

ROLLING OAKS 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 Brooks 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 TomorrowComprehensive Plan

The SA Tomorrow Comprehensive Plan addresses wide-ranging and interconnected citywide issues. As a long-range vision for San Antonio, the Plan provides strategic direction for decision making and community investment. Perhaps the most important task tackled by our community when crafting this Comprehensive Plan was determining where growth should be directed and encouraged, and doing so in a way that protects vital historic, cultural, social and natural resources.

If guided properly, the expected influx of new residents and jobs will enhance our city and all our residents. Planning now allows us to direct growth in a manner consistent with the community's vision and our goals for the future. The Comprehensive Plan provides an overarching framework for the physical form of San Antonio. It outlines how regional centers, corridors and neighborhoods work in concert to create the San Antonio we envision over the coming decades. In addition, 12 prototype place types offer examples of development models that can build upon and protect existing and future community assets while also creating places that are livable, inclusive and sustainable.

Policy guidance in the Comprehensive Plan is based on nine topical Plan Elements that address topics including: city growth patterns, transportation, housing, economic competitiveness, natural resources and the environment, the military, and historic preservation and cultural heritage, among others. Each Plan Element chapter includes an overview of key issues and challenges specific to the element and provides a set of goals and policies that set the direction for how our community will respond to or address the challenges before us.



The Sustainability Plan focuses on the three pillars of sustainability (economic, environmental, and social) and is the roadmap for both the community and the municipal government to achieve the overall vision of a sustainable San Antonio as an inclusive and fair community with a thriving economy and a healthy environment. The Sustainability Plan highlights seven focus areas and five cross-cutting themes. Each focus area has its own vision, outcomes, strategies and measures of success. The cross-cutting themes identify and highlight key priorities. Additionally, these crosscutting themes were considered and integrated into each of the major components and elements of the SA Tomorrow Comprehensive Plan and the Multimodal 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 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 higherdensity and incorporate carefully designed and located amenities that will benefit both residents and employees of the center. San Antonio must focus its investment and infrastructure strategies on supporting and leveraging the unique identity and assets of each center.

Community Areas form the rest of San Antonio outside of the Regional Centers. These areas comprise many of our existing neighborhoods, grouped by geography and common history, challenges, and opportunities. By proactively directing a higher proportion of growth to our Regional Centers, we aim to limit the impacts of that growth on existing, stable neighborhoods. However, cities and neighborhoods are always evolving.

We must plan to adapt to and leverage change for all our existing and future residents by creating complete neighborhoods and communities that provide a full range of amenities and services, a variety of housing and transportation choices, and opportunities for employment, shopping, education, and recreation.

The Regional Center and Community Area Plans will address the following topics based, in part, on the existing conditions identified in this Atlas: Land Use; Parks and Open Space; Economic Development; Housing; Mobility and Infrastructure; Placemaking and Urban Design; and Policy and Investment Priorities.

SA Tomorrow SA Corridors

SA Corridors is a collaborative effort to help lay out the future of our city in the most equitable, sustainable, and efficient way possible. It is one of the first steps in implementing SA Tomorrow as well as VIA's Vision 2040 plan, which both identified corridors as areas where future growth should be concentrated where appropriate. SA Corridors objectives overlap with and support the ongoing Sub-Area planning efforts. The plan develops a recommended future land use map and plan for 12 corridor areas, respecting existing small area and neighborhood plans while helping to implement SA Tomorrow. In addition, SA Corridors recommends proper regulations and incentives are in place to realize SA Tomorrow's vision for growth and economic development around VIA's transit investments, and to help bring about new and more transit-supportive types of development that meet a range of desires and incomes.

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 or 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

ROLLING OAKS AREA REGIONAL CENTER PROFILE

Existing & Aspirational Scores

3% 75%

Transit Utilization

11% 75%

Walkability

39% 70%

Median Commute Distance

13% 75%

Employment Density of Developed Land

37% 75%

Residential Density of Developed Land

26% 65%

Ratio of Employees to Residents

54% 60%

Per Capita Income

51% 60%

Housing + Transportation Index

37% 60%

Job Diversity Index

Strengths: The Rolling Oaks Regional Center has superior connectivity to regional highways. This area is in the process of rapid expansion attracting new residents and businesses.

Population (2015 estimate): 23,987 Households (2015 estimate): 8,979

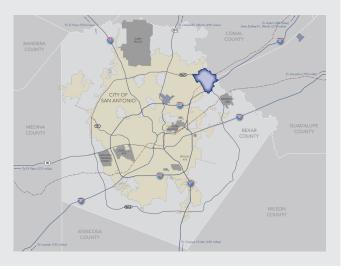
Single-family to Multifamily Housing Units Ratio: 3.86

Employment (2013 estimate): 8,400

Largest Industries (by employment): Retail Trade, Accommodations and Food Service, Wholesale Trade

