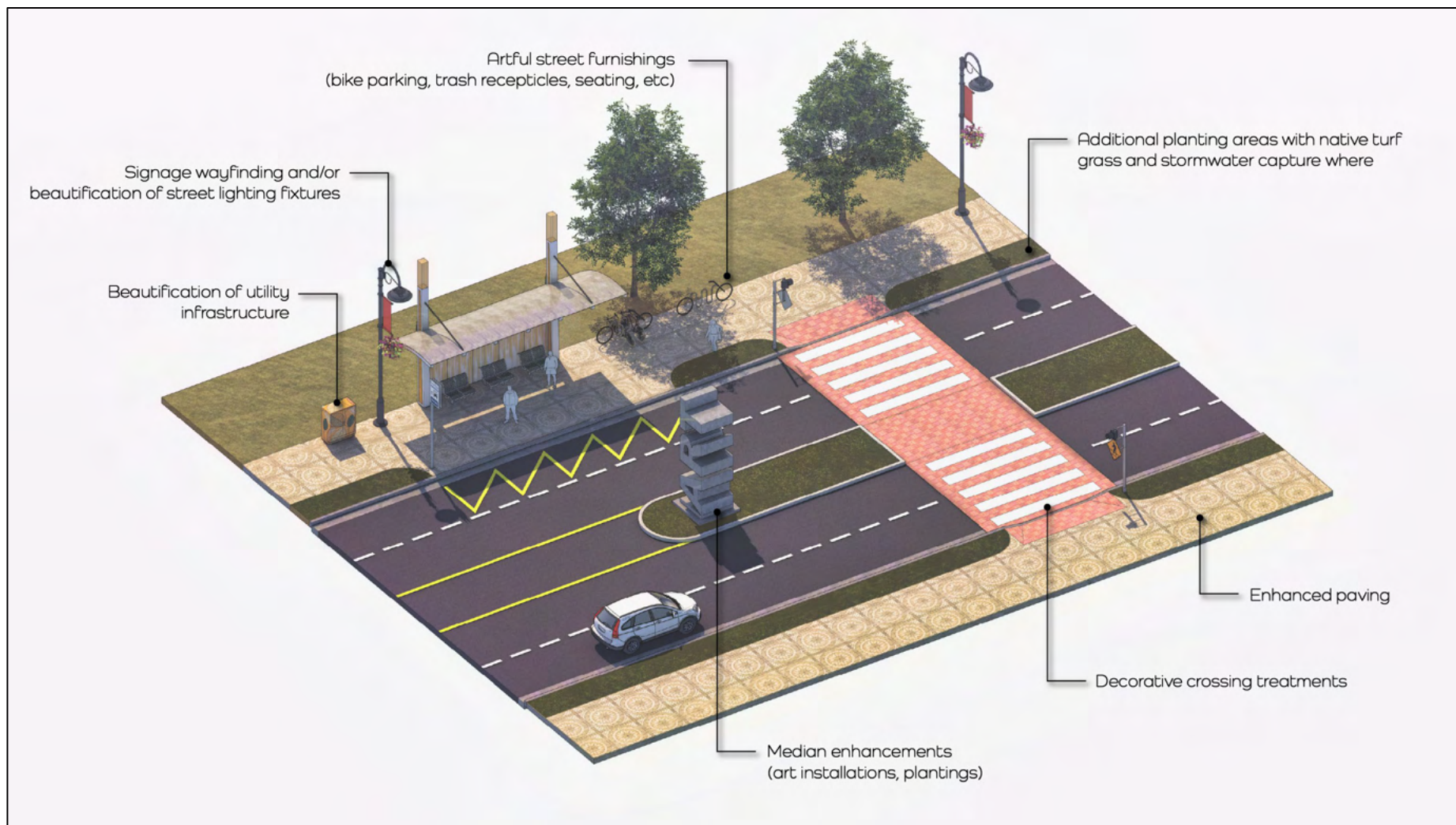


**Figure 29: Amenities and Public Spaces Map**

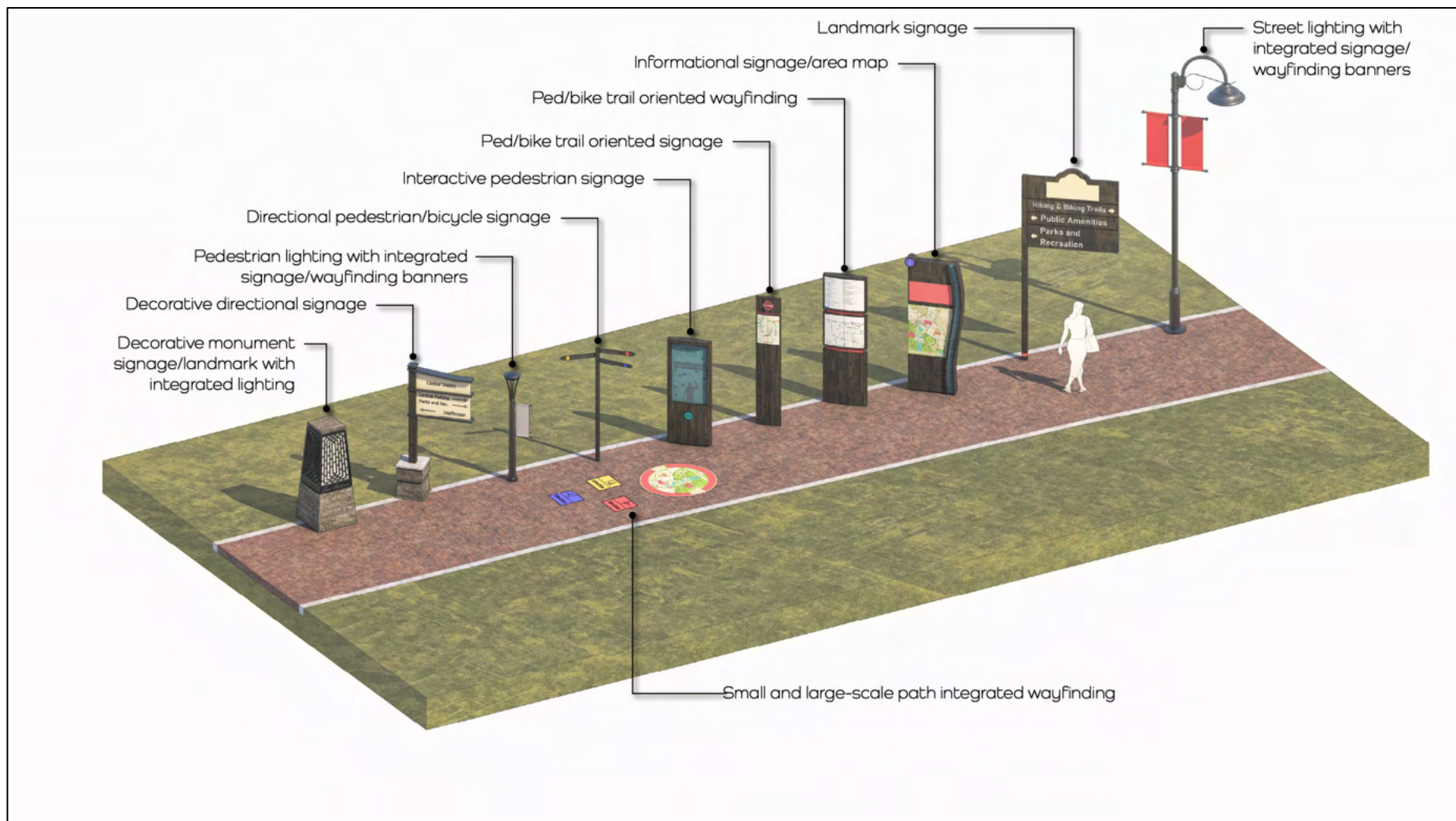


**Figure 30: Example Art and Design in the Public Right-of-Way (Typical Existing Conditions)**





**Figure 31: Example Art and Design in the Public Right-of-Way (Conceptual)**



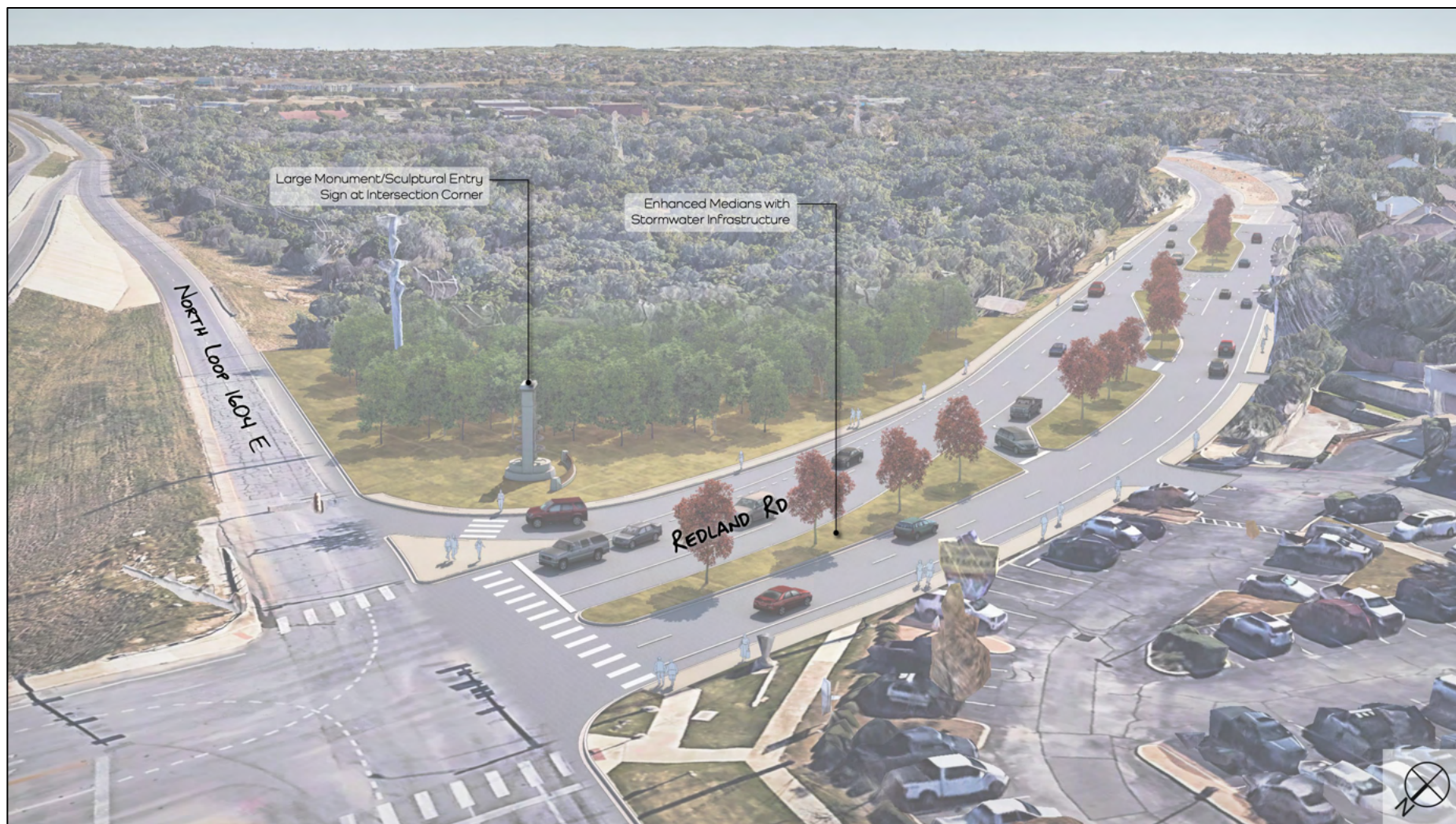
**Figure 32: Example Signage and Wayfinding**