Acres: 6,638

Developed Acres: 4,624

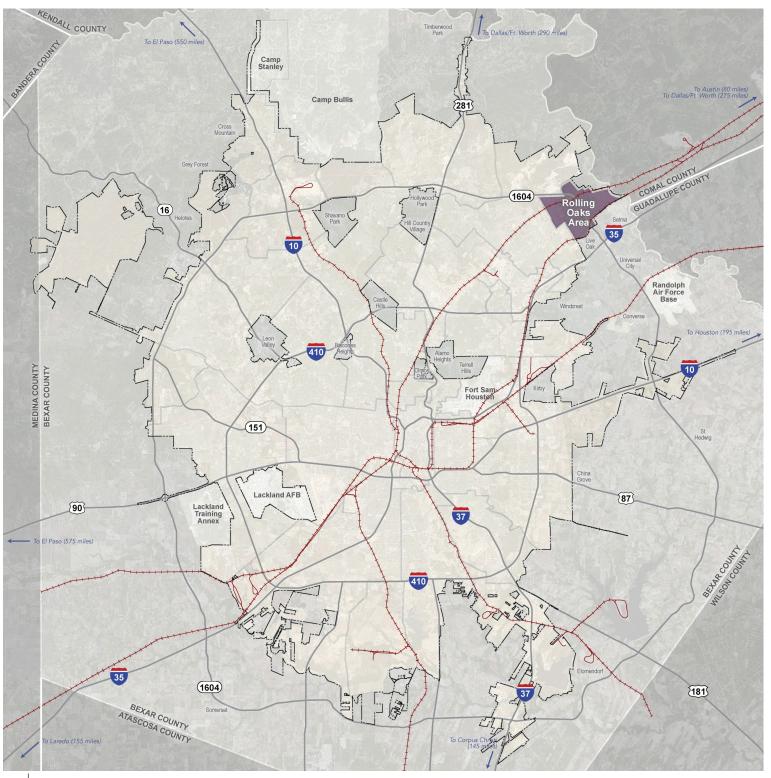


The Rolling Oaks Regional Center, at I-35 and Loop 1604, is poised to expand rapidly over the next 25 years. Already a major retail location with assets such as Rolling Oaks Mall and The Forum at Olympia Parkway (in Selma, Texas), Rolling Oaks is expected to add a significant number of new residents and jobs by 2040. This growth will be supported by this regional center's ideal location on the I-35 corridor leading to Austin.

Tasks Ahead: This emerging center should prioritize attracting major employers and greater job diversity.



Ecospace business park in Newtown, Rajarhat is multi-use, mixed-use development that integrates offices with ample open space, trails and housing nearby.





PLAN LOCATION

LEGEND

City Boundary

- Major Highway

Rail Line

Regional Center Boundary



History of the Rolling Oaks Regional Center

The land on which the Rolling Oaks Area Regional Center Plan is located has a rich Native American history. Apache and Comanche Indians used this land in the 1700s to hunt along what is better known as the Comanche Hill. Due to its proximity to Cibolo Creek and its high elevation, the Comanche Hill was a key point for warfare and a significant route for travelers heading to East Texas. The route known as the Old Spanish Road was one of the main routes of the Royal Road (Camino Real), leading Native Americans to Bastrop and Nacogdoches. The remnant of this connector is now called Nacogdoches Road, and just like in the past, it is one of the main travel routes in this area.

Records from the early 1800s show the Rolling Oaks Area was sporadically inhabited and divided into large land grants. One of the larger and most significant tracts in the area is the 1,476-acre land grant surveyed for owner James Conn in 1847 that incorporated the historic Comanche Hill. This land was transferred to many different owners including Mirabeau B. Lamar, who served as second president of the Republic of Texas from 1838 to 1841. Aside from changes of ownership, not much activity was recorded in the area for most of the early 18th Century. The fear of Indian attack and its remote location from the established Spanish Missions resulted in most land grants in this area left vacant or used for agricultural purposes.

In the late 1800s and early 1900s, African Americans began to settle this area between Cibolo Creek and what is now Thousand Oaks Drive. Amos Jackson, a Buffalo Soldier defending the western frontier after the Civil War, was one of the first freed people to buy and work his own land. Jackson, along with Antonio Anthony, later donated land for a private burial ground near the intersection of Loop 1604 and Northeast Nacogdoches Road, where some of them and their families are buried. A grave marker at the Holy Cross Cemetery indicates that the original burial site housed and later transferred to its site the remains of at least 72 people.

The first sign of urban development within the Rolling Oaks Area occurred in 1973 with the City of San Antonio's annexation of El Chaparral and Ranchland Hills. Other large tracts were gradually annexed and subdivided, but there was no significant development in the area until Rolling Oaks Mall opened its doors in 1988. With anchor stores Sears and Dillard's, and the completed Loop 1604 freeway connection between US 281 and I-35 in 1990, Rolling Oaks Mall positioned itself as a landmark in the area and has remained a stable retail center since then.

The Regional Center's immediate connection to Loop 1604 and proximity to I-35 has been key to the growth of new industries in this area in recent years. In addition to its prime location, the amount of land currently underdeveloped provides this Regional Center with a unique opportunity to locate and expand investment in housing, services, and emerging industries.







Comanche Lookout Head Sculpture, 1940

Rolling Oaks Infrastructure and Institutions

Major Landmarks and Infrastructure

Loop 1604 bisects the Rolling Oaks Area Regional Center southeast to northwest. Development patterns and the amount of growth experienced varies significantly on each side of the highway. Aside from Rolling Oaks Mall and Rolling Meadows Subdivision, the development east of Loop 1604 is predominantly rural. Many of the large tracts of land are vacant or have been used for farming and ranching for generations.

The land south and west of Loop 1604 is a much more active area that is home to numerous residential and commercial developments, as well as key landmarks of the plan area. Due to its location, history and size, Comanche Lookout Park is perhaps the most notable landmark of the Regional Center, and provides a range of amenities for neighboring residents including extensive walking trails, an outdoor classroom, and panoramic views from the Comanche Tower.

Adjacent to Comanche Lookout Park, at the intersection of Nacogdoches Road and Judson Road, is the Julia Yates Semmes Library, which opened in 2005. The 15,975 square foot facility is the only public library serving plan area residents and schools in the Northeast Independent School District (NEISD).

Most of the services and amenities within this plan area have developed along Nacogdoches Road. Among these smaller activity nodes, those most visited by residents of the area include:

- Nacogdoches Crossings Commercial Plaza
- My Viet Commercial Plaza
- Walmart

Other defining features of this plan area are Cibolo Creek which runs along the northern boundary of the plan area, and the presence of railroad tracks that have buffered residential uses from more intense activities.

Neighborhoods and Institutions

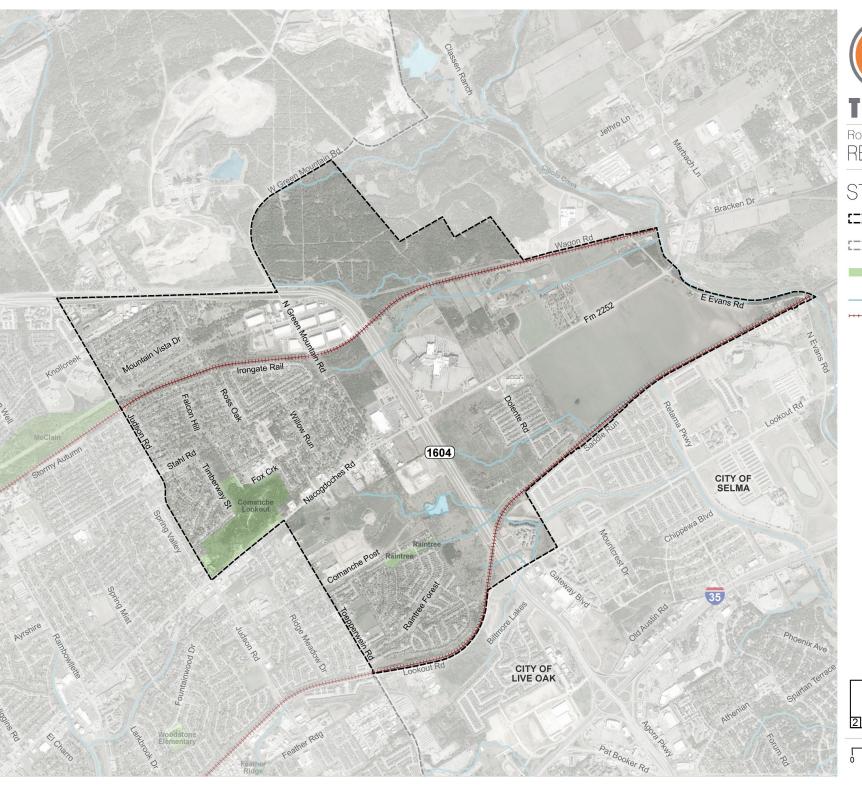
The land within the Rolling Oaks Area Regional Center was annexed between 1970 and 2000. Most of the residential neighborhoods consist of low-density single-family homes. It was not until 2005 that the first multi-family development, Villages at Lost Creek, was built on Judson Road. The two other multi-family projects that followed were the Toepperwein Bluffs on Toepperwein Road, and Loretto at Creekside along the Loop 1604 West Access Road.

There are four active neighborhood and homeowners associations within the plan area, the Vista Neighborhood Association, Fox Run Neighborhood Association, Rolling Meadows Homeowners Association and Hill Country Homeowners Association. The later one is the only current association representing a high-density residential development. Another organization that represents all northeast side neighborhoods within this plan is the Northeast Neighborhood Alliance.

Most of the area located south of Loop 1604 East is served by the Northeast Independent School District (NEISD), and includes Fox Run Elementary School. North of Loop 1604 West are two schools being operated by Judson Independent School District (JISD), Rolling Meadows Elementary School and Judson Learning Academy, which operates inside of the Rolling Oaks Mall.

Areas that have experienced significant growth and development within this plan area include the Green Mountain Business Park, the Northpoint Business Park and the Nacogdoches Crossings Commercial Center. Other key institutions within this Regional Center that provide civic, religious or recreational opportunities to the residents of this plan area include:

- Holy Trinity Presbyterian Church
- World Mission Society Church of God
- High Country Community Garden
- San Antonio Youth Commission (SAYC)





Rolling Oaks Area REGIONAL CENTER

STUDY AREA

Rolling Oaks 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 Rolling Oaks Area Regional Center is located in northeastern San Antonio adjacent to the cities of Live Oak and Selma. North Loop 1604 travels through the Regional Center and with I-35 to the south. Important features of the Rolling Oaks Area are residential subdivisions, Comanche Lookout Park, Rolling Oaks Mall, and Green Mountain Business Park.