**Figure 33: Example Gateway Improvements – Monument Signage Over the Road (Conceptual)**





**Figure 34: Example Gateway Improvements – Monument Signage Along Side of Road (Conceptual)**





**Figure 35: Example Gateway Improvements – Monument Signage in Median (Conceptual)**



**Figure 36: Example Non-Compliant Dark Sky Initiative Lighting Fixtures**





**Figure 37: Example Dark Sky Initiative-Compliant Lighting Fixtures**



**Figure 38: Example Roadside Green Infrastructure Improvements (Typical Existing Conditions)**





**Figure 39: Example Roadside Green Infrastructure Improvements (Conceptual)**





**Figure 40: Example Missing Middle Housing – Typical Neighborhood Conditions (Existing)**



**Figure 41: Example Missing Middle Housing – Lower Density (Conceptual)**



**Figure 42: Example Missing Middle Housing – Higher Density (Conceptual)**





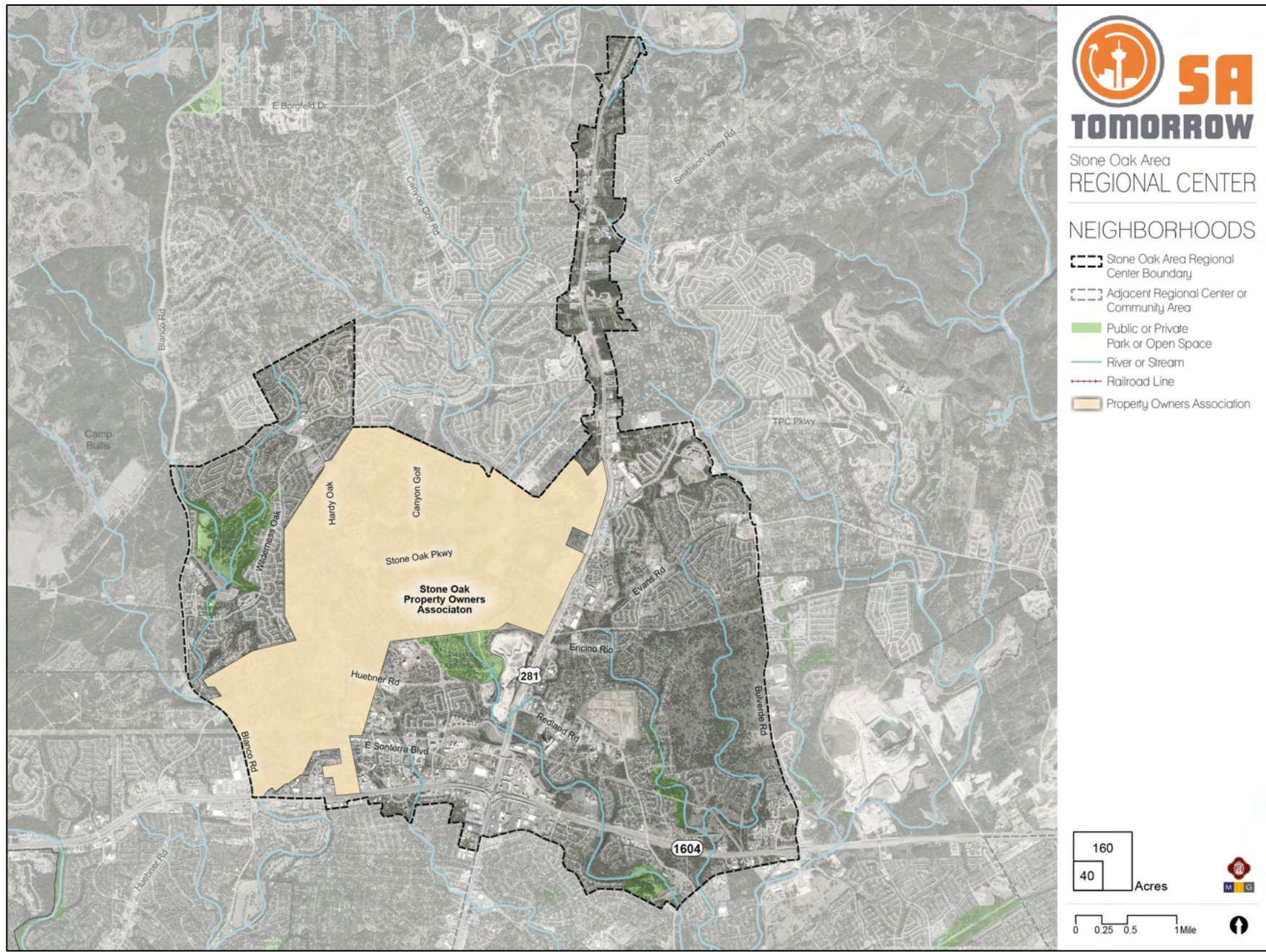
**Figure 43: US Highway 281 and TPC Parkway Activity Hub (Existing)**





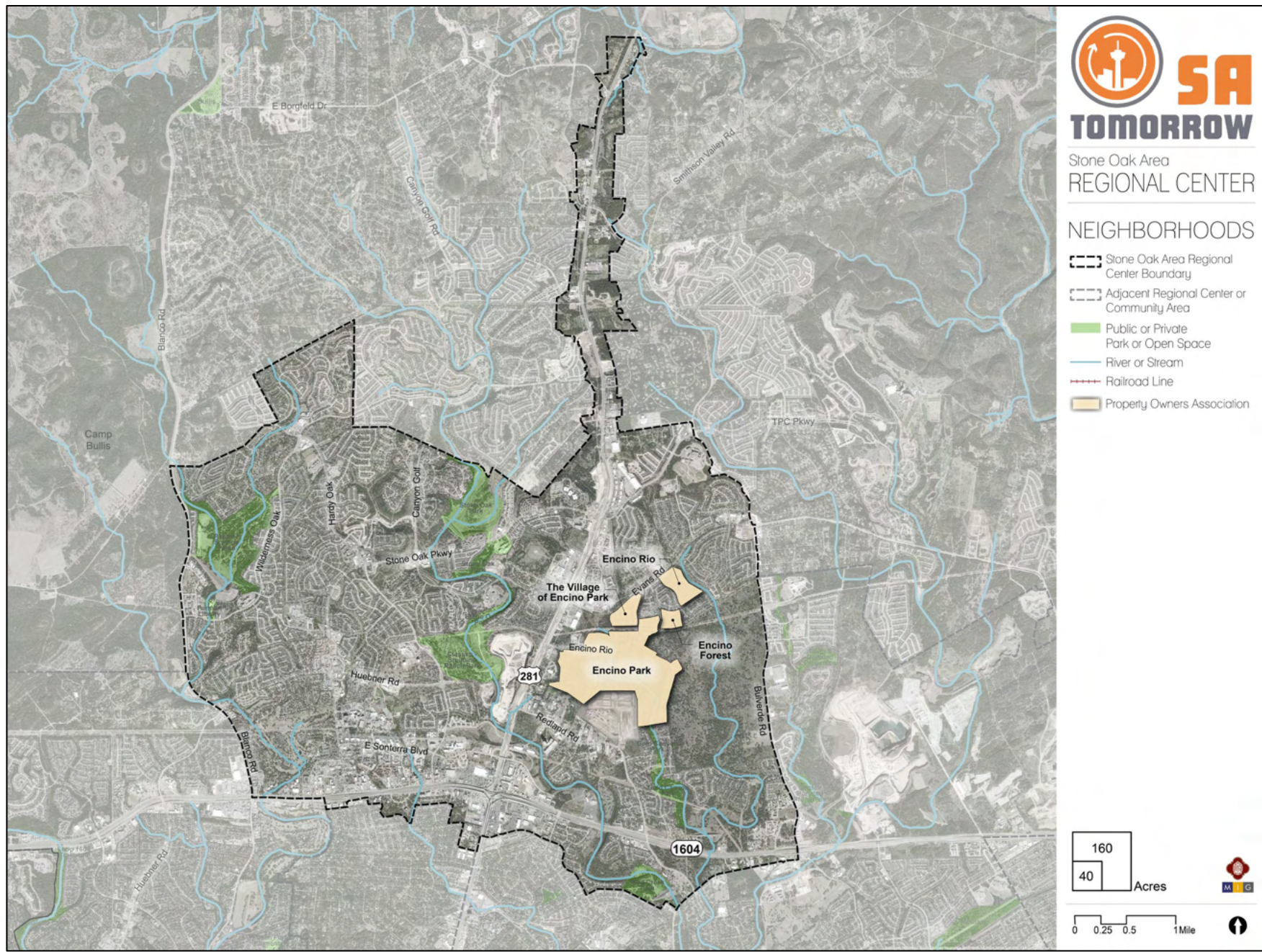
**Figure 44: US Highway 281 and TPC Parkway Activity Hub (Conceptual)**





**Figure 45: Stone Oak Property Owners Association Map**





**Figure 46: Encino Park, Encino Rio, Encino Forest, and The Village at Encino Park Homeowners Associations Map**



*atlas*

**Existing Conditions**

STONE OAK AREA REGIONAL CENTER PLAN







## 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 Stone Oak Area Regional Center 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 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, 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 a 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 Brooks Area Regional Center 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 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.

## Three Types of Regional Centers

The 13 regional centers are grouped in three categories based on analysis of their existing conditions, unique traits and potential growth capabilities. It is important to note that they are not homogeneous places. Although they cover large areas, each one includes multiple place types, urban forms and land uses.



### Activity Centers

These areas have high concentrations of people and jobs in a mixed-use environment. They should be highly walkable and well connected by multiple types of transportation and transit. They should have an even mixture of jobs and housing and contain amenities that support residents, workers and employers within the centers and also throughout the city. Many are home to our educational, entertainment and cultural institutions.



### Logistics/Services Centers

These areas have superior connectivity for the movement of goods and people including air, freight/rail and roadway transportation. This positions them as launching points for the city's exports and imports. These centers have large, coordinated areas of single uses, and concentrated nodes of mixed-use, with more jobs than residents. They provide goods and service to support businesses and residents adjacent to the center.



### Special Purpose Centers

These areas have large employers, institutions and/or concentrations of similar types of employment. These centers typically require a barrier or buffer to separate their specialized activities from surrounding areas. They mostly contain primary employers and supportive services and amenities.

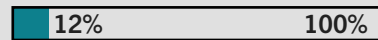
Regional Centers are one of the key building blocks of our city's future. In order to leverage their potential to help absorb San Antonio's projected growth we need a clear vision and strategic plan for each. These regional center plans need to refine each center's boundaries, identify areas of change and stability, and develop a detailed land use plan that prioritizes infrastructure, policy and program improvements. While these centers should promote higher-density, mixed-use development, not all areas within a regional center are recommended for this type of growth. For example, existing historic districts and neighborhood conservation districts are not recommended for higher-density development and should receive enhanced protection to prevent this. Our historic and conservation districts are some of our city's greatest assets and our development policies should protect them. Regional center plans must be respectful of these special areas when defining development opportunities.



# Regional Center Area Profile

## STONE OAK REGIONAL CENTER PROFILE

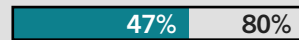
### Existing & Aspirational Scores



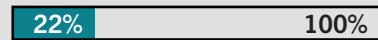
Transit Utilization



Walkability



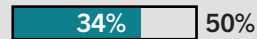
Median Commute Distance



Employment Density of Developed Land



Residential Density of Developed Land



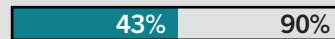
Ratio of Employees to Residents



Per Capita Income



Housing + Transportation Index



Employment and Talent Composition

**Strengths:** The Stone Oak regional center is major service and retail hub.

**Population (2015 estimate):** 40,503

**Households (2015 estimate):** 15,004

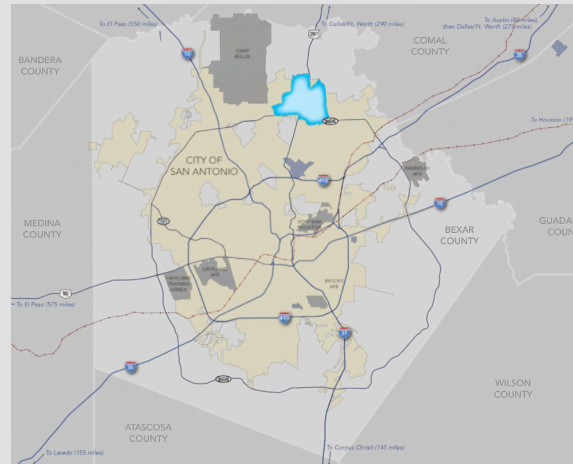
**Single-family to Multifamily Housing Units Ratio:** 2.52

**Employment (2013 estimate):** 21,300

**Largest Industries (by employment):** Healthcare, Finance and Insurance, Retail Trade

**Acres:** 10,240

**Developed Acres:** 7,095



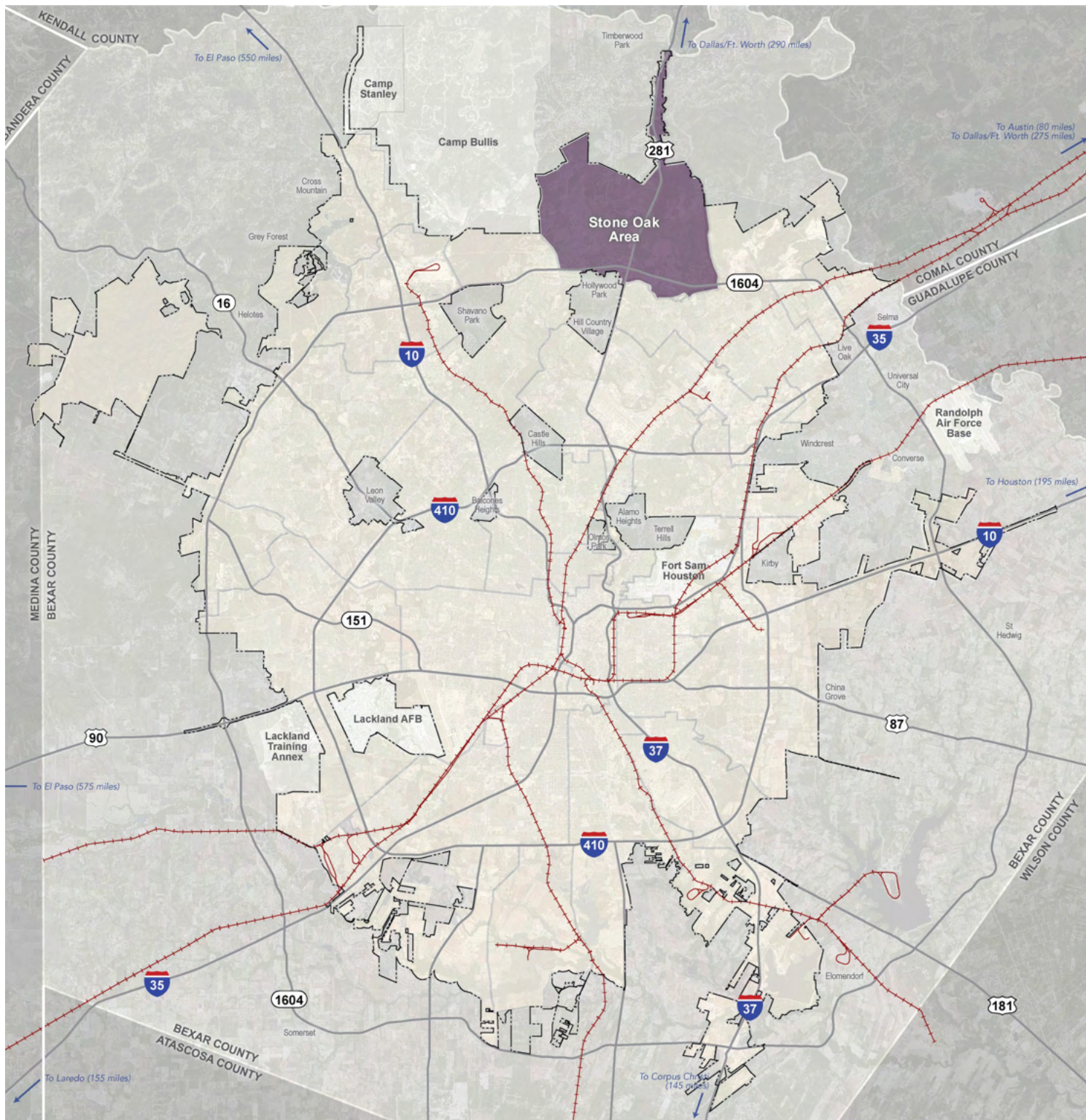
The Stone Oak regional center is located at US Highway 281 and Loop 1604. It comprises the master planned community of Stone Oak, two independent hospitals and the Northwood Shopping Center, among other uses. This mix of uses supports over 21,000 jobs and 75,000 residents in the area.