Overall, the Rolling Oaks Area Regional Center has:

- A high proportion of family households with 79% of all households.
- A larger average household size than the region with three persons per household.
- A majority single family detached units representing 90% of the housing inventory.
- A higher than average rate of homeownership with 77% of all occupied units.
- A large amount of retail and industrial development.

Population

In 2019, the population of the Rolling Oaks Area Regional Center was approximately 12,700 residents with 4,200 households. The area has grown by a total of 5,400 residents since 2000. Nearly all of this growth occurred during the 2000 to 2010 period, with 4,400 residents or an average of 450 residents each year. From 2010 to 2019, the area grew more slowly (with an average annual growth rate of 0.9%) than both the City of San Antonio and the Metropolitan Statistical Area (MSA) with 1.1% and 1.9%, respectively. The Rolling Oaks

Area has more households defined as "family" with 79% of all households. The City of San Antonio has 65% family households and the MSA has 70% family households. The average household size in the Regional Center is 3.01 persons per household.

Most residents in the Regional Center do not work in the area – 2% of residents are employed in the area, while 98% commute out to other locations. The industries that employ most plan area residents are similar to the composition of jobs within the City, although the Rolling Oaks Area has a larger proportion of residents working in Retail and Wholesale Trade and Construction industries.

Age

The Rolling Oaks Area population is similar to the regional population; the median age is 35.7 years, compared to 34.2 in the City and 35.6 in the MSA. Millennials (born between about 1980 and 1995) make up 22% of the population, compared to 24% in the City and 22% in the MSA. Seniors (over age 65) make up 11% of the population, while seniors in the City and MSA are 13% 14%, respectively.

Race and Ethnicity

The population of the Rolling Oaks Area Regional Center is 47% Hispanic, lower than the 66% in the City and 56% in the MSA. The White population is 72%, which is similar to the City and MSA with 71% and 7%, respectively. The Regional Center has a Diversity Index score of 74 – measured from 0 to 100, this number represents the likelihood that two random persons in the same area belong to different race or ethnic groups. The City and MSA both have a Diversity Index of 72. This indicates that the Rolling Oaks Area Regional Center has a similar amount of diversity as the region.

Income

Household income in the Rolling Oaks Area is similar to the region overall. The average household income in the plan area is \$77,700, compared to \$70,000 in the City of San Antonio and \$80,200 for the MSA. The median household income of \$63,600 and per capita income of \$26,200 are also similar to the surrounding areas.







Education

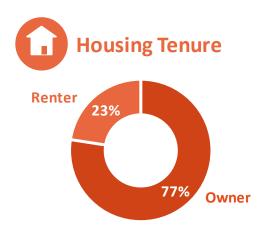
Rolling Oak Area residents have similar educational attainment levels than the region overall. Of the area population aged 25 and older, 33 percent have an Associate's, Bachelor's, or Graduate/Professional degree, which is slightly lower than the City with 35% and the MSA with 37%. There are 30% with a high school diploma or equivalent and only 6% with less than a high school diploma.

Housing

The average home sale price in the Rolling Oaks Area from 2016 to 2018 was \$177,800 or \$90 per square foot. Home sale prices over this period ranged from \$92,000 to \$250,000. Subdivisions within the Regional Center include Fox Run, Rolling Meadows, Vista, High Country, and Raintree/Antonio Highlands.

The average rental rate for an apartment unit is \$1,060 per month or \$1.28 per square foot, which is higher than Bexar County which has an average of \$988 per month or \$1.16 per square foot. Since 2015, there has been one new apartment development, Loretto at Creekside, built in 2017 with 320 units.

The Rolling Oaks Area has a higher proportion of single-family home dwellers than the region. Single-family detached units represent 90% of the housing inventory in the Regional Center, compared to 66% in the City and 70% in the MSA. The other 10% of the housing inventory consists of multi-family



units with two or more units, compared to 33% in the City and 24% in the MSA.

The Regional Center also has a higher rate of homeownership and lower proportion of renters than the region – 77% of units are owner-occupied (compared to 53% in the City and 63% in the MSA) and 23% are renter-occupied (compared to 47% in the City and 37% in the MSA).

Housing Targets: The Regional Center is forecast to grow by 7,200 households between 2010 and 2040, or 240 households annually, representing 1% of Bexar County housing growth.

Employment

The Rolling Oaks Area Regional Center had over 4,200 jobs in 2019. Retail Trade was the Center's largest employment sector, accounting for 33% of total jobs. The next largest employment sectors are Accommodation and Food Services and Arts, Entertainment, and Recreation, each with 10% of total jobs. The major employment centers include Green Mountain Business Park and Rolling Oaks Mall.

The largest employers in the Regional Center are Walmart, and Macy's, which is located within the Rolling Oaks Mall.

Employment in Rolling Oaks consists mainly of medium and low wage jobs with 37% of workers earning between \$15,000 and \$40,000 annually and 36% earning less than \$15,000 per year. Jobs with earnings more than \$40,000 per year account for 28% of all jobs.

Most people employed in the Rolling Oaks Area Regional Center do not live in the area – 97% of workers commute in from other places. Most workers come from relatively close by, with 38% commuting less than 10 miles, and another 36% commuting between 10 and 24 miles.