**Tasks Ahead:** Planning for Stone Oak regional center should focus on increased density and multimodal connectivity.



The Cleveland HealthLine bus rapid transit system has helped to connect existing residents to regional destinations and new projects like this two block mixed-use development.

*NOTE: The Stone Oak Area Regional Center location map above depicts the boundary (and associated statistics) as envisioned during the SA Tomorrow Comprehensive Plan. The regional center boundary has slightly evolved based on input received prior to initiation of the Sub-Area Planning process.*



## PLAN LOCATION

### LEGEND

-  City Boundary
-  Major Highway
-  Rail Line
-  Water Body
-  Regional Center Boundary

*NOTE: The Plan Location map (left) depicts the current study area boundary, which has evolved slightly from the boundary envisioned during the SA Tomorrow Comprehensive Plan. The boundary was modified based on input received prior to initiation of the Sub-Area Planning process.*



## History of the Stone Oak Area Regional Center

Bexar County was originally home to small Native American tribes. European visitors arrived to the area as early as the 1500s. The year 1691 marked a pivotal moment for San Antonio, when a Spanish expedition arrived to this region and a priest, who was part of the expedition, named a waterway “San Antonio” in honor of Saint Anthony of Padua. The actual founding of the city came in 1718 by Father Antonio Olivares, when he established the Mission San Antonio de Valera, later called the Alamo. The mission was one of five founded in the area and was named for St. Anthony of Padua. From the 1700s to 1800s, Bexar County became more populated with settlers relocating to the area and establishing their roots, calling San Antonio home.

One of the families that settled in northern Bexar County in the late 1800s was the Classen family. Mr. Johann Hubert Classen and his first wife, Maria Helena Schuwirth, first settled and established a farm in the eastern portion of Bexar County. Maria died in 1873. After her death, Johann Classen married Sophie Nützel 10 months later, and relocated to northern Bexar County. Johann Classen received his first land grant in 1862 for 160 acres along Mud Creek where portions of the current Canyon Springs Golf Club is located. He subsequently received additional grants, and through the years, the Classen family purchased additional land from private land holders. Through land grants and purchases, the Classen family ultimately owned possibly as much as 40,000 acres of land that spanned the areas north of Loop 1604, as far west as Blanco Road toward Camp Bullis and as far east as Evans Road and Bulverde Road toward Nacogdoches Road.

Today’s communities of Stone Oak, Encino Park, Canyon Springs, Hidden Oaks Estates, and many other residential developments, as well as non-residential uses such as the San Pedro Quarry that is operated by Martin Marietta, the Marriott Resort, and other commercial retail areas in the Stone Oak Area Regional Center are all on land that at some point was owned by the Classen family.

Camp Bullis, although not within the boundaries of Stone Oak Area Regional Center, is a large military facility that has been operating since the early 1900s. Previously known as the Leon Springs Military Reservation, Camp Bullis was established in 1906 when the United States military purchased over 17,000 acres from different property owners. Aside from Camp Bullis, the surrounding lands were predominantly ranchlands with agricultural use until around the 1970s, when portions of large land holdings were sold off and the area experienced development in the form of master planned communities, even before the area was annexed to the incorporated City limits.

The Stone Oak Area Regional Center is now an active area that provides desirable opportunities to live, work, shop, and enjoy recreation and entertainment. It has evolved over the past few decades into a vibrant regional center rich in private amenities, shopping experiences, well programmed and prestigious recreation assets, and abundant employment opportunities.





# Stone Oak Area Infrastructure and Institutions

## Major Landmarks and Infrastructure

The Stone Oak Area Regional Center is predominantly north of North Loop 1604 West and straddles the east and west sides of US Highway 281. The northerly boundary of the Regional Center runs along the City corporate limits, extending up to Borgfeld Creek along US Highway 281. Bulverde Road forms the majority of the eastern boundary; the southern boundary is bounded by Autry Pond Road, Jones Maltsberger Road, and Henderson Pass east of US Highway 281. On the western side of US Highway 281, the southern boundary is the limits of Hollywood Park up to the south course of the Sonterra golf course, and Blanco road forms the western boundary of the Regional Center.

The area grew significantly in the last couple of decades, and is comprised mostly of residential neighborhoods but also numerous commercial corridors, medical facilities, regional parks, and some industrial uses. With the wide array of land uses, this Regional Center is rich in amenities and services. Notable buildings and establishments within the Regional Center include:

- North Central Baptist Hospital, including Baptist Children's Hospital at North Central
- Stone Oak Methodist Hospital
- Hyatt Place
- San Antonio Texas Temple
- Cornerstone Church
- Christian Family Church
- Wayside Chapel Stone Oak Campus
- Community Bible Church
- Mays Family YMCA
- San Pedro Quarry
- San Antonio Shrine Auditorium
- Parman Library

- Encino Library
- VIA Park and Ride Transit Station at the Stone Oak Parkway and US Highway 281 intersection

Major roadways within the Regional Center include Interstate US Highway 281, Loop 1604, Bulverde Road, Huebner Road, Stone Oak Parkway, TPC Parkway, Blanco Road, Canyon Golf Road, Overlook Parkway, Sonterra Boulevard, and Evans Road. The street pattern is not a conventional city grid, but is characterized by a mostly an irregular curvilinear loop pattern for the larger arterials and collectors that carry a higher volume of traffic. The same street pattern carries into the residential neighborhoods with most including cul-de-sacs. Due to the roadway network, connectivity is constrained and traveling to and from most areas in this Regional Center relies heavily on automobiles.

Regionally significant public parks and private recreational amenities in the area include: The Club at Sonterra and the north course of the Sonterra golf course, Stone Oak Park, Mud Creek Park, Panther Springs Park, Gold Canyon Park, Canyon Springs Golf Club, and Big Springs Park.

## Neighborhoods and Institutions

There are a significant number of single-family neighborhoods as well as apartments both east and west of US Highway 281 in the Stone Oak Area. Most of the neighborhoods within the Regional Center have a Homeowners Association ("HOA"), a Property Owners Association ("POA"), or are represented by both in some cases. The HOAs and POAs within the Regional Center include: the Stone Oak and Stone Oak II master development plan areas, Encino Park, Iron Mountain Ranch, Redland Ridge, Canyon View, Redland Estates, Emerald Forest, Encino Bluff, The Terraces at Encino Park, Encino Creek, Encino Rio, Encino Ranch, Wilderness Pointe, Gold Canyon, Canyon View, and Cavallo Creek Estates, to name a few.

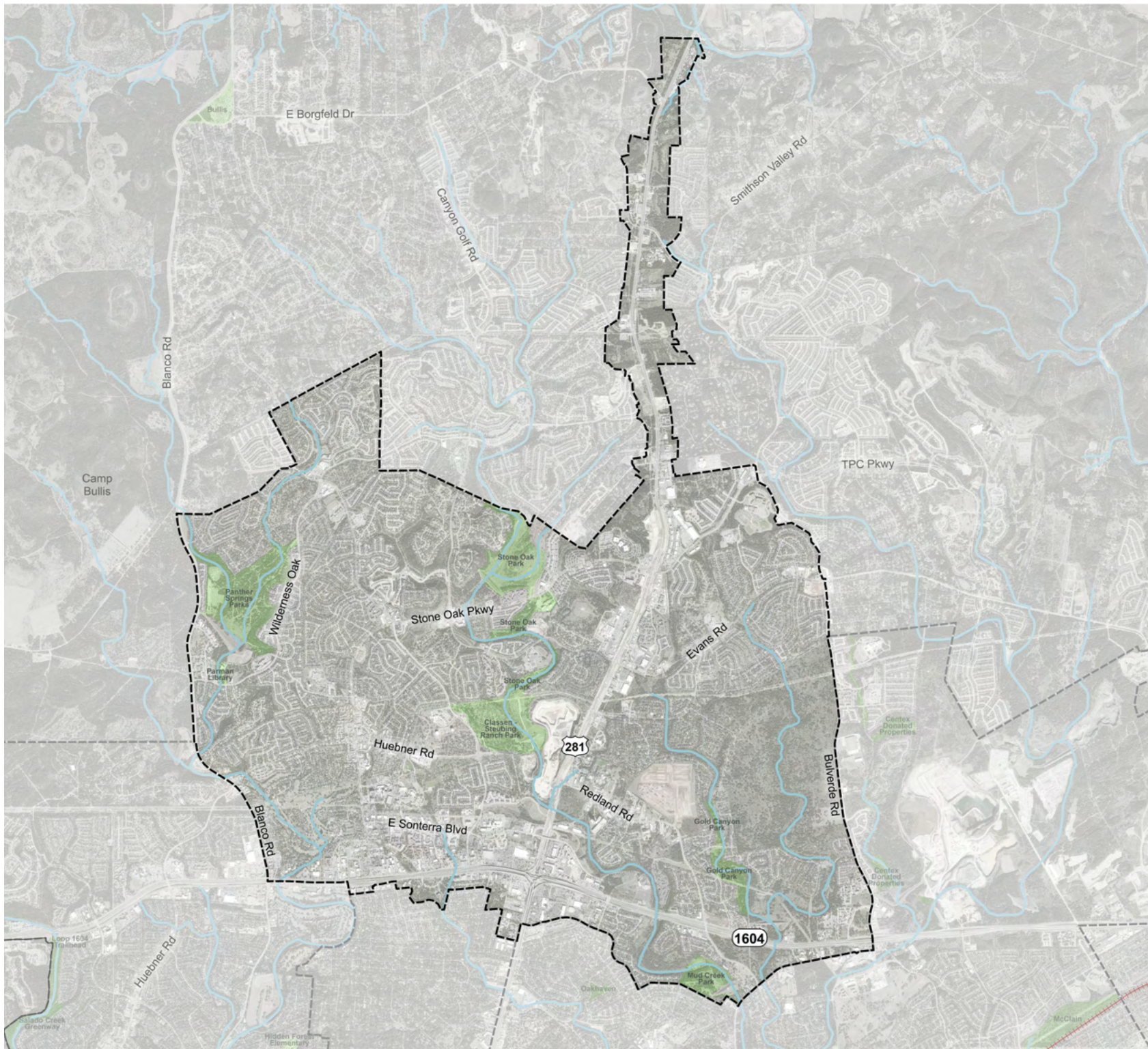
Typically the neighborhood associations meet monthly to discuss issues or events affecting their neighborhood and surrounding community. The District 9 Neighborhood Alliance, which is comprised of over 30 members representing homeowner and neighborhood associations as well as individual residents, also offers an opportunity for those interested to stay engaged and up to date with community issues.

Other civic and cultural organizations that identify as being a part of the Stone Oak area, include, but are not limited to:

- District 9 Neighborhood Alliance
- Holy Trinity Catholic Church
- Wayside Chapel Stone Oak Campus
- Cross Bridge Community Church
- Christian Family Church
- Community Bible Church
- Hope Church San Antonio
- North San Antonio Chamber
- Rotary Club of Stone Oak
- Stone Oak Business Association

While not within the Stone Oak Area Regional Center, Camp Bullis is a U.S. Army training camp immediately adjacent to the plan area. Established in 1917 to train troops in preparation for the growing threat of war in Europe, it is currently used for training by the U.S. Army, Air Force, and Marines combat units as well as for field training site for military medical units. The far northwesterly portion of the Regional Center, which includes Panther Springs Park and residential subdivisions surrounding the Park, is adjacent to Camp Bullis and is within the Military Sound Attenuation Overlay District, which establishes standards intended to lessen the external noise audible within the interior of noise sensitive structures to a level that greatly mitigates the impact on the general welfare of the public.