Commercial and Industrial Development

Office

There is 72,000 square feet of office development in the Rolling Oaks Area Regional Center with 44,000 square feet built since 2010. The plan area has no office vacancies and a similar rental rate of \$21.04 per square foot compared to Bexar County with \$21.16 per square foot. Currently, in 2020, there is a 4,000 square foot medical office under construction.

Retail

The Rolling Oaks Area Regional Center has 1.2 million square feet of retail space, with 47,000 square feet built since 2010. The area has an average vacancy rate of 2.1%, which is lower than the County which has an average vacancy rate of 4.9%. The average rental rate in the Rolling Oaks Area is \$18.58 per square foot, which is higher than the County average rental rate of \$16.23 per square foot. The proposed Northpoint Business Park includes about 58,000 square feet of retail space. There is also a 12,000 square foot retail development proposed at Creekside at Lookout.

Industrial

There is a total of 1.2 million square feet of industrial development in the Regional Center. There has been about 300,000 square feet of new industrial development since 2010. The Rolling Oaks Area has a vacancy rate of 4.0%, which is lower than Bexar County's vacancy rate of 6.8%. The average rental rate in Rolling Oaks of \$12.59 per square foot, nearly double the County's average industrial rental rate of \$6.35 per square foot. Northpoint Business Park is a proposed 385,000 square foot industrial/flex development located near the intersection of Nacogdoches Road and North Loop 1604. Additionally, Green Mountain Business Park has three new buildings proposed that would add 500,000 square feet to the business park.

Hotel

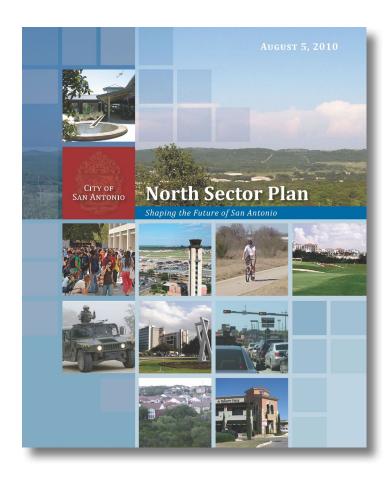
There are no existing or planned hotels/motels within the Rolling Oaks Area Regional Center.

Employment Targets: The Rolling Oaks Area Regional Center is forecast to grow by 8,900 jobs between 2010 and 2040, or nearly 300 jobs annually, representing 1% of Bexar County's employment growth.





Previously Adopted Plans



The North Sector Plan, which was adopted by the City of San Antonio in 2010, covers almost 400 square miles and is comprised of four quadrants. The entire Rolling Oaks Area Regional Center is included in two of the quadrants of this plan. Loop 1604, which goes north to south, divides the Regional Center into the Northeast and Southeast Quadrants. Each quadrant identified priorities and collective goals, and contributed to the creation of a comprehensive land use plan. Key elements covered in the Sector Plan include:

- Transportation, Infrastructure, and Utilities
- Housing
- Economic Development
- Parks, Natural Environment, and Historic Resources
- Community Facilities and Education
- Land Use and Urban Design
- Military Compatibility

The North Sector Plan Future Land Use Map designated most areas within the Rolling Oaks Area Regional Center Plan as Suburban Tier, reflecting low-density neighborhoods and commercial markets. Only a portion of Judson Road was designated for the medium and higher density uses of the General Urban Tier. Major intersections along Loop 1604, including Nacogdoches Road and Green Mountain Road, were suggested to function as Regional Centers to accommodate the future demand for higher density, residential and commercial uses.





Rolling Oaks Area
REGIONAL CENTER

PRIOR PLANS

Rolling Oaks Area Regional Center Boundary

Adjacent Regional Center or Community Area

Parcels

Community Plan





0 0.125 0.25



0.5 Mile





Cibolo Creek

Natural Systems

The Rolling Oaks Area Regional Center Plan is part of a diverse ecosystem that includes the Edwards Aquifer, two creek watersheds that stem from the San Antonio River Basin, and a unique topography with very pronounced elevation changes.

The Edwards Aquifer Artesian Zone is a groundwater system that allows storm water runoff to drain directly into the Edwards Aquifer. Water reaches the Aquifer when rainfall permeates through natural landscape fractures. The water supply generated is the main contributor to the drinking water for residents of the area and a critical resource for the agricultural and industrial uses found within this plan.

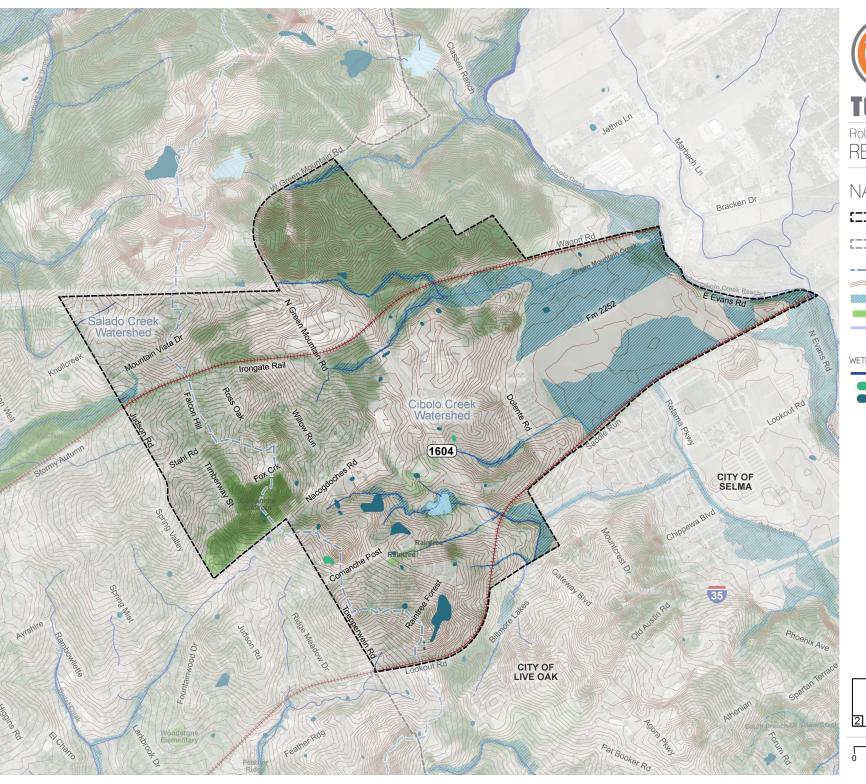
The San Antonio River Basin contains several rivers and waterways that extend about 240 miles southeast towards the Gulf of Mexico. The river traverses through the counties of Kerr, Medina, Bexar, Wilson, and Karnes into the Guadalupe River, and later the San Antonio Bay. Of the five different watersheds that spring from this basin, two are located within the Rolling Oaks Area Regional Center Plan: the Salado Creek and Cibolo Creek.

The Salado Creek Watershed and its many tributaries flow though most of the eastern region of San Antonio, but it only touches a portion of this plan area along Judson Road. Most of the land that surrounds this watershed is fully developed,

and only a small amount of vegetation has been preserved. Its limited permeable surface area has created drainage and floodplain management control challenges.

Cibolo Creek Watershed originates northwest of the City of Boerne in Kendall County. The creek travels downstream through the cities of Fair Oaks Ranch and Bulverde. The flow of this stream fluctuates throughout its course but begins to significantly decrease in volume as it heads east, right by the plan area boundary between Bexar and Comal Counties. The development covering this watershed is mostly low density. However, the steady increase in development and projected growth within the plan area has presented concerns over pollutant loadings into the watershed, increase of water runoff, and habitat loss.

To mitigate current flood concerns, the City of San Antonio Public Works Department (formerly the Transportation and Capital Improvements Department) has designated a number of mandatory detention areas throughout Bexar County. By using drainage and development models, the City is attempting to control the down stream runoff and lessen its impact on development. The two mandatory detention areas managing a portion of the water runoff collected within the plan area are Stahl Road Detention Area and Beitel Creek Detention Area.





Rolling Oaks Area
REGIONAL CENTER

NATURAL SYSTEMS

Rolling Oaks 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

25 Acres

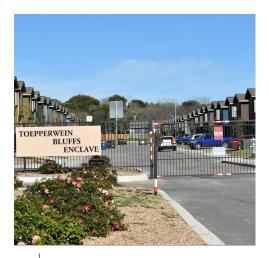


0 0.125 0.25









Land Use and Development Patterns

General Development Pattern

The Rolling Oaks Area Regional Center Plan has three predominant land uses: residential, agricultural and vacant land. Other land uses that exist within the plan area include commercial, institutional and industrial, but they are limited and not proportionately distributed throughout the Regional Center.

The first wave of residential development followed the launching and expansion of Rolling Oaks Mall. About one-fourth of the total land area of the plan area is used for single-family residential uses, and only a small percentage consists of multi-family units. A typical residential neighborhood features very large blocks with lot sizes of 6,000 square feet.

The Rolling Oaks Area does not currently offer a diverse range of natural amenities or recreational spaces for the community. Most of the services as well as religious and civic institutions in the plan are concentrated along one major arterial, Nacogdoches Road. This commercial strip offers a range of services but they require residents to travel long distances to access them. The lack of a grid pattern combined with inadequate pedestrian infrastructure, presents major mobility challenges for this plan area.

Loop 1604 serves as a transition from suburban to rural patterns of development in the Rolling Oaks Area. The land south of Loop 1604 has experienced the most development and contains the most intense land uses in the plan area. A major industrial node is the Green Mountain Business Park located off the intersection of Loop 1604 and Green Mountain Road. This industrial park houses large companies such as Xerox, ATD, American Tire Distributors and Amazon. Conversely, the