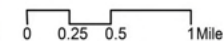
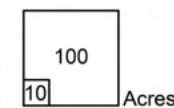




Stone Oak Area  
REGIONAL CENTER

## STUDY AREA

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





## Demographics and Economic Profile

The Stone Oak Area Regional Center is located in northern San Antonio with a majority of the Regional Center located north of North Loop 1604. It is bounded by the City of San Antonio city limits on the north and has US Highway 281 running down the middle. The Stone Oak Master Planned Development consumes a large portion of the Regional Center. This development is known for gated-communities and large single-family subdivisions. Health care is one of the largest industries with a concentration of health care providers including Baptist Hospital, Baptist Children's Hospital and Methodist Hospital.

Overall, the Stone Oak Area Regional Center:

- Experienced a large increase in population and households since 2000 and over two dozen new subdivisions built
- Attracted a higher concentration of family households than the San Antonio region overall
- Has significantly higher educational attainment and income levels than the San Antonio region as a whole
- Has a large employment base and offers a concentration of jobs in health care and social services
- Experienced significant growth of commercial development since 2010 and currently has numerous other projects proposed or under construction

### Population

In 2019, the population of the Stone Oak Area Regional Center was approximately 65,400 residents with 23,400 households. The area experienced a large population increase of 31,000 people between 2000 and 2010 and gained another 11,700 from 2010 to 2019, growing by a 2.2% annual growth rate during the later time frame. The majority, 75%, of households are defined as “family”, while 65% of households in the City and 70% in the Metropolitan Statistical Area (MSA) are family households. The average household size in the Regional Center is 2.78 persons per household.

Most Stone Oak residents do not work within the Regional Center – 10% of residents are employed in the area, while 90% commute out to other locations. The industries that residents work in are similar with the overall composition of jobs within the City, however the area does have a slightly higher proportion of residents employed in professional, scientific, and technological services and finance.

**Age:** The Stone Oak area population is slightly older than the regional population; the median age is 36.9 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 percent in the MSA. Seniors (over age 65) make up 11% of the population, while seniors in the City and MSA are 13% and 14%, respectively.

**Income:** Household income in the Stone Oak Area Regional Center is higher than the San Antonio region overall. The average household income in the Regional Center is about \$121,300, compared to \$70,000 in the City of San Antonio and \$80,200 for the MSA. The median household income of \$102,000 and per capita income of \$43,000 for the Regional Center are also higher than surrounding areas.

**Education:** The Stone Oak area residents have higher educational attainment levels than the region overall. Of the area population aged 25 and older, 65% have an Associate's, Bachelor's, or Graduate/Professional degree, which is higher than the City with 35% and the MSA with 37%. There are 12% with a high school diploma or equivalent and only 3% with less than a high school diploma. In terms of education of workers that are employed in the Regional Center, 40% of workers have some college or higher.





### Annual Population Growth | 2010-2019

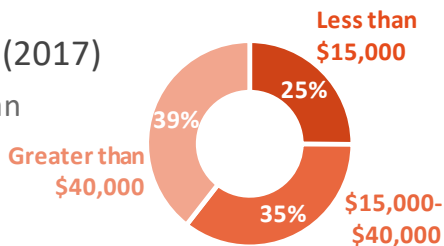


### Annual Household Growth | 2010-2019



### Wage Distribution (2017)

**39%** earn more than \$40,000 annually



## Housing

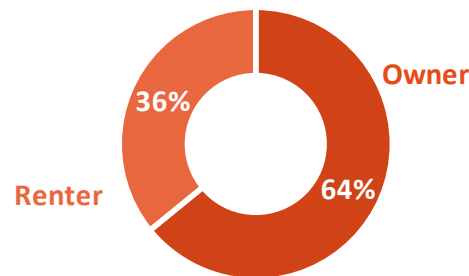
The average home sale price in the Stone Oak Area Regional Center from 2016 to 2018 was \$316,500 or \$115 per square foot. Home prices vary widely, ranging from \$155,000 to over \$1 million. Homes within gated subdivisions, such as Waterford Heights, are more expensive while older homes built in the 1980s and 1990s sell for an average of \$250,000.

The average rental rate for an apartment unit in the Stone Oak Area Regional Center is \$1,222 per month or \$1.26 per square foot, which is more than Bexar County with an average of \$988 per month or \$1.10 per square foot. Since 2010, 3,000 apartment units have been built, including nine projects with 2,391 units since 2015. Additionally, there are currently four developments under construction – Aura Stone Oak with 375 units, The Abbey at Sonterra with 396 units, La Vecina with 298 units, and Sage Stone Oak with 100 units, all of which are expected to open in late 2020.

The Stone Oak area has a higher proportion of single-family home units than the region. Single-family detached units represent 72% of the housing inventory in the Regional Center, compared to 66% in the City and 70% in the MSA. Housing with two or more units comprises 28% of the housing inventory, compared to 33% in the City and 24% in the MSA. The total of the percentages of single-family detached and housing with two or more units for both the City and the MSA do not each add up to 100%, which indicates that a small percentage of housing in the City and the MSA are other housing types, such as mobile homes or recreation vehicles.



## Housing Tenure



The Stone Oak Area Regional Center has a higher rate of homeownership and lower proportion of renters than the region – 64% of units are owner-occupied (compared to 53% in the City and 63% in the MSA) and 36% are renter-occupied (compared to 47% in the City and 37% in the MSA).

**Housing Targets:** The Stone Oak Area Regional Center is forecast to grow by 16,500 households over the 2010 to 2040 time-period, or 550 households annually, representing 3% of Bexar County's housing growth.

## Employment

The Stone Oak Area Regional Center had approximately 33,900 jobs in 2019. Health Care and Social Assistance was the Center's largest employment sector, accounting for 18% of the total number of jobs. The next largest employment sectors are Accommodation and Food Services with 16% and Retail Trade with 14%. There is a concentration of health/medical centers within the Stone Oak area including North Central Baptist Hospital, Baptist Children's Hospital, Methodist Hospital Stone Oak, Children's Hospital of San Antonio, and Sonterra Medical Park. Additionally, Marathon Petroleum Corporation has a regional office campus located within the Center and is a major employer in San Antonio.

Employment in the Regional Center is distributed to medium wage jobs with 35% of workers earning between \$15,000 and \$40,000 annually and 39% earning over \$40,000 annually. Low-wage jobs with earnings less than \$15,000 per year account for 25% of all jobs.

Most people employed in the Stone Oak Area Regional Center do not live in the area – 91.5% of workers commute in from other places. Most workers come from relatively close by, with 40% commuting less than 10 miles, and another 37% commuting between 10 and 24 miles. A large number of workers live outside of San Antonio and generally commute from areas north and east of the City.

## Commercial and Industrial Development

### Office

There is over 5 million square feet of office development in the Stone Oak Area Regional Center with nearly 600,000 square feet built since 2010. The Regional Center has a higher vacancy rate at 10.6% and a higher rental rate of \$23.09 per square foot as compared to Bexar County with a 9.3% vacancy rate and \$21.16 rental rate per square foot. There are four office developments currently under construction that will have a total of 235,000 square feet. Additionally, there are six projects proposed with a total of 265,500 square feet planned, including two medical offices and phase three of Market Ridge Commons.

### Retail

The Stone Oak Area Regional Center has 5.4 million square feet of retail space, with 684,000 square feet built since 2010. The area has an average vacancy rate of 7.4% and an average rental rate of \$23.01 per square foot. The vacancy and rental rates are higher compared to Bexar County with a 4.9% vacancy rate and \$16.23 per square foot rental rate. There are two retail projects currently under construction with a total of 22,000 square feet. The Shoppes at Wilderness Oaks is a proposed retail strip center with 25,000 square feet of retail space planned. The Shops at Redland Road located at the corner of Redland Road and North Loop 1604 is a proposed neighborhood center with over 104,000 square feet of retail space proposed.

### Industrial

There is currently a total of 516,000 square feet of industrial space in the Regional Center, including two industrial spaces built since 2010. The Avnet Building in the Ridgewood Business Park consisting of 55,000 square feet was completed in 2014, and a 34,000 square foot light distribution center was completed in 2019. Stone Oak has a vacancy rate of 7.4% and average rental rate of \$11.22 per square foot. These rates are higher than Bexar County where the vacancy rate is 6.8% and the average rental rate is \$6.35 per square foot.

### Hotel

There are 18 hotel properties located within the Stone Oak Area Regional Center. The most recent hotels include a 106-room Home2Suites built in 2017 and a 108-room WoodSpring Suites built in 2018. The majority of the hotel properties are located near the intersection of North Loop 1604 and U.S. Highway 281.

**Employment Targets:** The Stone Oak Area Regional Center is forecast to grow by 31,900 jobs between 2010 and 2040, or over 1,000 jobs annually, representing 5% of Bexar County employment growth.



### Largest Employers

**Methodist Healthcare System**

**Baptist Health System**

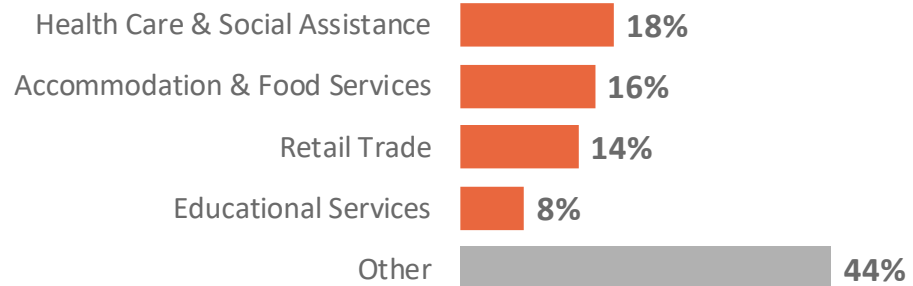
**Marathon Petroleum Corp.**

**H-E-B Foods**



### Largest Employment Sectors

## Health Care & Accom./Food Service





## Previously Adopted Plans

The Stone Oak Area Regional Center has one small portion south of Loop 1604 and east of US Highway 281 that overlaps with the boundaries of a previously adopted Land Use Plan. The entire Regional Center area is included within the boundaries of the City's adopted North Sector Plan. Additionally, the City has approved numerous master plans within this Regional Center area that were submitted by property owners/developers.



A small portion of the Stone Oak Area Regional Center overlaps with the San Antonio International Airport Vicinity Land Use Plan, which was adopted in 2010. The purpose of the Plan was to establish common goals for the development of compatible land use around the airport to enhance aircraft safety by protecting navigable air space around the airport, ensure safety for the public by reducing

risks from aircraft operations and accidents, minimize the effect of aircraft noise on adjacent neighborhoods, and balance land development within traffic patterns of the airport.

Within its three chapters of land use, compatibility and redevelopment, and implementation, the San Antonio International Airport Vicinity Land Use Plan identifies five goals:

- Goal I: Protect the quality of life of residents including health, safety, and welfare
- Goal II: Encourage economic growth that enhances airport operations and development
- Goal III: Encourage a unique experience for airport patrons by creating gateways and enhancing the airport vicinity's image through urban design
- Goal IV: Develop a comprehensive set of development applications and incentives to implement the land use plan and continue noise attenuation efforts
- Goal V: Implement land use strategies in a coordinated, phased process

Approximately 20 parcels in the far southeasterly portion of the Stone Oak Area Regional Center are within the boundary of the NE District of the San Antonio International Airport Vicinity Land Use Plan in the area south of Loop 1604 East, east of Redland Road, and north of Jones Maltsberger Road and Autry Pond Road, up to Bulverde Road. The properties are currently vacant, undeveloped parcels, or have existing non-residential uses such as a church, a medical clinic, construction materials

business, a Goodwill Store, and some eateries. This area, although in the San Antonio International Airport Vicinity Land Use Plan, is well outside of the Noise Exposure area that is affected by airport noise.

The San Antonio International Airport Vicinity Land Use Plan designates the properties located immediately north and just west of the intersection of Jones Maltsberger Road and Autry Pond Road as Regional Commercial which is described as a high intensity land use that draws customers from a larger region. The Plan indicates that this designation is assigned at intersection nodes along major arterial roadways or at mass transit stations. Examples of typical uses in this category include automobile sales and repair, mini-warehouses, wholesale operations, commercial centers, malls, and large hotels and motels, to name a few. This classification allows the following commercial and office zoning districts: NC, C-1, C-2, C-2P, C-3, O-1, O-1.5, and O-2.

Please note, however, that the Regional Commercial Land Use, as described above and defined by the previously adopted San Antonio International Airport Vicinity Land Use Plan, is defined slightly different than the Regional Commercial Land Use Category adopted in October 2018 as part of the current City's SA Tomorrow and current Comprehensive Plan work effort. For example, the recommended zoning districts for the City's most recently adopted Regional Commercial land use category does not allow for the less intense commercial zoning districts of Neighborhood Commercial (NC) or Light Commercial (C-1),

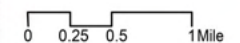
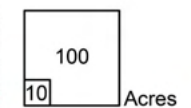
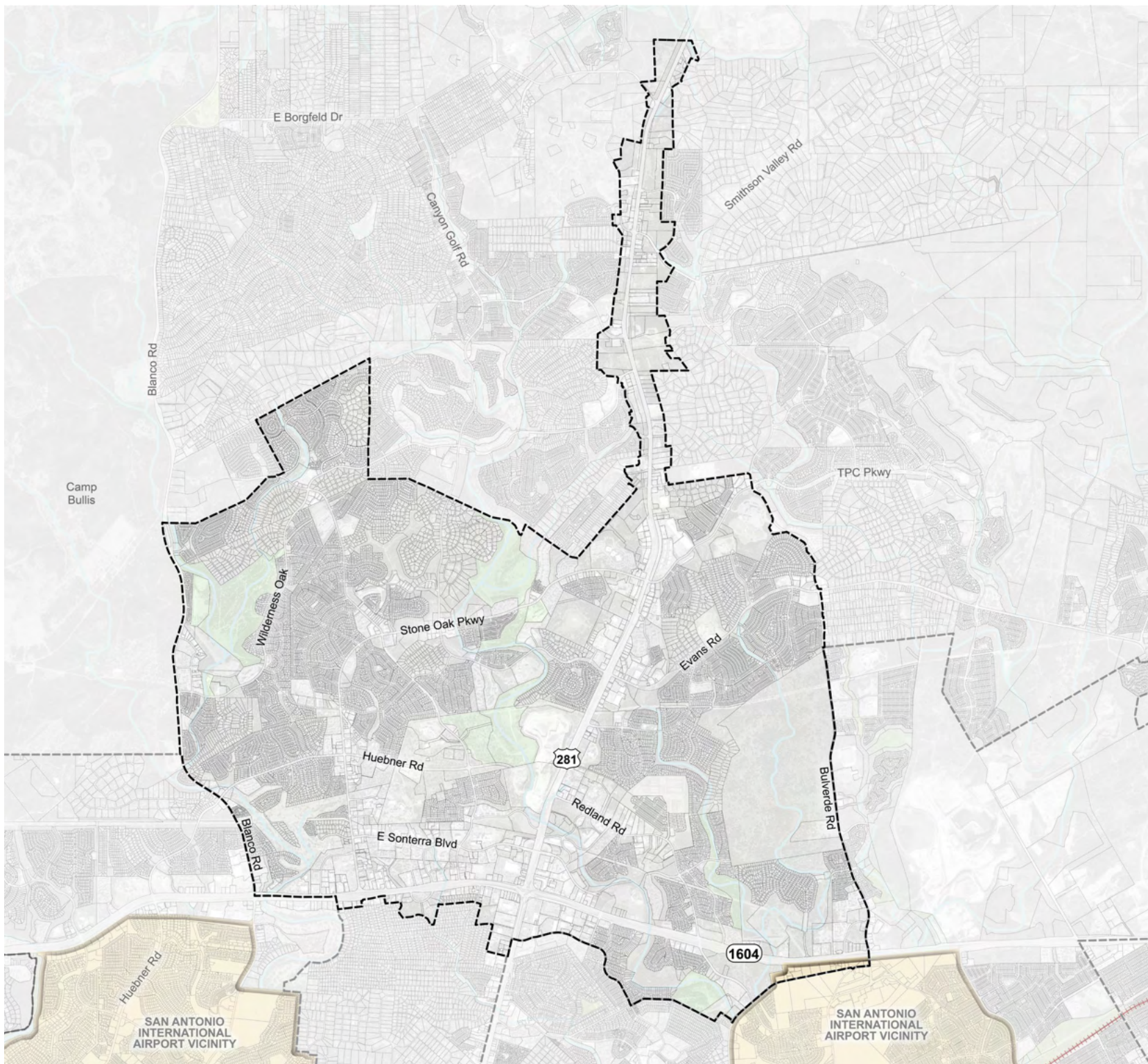




Stone Oak Area  
REGIONAL CENTER

PRIOR PLANS

- Stone Oak Area Regional Center Boundary
- Adjacent Regional Center or Community Area
- Parcels
- Land Use Plan

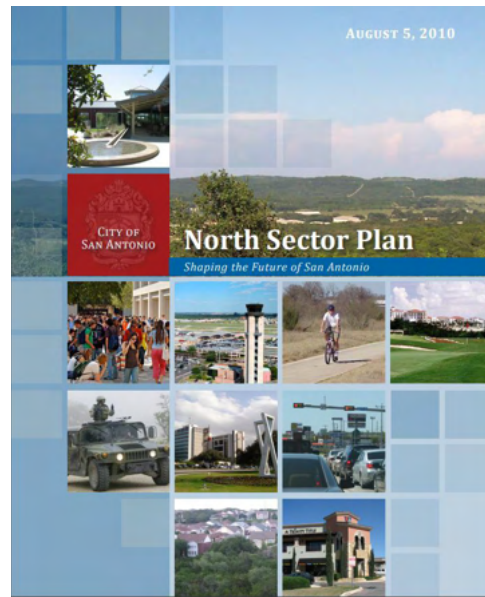




whereas those zone districts are listed as being permitted for the Regional Commercial land use within the Airport Vicinity Land Use Plan.

The properties east and west of the Regional Commercial parcels are designated as Community Commercial, which is described as a medium intensity use that serves two or more neighborhoods and should be located at nodes on arterials at major intersections or where an existing commercial area has been established. Examples of typical uses in this category include cafes, offices, restaurants, beauty parlors, neighborhood groceries or markets, and medical clinics, to name a few. This classification allows for the following commercial and office zoning districts: NC, C-1, C-2, C-2P, O-1, and O-1.5.

Existing uses for the properties located within the NE District of the San Antonio International Airport Vicinity Land Use Plan are consistent with the designated land use classifications.



The North Sector Plan was adopted in 2010. The plan area covers close to 400 square miles with boundaries that extend from North Loop 410 in the south to the City's Extraterritorial Jurisdiction (ETJ) in the north, and from Bandera Road/State Highway 16 in the west to I-35 and Toepperwein Road in the east. Due to its size, the plan area is divided into quadrants. The North Sector plan is the only City-adopted future land use plan that overlaps with the entire Stone Oak Area Regional Center Plan. This regional center is located entirely

within the boundaries of the North Sector Plan, in the northeast quadrant.

The City's Sector Plans were intended to implement land use planning for all areas of the City, especially those areas not included in an existing neighborhood, community, or perimeter plan. Each covers an immense area and none provide neighborhood-level detail or analysis beyond brief mentions of previously adopted neighborhood, community, and perimeter plans. Three of five sector plans were developed and adopted by City Council. However, the Sector Plan program was paused when the City decided to develop a new Comprehensive Plan in 2014.

**North Sector Plan Vision Statement:** The North Sector is a community, rich with natural panoramic views and abundant natural resources, nestled in the Texas Hill Country. As the North Sector Community continues to grow, compatible live, work, and play opportunities will foster a high quality of life by:

- Preserving priceless natural resources, including the irreplaceable Edwards Aquifer, which provide a unique and valuable asset to the region today and in the future;
- Enhancing the integration of scenic and recreational resources, outstanding educational opportunities, and a mix of quality housing; while
- Developing a compatible land use fabric that preserves military readiness, contributes high quality jobs to the regional economy, recognizes





<p>and respects private property rights and integrates sustainable development patterns.</p> <p>The North Sector Plan is organized around seven Sector Plan Elements:</p> <ul style="list-style-type: none"><li>• Transportation, Infrastructure, and Utilities</li><li>• Housing</li><li>• Economic Development</li><li>• Parks, Natural Environment, and Historic Resources</li><li>• Community Facilities and Education</li><li>• Land Use and Urban Design</li><li>• Military Compatibility</li></ul>	<p>Housing highlights</p> <ul style="list-style-type: none"><li>• A Range of Housing Types Creates Choices</li><li>• The Natural Environment is Conducive to Low Impact Development</li><li>• High Density Housing is an Important Land Use</li><li>• Neighborhoods Are Well Organized</li></ul> <p>Economic Development highlights</p> <ul style="list-style-type: none"><li>• Focus on Retention and Expansion of Existing Major Employers</li><li>• The Military is a Significant Contributor to the Sector and Regional Economy</li></ul>	<ul style="list-style-type: none"><li>• Farms and Ranches are an Important Hill Country Component</li><li>• Tiers and Centers are the Land Use Components of the North Sector Land Use Plan</li></ul> <p>Military Compatibility highlights</p> <ul style="list-style-type: none"><li>• Land Use Compatibility is Critical for Camp Bullis</li><li>• Communication among the Military, Counties, and Cities is Important to Understand Each Entity's Issues and Objectives</li><li>• Encroachment Must Be Mitigated to Retain and Expand the Military's Presence in the North Sector and the Region</li></ul>
<p>Transportation, Infrastructure, and Utilities highlights</p> <ul style="list-style-type: none"><li>• Connect Roadways and Non-Vehicular Networks for East-West Mobility</li><li>• New Ways to Move People and Goods &amp; Changing the Behavior of the Commuter</li><li>• Connecting Bicycle and Pedestrian Paths for a Healthier Community</li><li>• Creating a Future Land Use Pattern That Fosters Integrated Utility Planning</li><li>• Protecting Existing and Future Residents from the Threat of Flooding</li></ul>	<p>Community Facilities and Education highlights</p> <ul style="list-style-type: none"><li>• Community Facilities are Critical Components for a Strong Community</li><li>• Public Safety and Protection Are Important Characteristics within the North Sector</li><li>• Schools Are the Foundation for Future Employment Bases</li><li>• Opportunities for Post-Secondary Education Will Enhance Vitality</li></ul> <p>Land Use and Urban Design highlights</p> <ul style="list-style-type: none"><li>• Potential for Compatible Land Uses</li></ul>	<p>Parks, Natural Environment, and Historic Resources highlights</p> <ul style="list-style-type: none"><li>• Recharge and Contributing Zones Are Important To the Health and Sustainability of the Natural Aquifer</li><li>• The Hill Country Contains Sensitive Landform, Vegetation and Wildlife Characteristics</li><li>• Historic Resources Provide an Important Connection to the Past</li></ul>

### Master Development Plans

The City requires approval of a master development plan for any proposed land development when the owner or developer of tracts of land within the City or its ETJ requests subdivision plat approval in which the entire property will be subdivided in two or more plat phases or units. Future development of land that is part of an approved master development plan is intended to occur over a number of years. An approved master development plan is a flexible plan that may be amended by the applicant(s) as needed. However, future subdivision plats are reviewed for consistency with the concept of the approved master development plan. While master development plans are not adopted City documents, they are developer initiated development plans that are approved by the City and establish conceptual plans for what is to be developed.

The Stone Oak Area Regional Center was once predominantly ranchlands that were owned by several property owners with large land holdings. Over time, portions of those large land holdings were sold to investors and developers who planned to develop the land for predominantly residential and commercial uses. Master development plans were processed due to the developers' desire to phase land development in order to sell phases to different builders, adjust development based on changing economic market conditions, and for financial reasons such as investors, loans, and progress of development associated infrastructure

needs. The Stone Oak Area Regional Center is unique in that the majority of the residential neighborhoods and the commercial areas in this Regional Center were built consistent with numerous approved master development plans.

Approved master development plans within this Regional Center include:

- Stone Oak
- Stone Oak II
- The Mesas of Stone Oak
- The Heights at Stone Oak II
- Encino Park
- Encino Laredo
- Encino Commons at Encino Park
- Classen Steubing Steubing Ranch
- Los Caminos
- Villages of Sonterra
- Las Lomas
- Cactus Bluff
- Stonewood
- Worldcom
- Big Springs
- Encino Commons at Encino Park
- Encino Laredo

- Marshall Ranch
- Tuscan Ridge
- Northwood
- Canyon Oaks
- Redland Ridge
- Redland Estates
- Gold Canyon/Loop 1604
- Afton Oaks
- FCS Fischer Ltd 86.73

Some of these master development plans listed may have been amended to incorporate changes to the conceptual plan that was approved under the original approval.