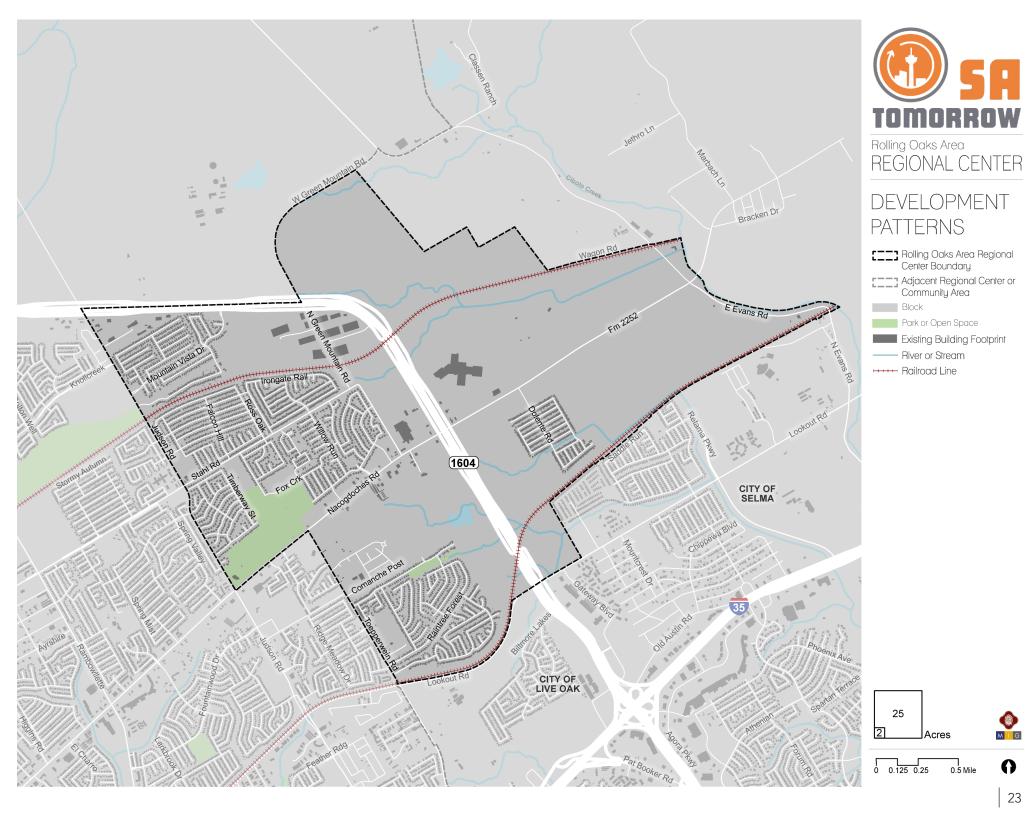
areas north of Loop 1604 are primarily used as agricultural and open space. While Rolling Oaks Mall, Holy Cross Cemetery and Rolling Meadows Elementary are located on this section of the plan, the overall development pattern remains rural in nature.

Distribution of Uses

Land in the Rolling Oaks Area Regional Center is used for a variety of purposes, including businesses and neighborhoods. The majority of retail land is found along Nacogdoches Road, with Rolling Oaks Mall being the largest retail area. About 20% of the land in this plan area is vacant, indicating that there is room for future growth. Most of the development activity in this Regional Center did not begin until the 1970s, and the most active decades for development were the 1980s and the 2000s.

Residential Uses

About one-fourth of the land in the Rolling Oaks Area Regional Center is residential, and most of those residences have been developed as neighborhood subdivisions. Most of the neighborhoods in this plan area are less than 50 years old, with the oldest subdivisions (built in the 1970s) found near Judson Road and Stahl Road. The development of neighborhood subdivisions has continued ever since, with some decades showing more activity than others. Most neighborhoods are found south and west of 1604, with the only exception being Rolling Meadows just south of the Rolling Oaks Mall off of Nacogdoches Road, which was built fairly recently. There are very few apartments or other multi-family properties in this Regional Center.









Commercial Uses

Rolling Oaks Mall was developed in the 1980s and 1990s, stimulating one of the active development periods of the past fifty years. The mall contains several national department store anchors and has seen little change since it was originally developed. Walmart and the associated pad sites were built in the 1990s, and other intersections along Loop 1604 have seen occasional and incremental commercial development.

Most of the commercial uses in this plan area are found along Nacogdoches Road and consist of retail services. Commercial development is of a lower density, with most offices and professional service establishments being single- or two-story buildings. Commercial uses account for about 7% of the land area in the Rolling Oaks Area Regional Center.

Vacant Property

About 25% of all land in the Rolling Oaks Area Regional Center is still vacant. This presents a considerable opportunity for further growth and future development. Although there are constraints to development in some areas, much of the developable land is located near Rolling Oaks Mall and directly south of Nacogdoches Road.

Agricultural Uses

Nearly 30% of the land in the plan area is still used for agricultural purposes, and most of this is located east of Loop 1604. This creates a significant differentiation in land use patterns east and west of Loop 1604. Drainage patterns, railroad right of way, and road alignments make development of some of this land a challenge.