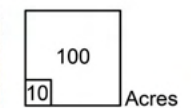
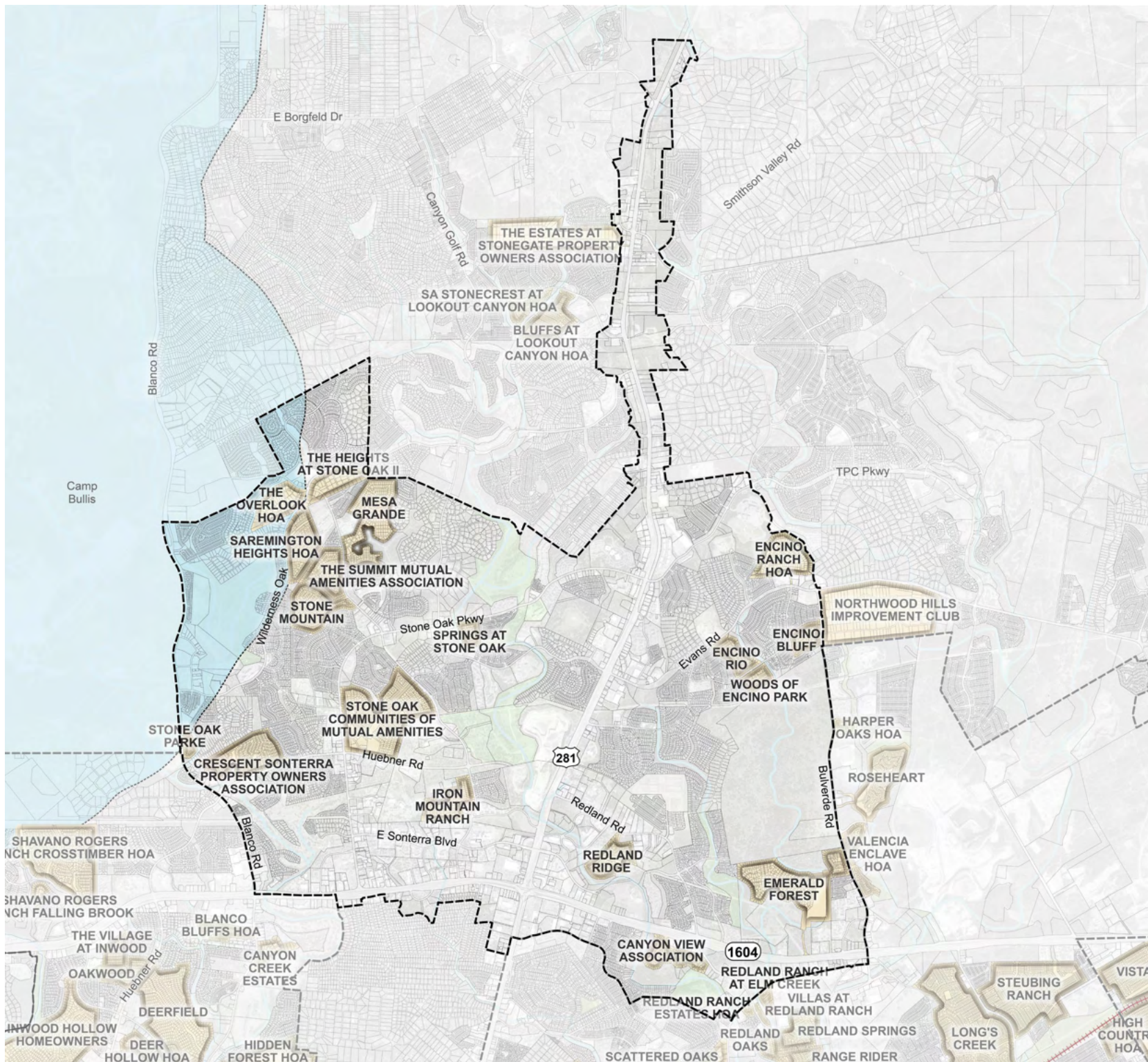




# Stone Oak Area REGIONAL CENTER

## NEIGHBORHOODS, DISTRICTS & OTHER AREAS

- Stone Oak Area Regional Center Boundary
- Adjacent Regional Center or Community Area
- Parcels
- Registered Neighborhood Associations
- Military Sound Attenuation Overlay District







## Natural Systems

### Edwards Aquifer

The Edwards Aquifer is a unique groundwater system containing porous water-bearing rock, which is highly faulted and fractured limestone that allows large quantities of storm water runoff to flow directly into the Edwards Aquifer. It is a valuable resource that, for over two centuries, has served San Antonio and many other cities in the surrounding region, helping the area grow and prosper without the need to develop surface water or other water resources. The Aquifer is a vital source of water for current and future residents.

The Edwards Aquifer is divided into three main zones: the contributing zone, the recharge zone, and the artesian zone. The Stone Oak Area Regional Center is within the Edwards Aquifer Recharge Zone. The recharge zone is where limestones outcrop at the surface, allowing large quantities of water to flow into the Aquifer. About 75-80% of recharge of the Aquifer occurs when streams and rivers cross the permeable formation and go underground, replenishing the water table.

As the population has grown, demand for water has increased; making sustainable building practices a legitimate concern as we balance growth with sustainable management of our natural resource.

In an effort to manage development in the recharge zone, the City has the Edwards Aquifer Recharge Zone District (ERZD), which is an overlay district with specific standards stipulated in the City's Unified Development Code. Certain land uses with the ERZD have specific use restrictions.

### Salado Creek Watershed

The entire Stone Oak Area Regional Center is also entirely within the Salado Creek Watershed, as is most of the north-eastern and central-eastern region of San Antonio. The majority of the Salado Creek Watershed is characterized by dense urban development except in the very northern portion of

the watershed, around Camp Bullis. This uppermost portion of the Watershed is surrounded primarily by undeveloped land and is normally dry except during rain events. This area is characterized by a mix of forests and vegetation typical of the Texas Hill Country.

The Salado Creek Watershed ultimately drains to the San Antonio River and is one of five watersheds that are part of the San Antonio River Basin. The San Antonio River Basin is a dynamic ecosystem with rivers, creeks, streams and is a natural resource that needs to be protected with sound sustainable development practices. Approximately 4,180 square miles of land area is drained by the San Antonio River Basin, which extends from Kerr and Medina Counties along the far northwest portion to the majority of Bexar, Wilson, and Karnes counties toward the southeast. The San Antonio River flows 240 miles from San Antonio/Bexar County into the Guadalupe River in Refugio County, and eventually drains into the San Antonio Bay and Gulf of Mexico.

There are a number of tributaries that flow through the Stone Oak Area Regional Center, which are all part of the Salado Creek Watershed. They include Panther Springs Creek, located along the far westerly portion of the Regional Center; Mud Creek, which traverses through the central portion of the Regional Center; and West Elm Creek and East Elm Creek, which are located between the central and easterly portion of the Regional Center. Regional parks within the study area are located in proximity to these natural tributaries, providing both management of the natural ecosystem and protection of the natural resources while also offering recreational opportunities for the community. All of the creeks flow from north to south and ultimately drain into the San Antonio River further south and beyond the Regional Center study area.

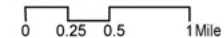
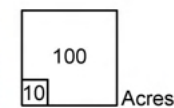
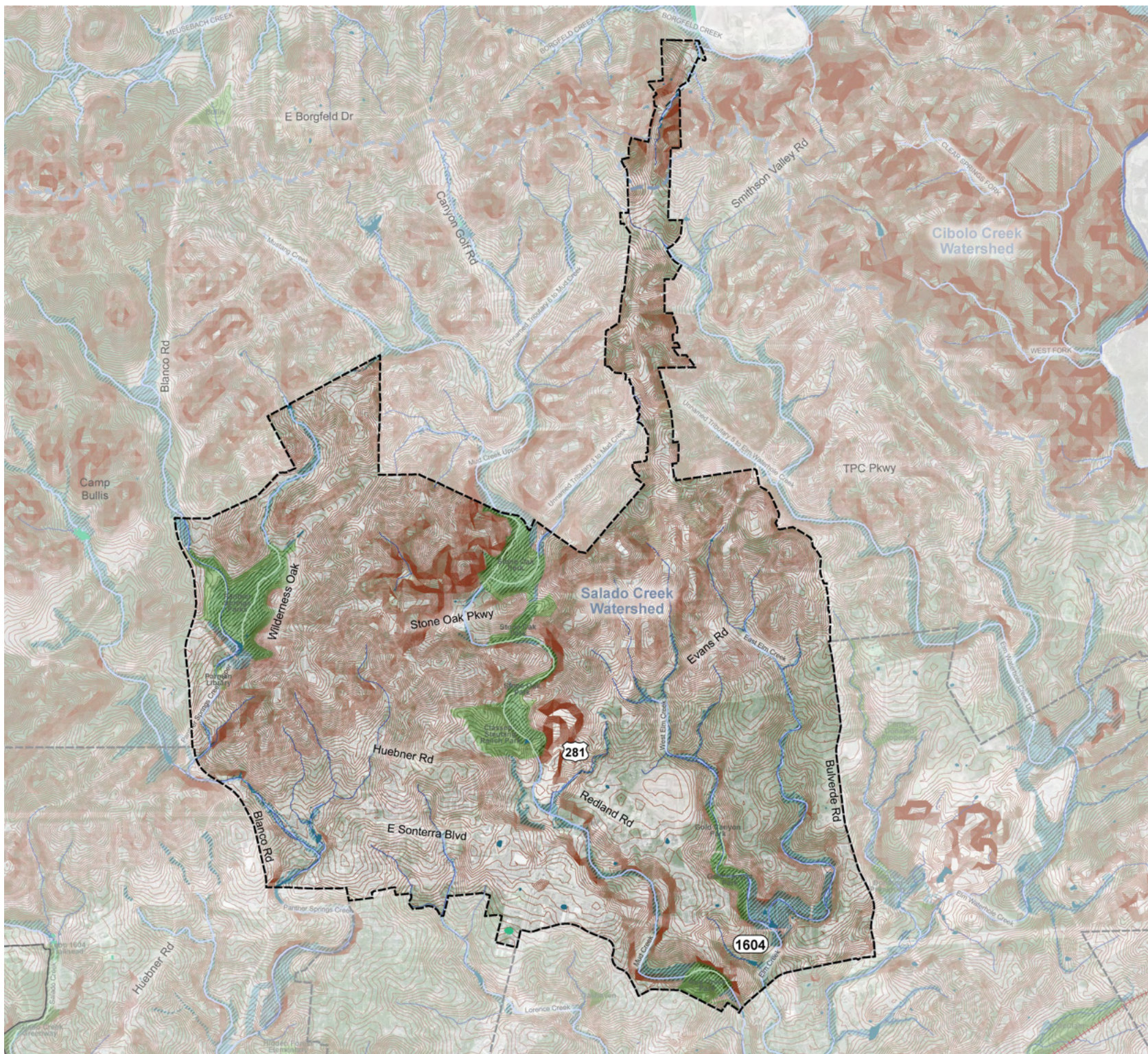


## NATURAL SYSTEMS

-  Stone Oak Area Regional Center 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







## Land Use and Development Patterns

### General Development Pattern

The Stone Oak Area Regional Center is characterized by stable neighborhoods that have grown around key institutional anchors, and which are supported by vibrant commercial corridors and office spaces. This Regional Center is predominantly residential but is well balanced with a wide array of commercial and health care to serve the residents. The residential use pattern is mostly single-family residences. A small percentage of the residential use consists of multi-dwelling units such as duplexes, semi-detached houses, and multi-unit apartments. There is a minimal amount of industrial uses. The largest industrial operation in the Regional Center is an aggregate quarry called San Pedro Quarry located just west of US Highway 281 and north of Agora Palms Drive. Aside from the quarry, other significantly smaller industrial use and operations consist mostly of self-storage warehouses. There are still pockets of undeveloped and vacant land, so infill development has been continuing over the last few decades. The San Pedro Quarry provides a unique future redevelopment opportunity. The San Pedro Quarry serves as an economic generator for the City while it is operating by providing locally-sourced aggregate materials for construction. Once mining of the quarry is complete and the quarry is reclaimed and closed, the land can be re-purposed for other uses that serve the public. Development along US Highway 281 has created a commercial spine along the highway. There is a high concentration of commercial uses around the intersection of US Highway 281 and North Loop 1604.

### Distribution of Uses

#### Residential Use








Properties are considered to be residential when the primary function of the property is to provide a place for a person to live. This could include detached houses designed for one family, duplexes or semi-detached houses designed for 2, 3 or 4 family units, or multi-family properties, such as apartments or condominiums, where a greater number of family units lives in a single building or on a single property.

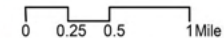
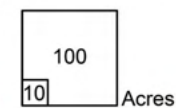
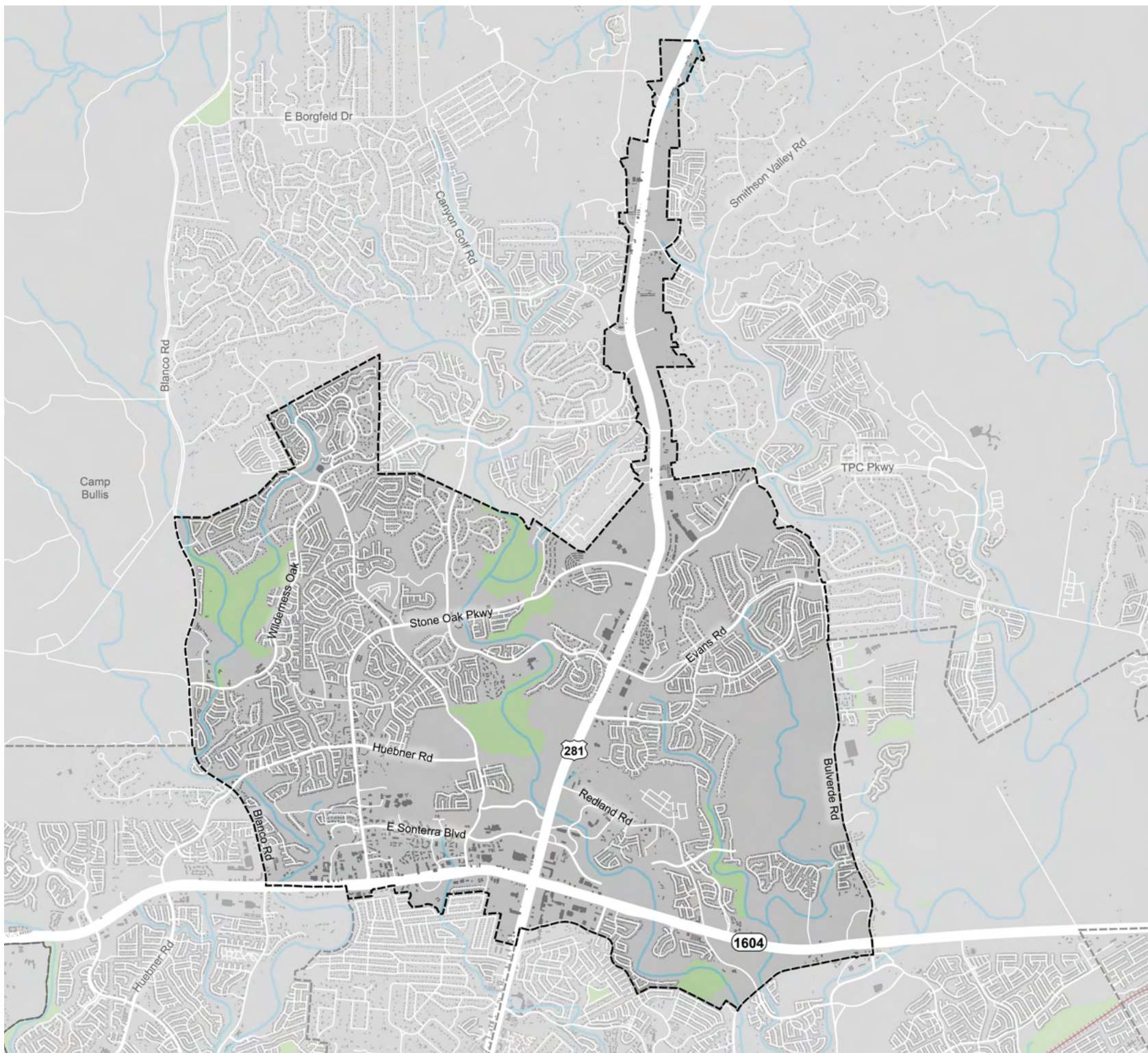
Over one-third of the land in the Stone Oak Area Regional Center is used for residential purposes. Most of that residential land consists of single-family residences. Of all land in the plan area, 26% of it is single-family residential, while multi-unit properties with over 4 units accounts for only four percent of the land in the plan area. Properties designated with 2-4 dwelling units on a parcel, which typically function as duplexes, semi-detached housing or houses with accessory dwellings, make up the remaining seven percent of the residential land in the plan area. Multi-family development is fairly evenly dispersed throughout the Regional Center.

Residential development in the Stone Oak area is dominated by master planned communities. Encino Park was one of the first Municipal Utility Districts ("MUDs") annexed by the City in the 1970s, and Stone Oak master development plans began about a decade later. Since that time, a number of other subdivisions and communities have emerged. Development continues rapidly northward along Blanco Road, as well as the other thoroughfares throughout the area, such as Evans Road, Bulverde Road, Overlook Parkway and Borgfeld Drive. Homeowners Associations and Property Owners Associations ensure property maintenance and



## DEVELOPMENT PATTERNS

-  Stone Oak Area Regional Center Boundary
-  Adjacent Regional Center or Community Area
-  Block
-  Park or Open Space
-  Existing Building Footprint
-  River or Stream
-  Railroad Line







community identity, while the Northeast Independent School District continues to attract new families to the growing area.

### **Institutional Use**

Institutional uses include schools, hospitals and churches. The institutional uses in the Stone Oak Area Regional Center have attracted residential growth in the plan area for the past fifty years. North Central Baptist Hospital and Methodist Hospital Stone Oak, as well as other large-scale facilities such as the Institute for Women's Health and the Children's Hospital of San Antonio, continue to stimulate the advancement of healthcare services in this regional center. The Northeast Independent School District is another institution that continues to attract residents and ensure neighborhood stability and a sense of community. There are a number of churches and private schools in the area, such as San Antonio Christian School, which serve residents citywide. Institutional or public uses make up about nine percent of the land area of the Stone Oak Area Regional Center.

### **Commercial Use**

Properties designated as commercial provide goods or services for the community. This includes medical office buildings, convenience stores and large-scale shopping centers. In the Stone Oak Area Regional Center, 11% of land is used for commercial purposes, and commercial development tends to be auto oriented, aggregating along major thoroughfares and at key intersections.

The intersection of US Highway 281 and Loop 1604 is a major regional commercial area, with restaurants, entertainment, retail, office space, and multi-family development. There are a significant number of medical office buildings and healthcare services found along Stone Oak Parkway, driven by the presence of two major hospitals. This plan area also has a

significant amount of Class A office space, housing major companies such as Microsoft and Marathon Oil.

### **Industrial Use**

Although only two percent of the land in the Stone Oak Area Regional Center is used for industrial purposes, the impact of the main industrial use is significant. The San Pedro Quarry is located at the heart of this plan area, with access points located along the southbound side of Highway 281. Residential development has grown in around this quarry, and it has shaped the development patterns, traffic patterns and the identity of this area for decades. Other industrial property can be found on smaller parcels throughout the plan area, with a lower impact to the community.

### **Open Spaces and Parks**

About 12% of the land in the Stone Oak Area Regional Center is designated as park or open space. This includes private open spaces as well as public parks and open spaces with open spaces consisting of a fairly broad range of passive land uses, such as greenbelts and permanent easements where nothing is built. Golf courses are also considered to be open spaces. There is slightly more land designated as public park and open space land, at eight percent, than private open space land, at six percent. The north course of Sonterra Golf Course, Stone Oak Park, Mays Family YMCA at Stone Oak, and Mud Creek Park are some of the parks and open spaces in this plan area.

### **Vacant Property**

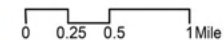
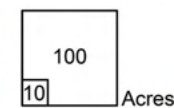
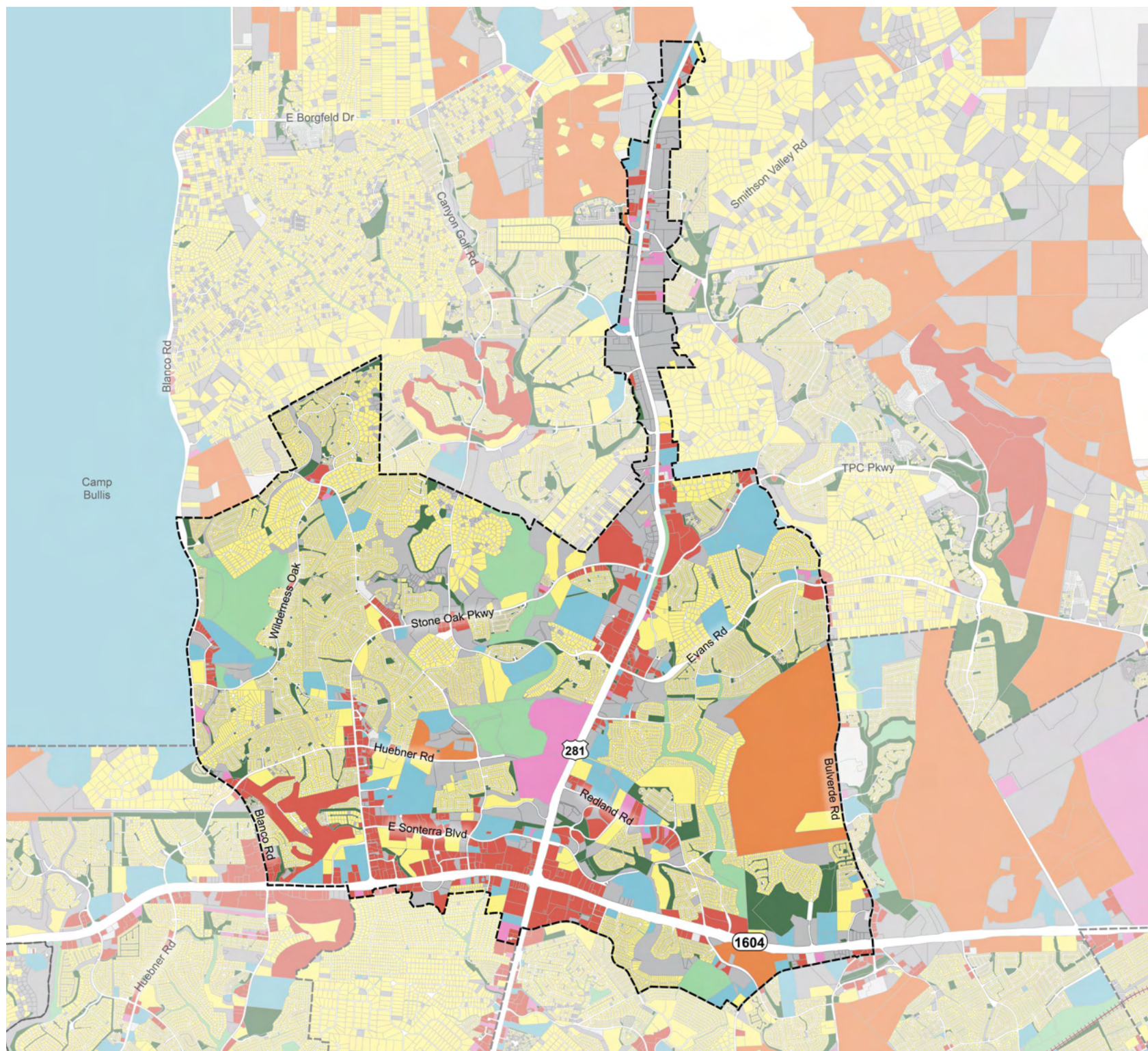
Nearly one-fifth of all land in this planning area is still vacant which indicates that there is still a significant capacity for growth here. Most of this vacant land is found along the spine of Highway 281 north of Marshall Road. It is anticipated that much of the property fronting the highway will be developed for commercial use, including a new Santikos Theater and new retail establishments and restaurants.





## EXISTING LAND USE

-  Stone Oak Area Regional Center 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 Stone Oak Regional Center is served by multiple highways, regional, and local arterials, and VIA bus routes. Neighborhoods are generally clustered off arterial roads and tend to have limited points of access into and out of subdivisions. Pedestrian and bicyclist amenities, such as sidewalks and protected bike lanes, are limited in the Regional Center.

### Roadways

US 281, a limited-access highway, bisects the Regional Center running north and south and provides a direct connection to downtown San Antonio. The highway has a major interchange with Loop 1604 that is currently under construction. Loop 1604 is another limited-access highway that encircles the city and its outer suburbs. Loop 1604 provides the approximate southern boundary of the Regional Center area.

Additionally, the San Antonio Major Thoroughfare Plan has classified the following roads as significant arterials:

- Primary Arterial Type A – Evans Road (east of US 281) and Bulverde Road
- Secondary Arterial Type A – Redland Road, Huebner Road, Blanco Road, Sonterra Blvd, Hardy Oak Blvd, Henderson Pass, Gold Canyon Road, Stone Oak Parkway, Evans Road (west of US 281), Canyon Golf Road, Wilderness Oak and Marshall Road

### Transit

The Stone Oak Regional Center is served by several VIA Metropolitan Transit bus routes. The routes include Express, Frequent and Metro bus services. Express Service is designed for commuters because buses travel on expressways and quickly connect riders to employment centers from Park and Ride facilities. Frequent service provides travelers with transit service operating every 15 minutes during peak hours. Metro service consists of fixed routes operating every 30 to 60 minutes with buses running more frequently during peak hours.

Key points of access to the Express service include two Park & Ride facilities; one located towards the northern end of the area at the intersection of Stone Oak Parkway and US 281 and another located at the southern end of the area just southwest of the US 281/Loop 1604 Interchange. Both of these Park & Ride facilities serve commuters traveling to downtown San Antonio. Frequent service operates on the frontage roads of Loop 1604. Metro service operates only on Stone Oak Parkway, Sonterra Boulevard, US 281, and the frontage roads of Loop 1604. The frontage roads along Loop 1604 see the highest ridership and have the densest concentration of stops in the area.

A VIA Advanced Rapid Transit route is planned to connect Stone Oak directly to the Greater Airport Area, then eventually to downtown.

### Bicycle and Pedestrian Facilities

As previously mentioned, there is little infrastructure for pedestrians and bicyclists in this Regional Center. There are a few shoulder bike lanes scattered through the area, such as on Encino Road, Caliza Drive, and Henderson Pass, but they are isolated and located on high-speed roadways and make for high-stress environments for potential cyclists. The Stone Oak Trail, located near the northern part of the Regional Center, provides recreation for cyclists and pedestrians, but does not serve a significant transportation purpose and only two neighborhoods and the Barbara Bush Middle School are directly accessible from the trail.

For pedestrians, sidewalk infrastructure is inconsistent and missing in many areas along the major roadways where land has not been developed. 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. This is prevalent along the Loop 1604 and US 281 frontage roads along Loop 1604 and US 281 and it can also be seen in other hot spots scattered throughout the more residential areas of the Regional Center.

### Connectivity

The dominance of highways and automobile infrastructure in the Stone Oak Regional Center 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 specific challenges. Areas of particular focus may include:

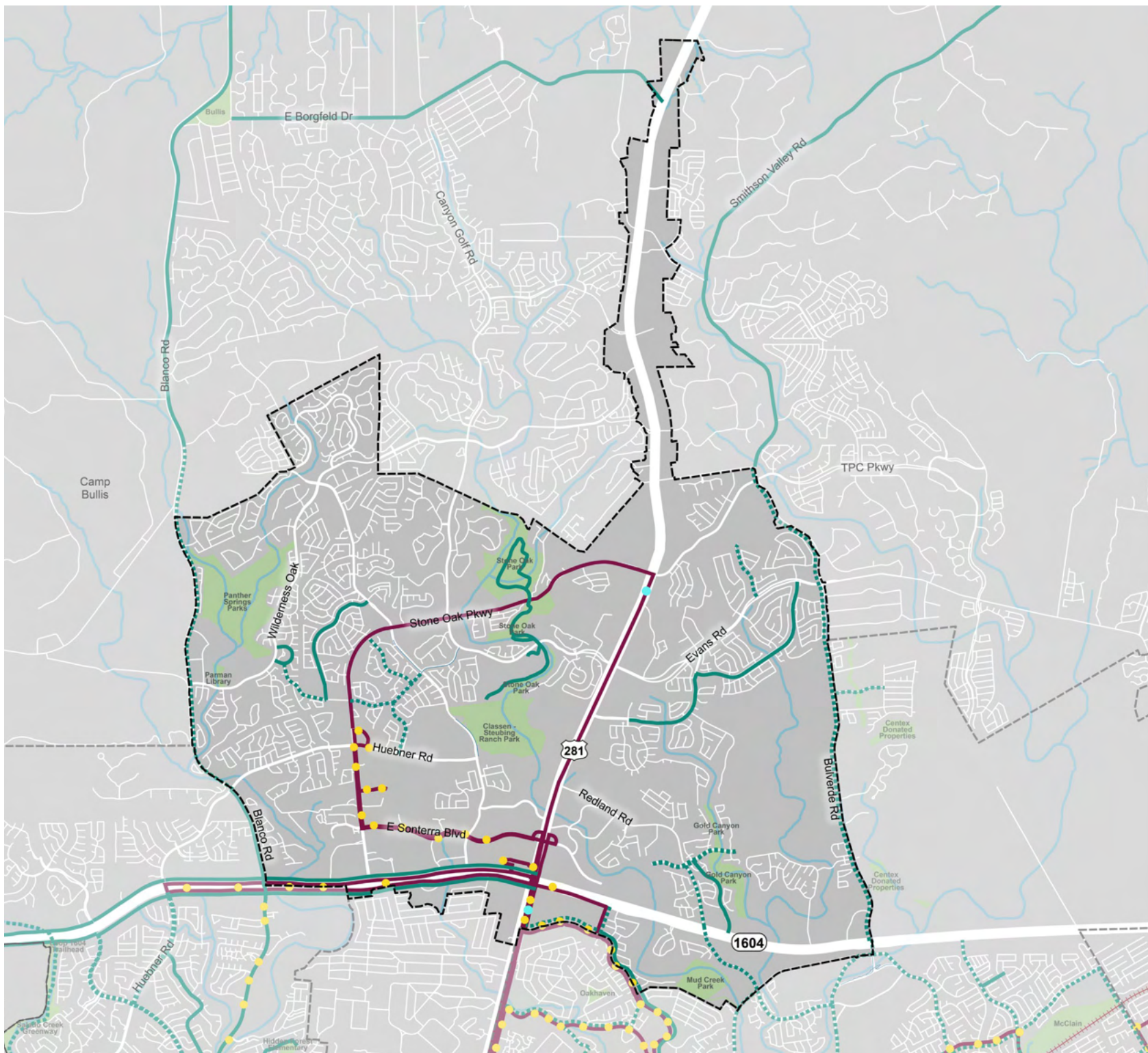
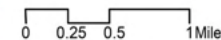
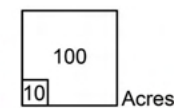
- The various elementary/middle/high schools: Linking these schools with multi-use trails to the surrounding neighborhoods to support students walking or bicycling to school.
- The Huebner Road/Stone Oak Parkway intersection and surrounding areas and the Sonterra Boulevard corridor: Linking these higher density residential and commercial centers with better multi-modal infrastructure may encourage more development and provide for easier access to groceries and other necessities for residents.



## MOBILITY MAP

-  Stone Oak Area Regional Center Boundary
-  Adjacent Regional Center or Community Area
-  Block
-  Rail Line
-  Park or Open Space
-  Stream
-  VIA Bus Route
-  VIA Bus Stop (less than 3 stops)
-  Existing Bicycle Trail, Lane or Route
-  Proposed Bicycle Trail, Lane or Route\*
-  Park & Ride Station

\* Acquired from the 2011 Bicycle Master Plan







## Amenities and Access

The Stone Oak Area Regional Center enjoys convenient access to US Highway 281 and Loop 1604. The area is home to many residents and is also an employment hub in many industries such as medical, finance, service, and a variety of professional job opportunities due to the significant amount of medical, commercial, and business establishments in the Regional Center. The area has experienced steady growth over the last few decades and more recently the growth has continued further north, particularly along US Highway 281.

### Medical

The Regional Center has many medical facilities, with three large hospitals, and multiple medical clinics. The North Central Baptist Hospital campus includes the Children's Hospital and the Baptist Orthopedic Hospital within one complex located off Stone Oak Parkway and Madison Oak Drive. The Stone Oak Methodist Hospital is located off East Sonterra Boulevard, east of US Highway 281. The Children's Hospital of San Antonio is also east of US Highway 281, off East Sonterra Boulevard. Surrounding these three large anchors are medical clinics with different medical specialties ranging from podiatry, orthopedic, dermatology, women's health, optometry, to neurology. Most of the medical clinics are all located off major roadways for convenient access by local residents and other community members from the San Antonio region.

### Parks, Open Space, and Trails

The Stone Oak Area Regional Center has great regional parks and private clubs, including Panther Springs Park, Stone Oak Park, Gold Canyon Park, Mud Creek Park, The Club at Sonterra, and Canyon Springs Golf Club. In addition to these larger parks and clubs, many neighborhoods in the Regional Center have smaller neighborhood parks and community amenities such as pools, tennis courts, and clubhouses. The Regional Center also has trails for hiking and other passive recreational opportunities. Panther Springs Park has a trail system of about 2.5 miles and a dog park. Stone Oak Park has a trail system of about 2.7 miles spanning north and south of Stone

Oak Parkway, from Barbara Bush Trailhead located near Barbara Bush Middle School and Stone Oak Bible Church. The Parman Library has a trailhead that leads to the trail system around Panther Springs Park. Gold Canyon Park has a trailhead and a one-quarter mile trail that loops around the park. Lastly, Mud Creek Park has a 1.40 mile trail that loops around the park, called Mud Creek Park Loop and extending to a trailhead off Jones Maltsberger Road.

### Recreation, Active Lifestyle, and Civic Facilities

The Regional Center has two branch libraries – Parman Library located off Wilderness Oak and west of US Highway 281, and Encino Library, located off Evans Road and east of US Highway 281. The Mays Family YMCA is available to members and has numerous programs such as youth sports, active older adults activities, parent's nights out, and other family events. The Regional Center has multiple private fitness facilities located in different commercial centers throughout the area. Examples include indoor personal fitness gyms, yoga studios, barre studios, many martial arts schools and dance studios.

### Commercial Centers

The Stone Oak area has great shopping centers, and commercial options which continue to increase with new construction occurring particularly along US Highway 281. Some popular shopping centers include Sonterra Village, Blanco Market, Village on Sonterra, Stonehue Center, Encino Park Center, Northwoods Shopping Center, Village at Stone Oak, and many more.

### Schools

This Regional Center is nearly all within the North East Independent School District (NEISD), which ranks among one of the top performing school districts in the San Antonio area. The Regional Center has a high number of public schools, with over a dozen elementary schools, five middle schools, and two high schools as well as numerous private schools. The most northerly portion of the Regional Center, running along US Highway 281 is within the Comal Independent School District.



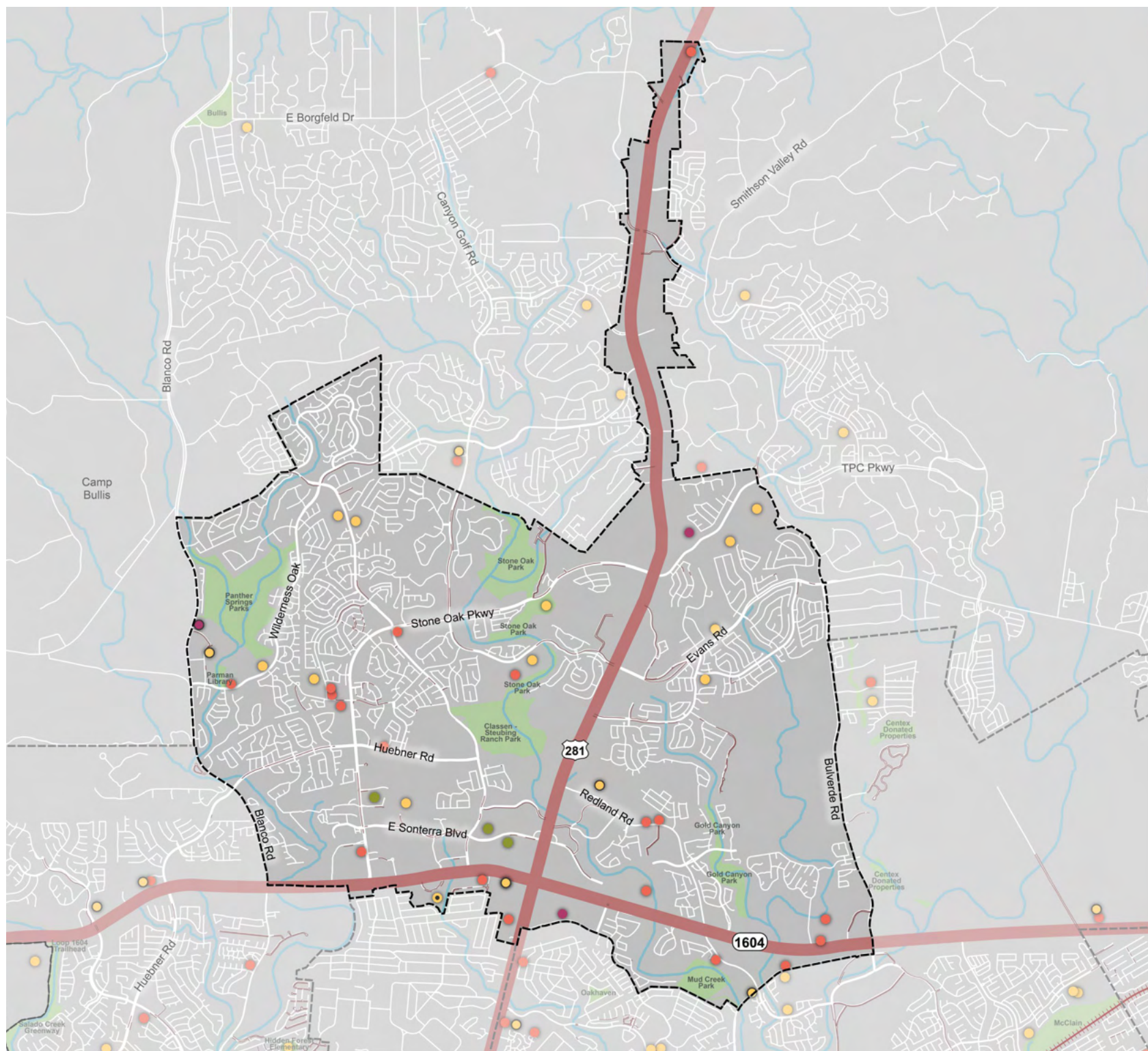
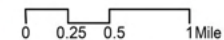
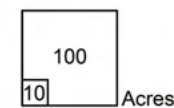


# Stone Oak Area REGIONAL CENTER

## AMENITIES AND ACCESS

- Stone Oak Area Regional Center Boundary
- Adjacent Regional Center or Community Area
- Block
- Park or Open Space
- Stream
- Public School
- Private School
- Charter School
- Place of Worship
- Movie Theater or Planetarium
- Theater/Auditorium or Performing Arts Center
- Hospital

- Physical Barriers
- Major Road
  - Rail Line
  - Incomplete Sidewalks







## Public Investments

The 2017-2022 Bond included six projects within the boundaries of the Stone Oak Area Regional Center. The list below describes each bond project:

- Mud Creek Parks Improvement Project – \$400,000 appropriated for park improvement bond for general park improvements and rehabilitation. The project has started and is still underway.
- North Loop 1604/Bulverde Road Turnarounds - \$477,597 appropriated for construction of turnarounds under the North 1604/Bulverde Road intersection. This dollar amount reflects the City of San Antonio's contribution to a proposed federally funded project. The project has been completed.
- Panther Springs Creek Restoration - \$1.1 million appropriated for improvements to the existing natural channel to improve water flow and remove standing water. This project is located both east and west of Blanco Road, just north of the intersection of Blanco Road and Huebner Road. The project is currently in the design stage and construction is anticipated to start in September 2020.
- Classen-Steubing Ranch Park Property Acquisition and Development - \$9.15 million appropriated for land acquisition and Phase 1 development of the Classen-Steubing Ranch Park, located west of the San Pedro Quarry and US Highway 281, and north of Huebner Road. The land has been acquired by the City and the project is currently in the design phase.
- Hardy Oak Boulevard and Huebner Road Extensions - \$6.3 million appropriated for construction of new roads through the Classen-Steubing Ranch property, located west of the location for the future Classen-Steubing Ranch Park. The project was completed in the middle of 2019.
- Evans Road (Highway 281 to Caliza Drive) Improvements – a little over \$2.75 million appropriated for intersection and corridor improvements on Evans Road from US Highway 281 to Caliza Drive. The funded improvements include medians, acceleration/deceleration lands and traffic signal improvements as appropriate and within available funding. The project is currently in the pre-construction phase.



## PUBLIC INVESTMENTS

-  Stone Oak Area Regional Center Boundary
-  Adjacent Regional Center or Community Area
-  Parcels

### Proposed 2017 Bond Program

-  Street
-  Facility
-  Park
-  Library
-  Drainage
-  Street