Institutional and Public Uses

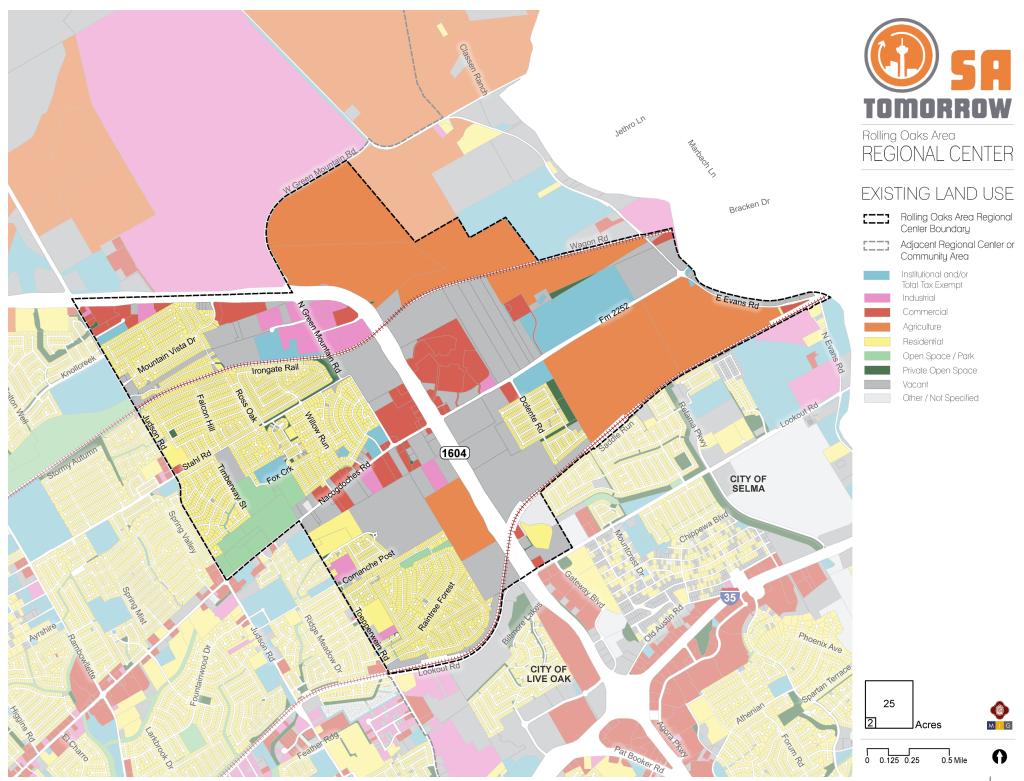
Institutional and public uses include publicly held land, as well as hospitals, schools and churches. Elementary schools and government property account for most of the land designated for institutional use. The largest property designated as an institutional use in this plan area is the Holy Cross Catholic Cemetery, which is located east of Rolling Oaks Mall on Nacogdoches Road. Rolling Meadows and Fox Run Elementary Schools are also institutional uses in the plan area.

Industrial Uses

Less than 4% of the land in the Rolling Oaks Area Regional Center is used for industrial purposes. Most of the industrial property in the plan area is located along Green Mountain Road south and west of Loop 1604. The railroad south of the site serves as a buffer between this industrial area and the residences to the south. There are other industrial properties in the plan area as well but they are scattered rather than grouped in a single area.

Open Spaces and Parks

About 4% of the land is designated for park or open space use. Parks and open spaces include public parks and greenways, as well as private open space areas like golf courses. In this plan area, the largest park is the Comanche Lookout Park on Nacogdoches Road. The park is nearly 100 acres and is publicly accessible. The privately held open space in this plan area consists primarily of easement, rather than accessible recreational space.





Intersection of Nacogdoches Road and N Loop 1604 East



Railroad grade crossing at the intersection of E Evans Road and Wagon Road



Judson Road



Via Link Service

Transportation and Mobility

The Rolling Oaks Area Regional Center is best accessed by car and served by a hierarchical road network of highways, arterials, collectors and cul-de-sacs. Neighborhoods in this plan area are generally clustered along arterials, have limited points of access and do not adequately provide safe pedestrian connections with the rest of the plan area. Due to current land use patterns and street and sidewalk conditions, there are no areas of high pedestrian activity. A major challenge of navigating around this Regional Center is pedestrian safety. Common safety hazards for travelers include narrow, disconnected, missing, or obstructed sidewalks; limited crosswalks; scarce street lighting; and a lack of protected bike lanes.

Roadways

Loop 1604 is a limited access highway that encircles the outer suburbs of the San Antonio metropolitan area. It bisects the plan area into eastern and western halves. Loop 1604 has major exits at Green Mountain Road, Judson Road, Lookout Road, and Nacogdoches Road, the last of which serves as the primary link to Downtown. All of these roads, along with the following Secondary Arterial Type A roads, are considered important arterials on the San Antonio Major Thoroughfare Plan: Judson Road, Stahl Road, Green Mountain Road, Nacogdoches Road, Toepperwein Road, Lookout Road, Retama Pkwy, and Evans Road.

As the Rolling Oaks Area is mainly residential and undeveloped, connectivity to the transportation network is sparse. There are significantly more major east-west roadways (heading to and away from Downtown) than there are north-south roadways.

Transit

There is currently no fixed-route transit service to the Rolling Oaks Area. The three bus routes previously connected the plan area were replaced with VIA Link in the summer of 2019. VIA Link is a new rideshare mobility service operated by VIA Metropolitan Transit. The VIA Link service area encompasses the zone from the Rolling Oaks Mall to Thousand Oaks Drive about four miles to the southeast. To travel within this zone, residents use a VIA Link mobile application to book a ride. When traveling outside this zone, VIA Link is available to connect to the Naco Pass Transfer Point Center and from there passengers can transfer to the VIA Metropolitan Transit bus system.

In the future, a VIA Rapid Transit corridor is planned to connect the Rolling Oaks Area to Downtown along Nacogdoches Road. The line will potentially terminate near the intersection of Nacogdoches Road and Loop 1604.

Bicycle and Pedestrian Facilities

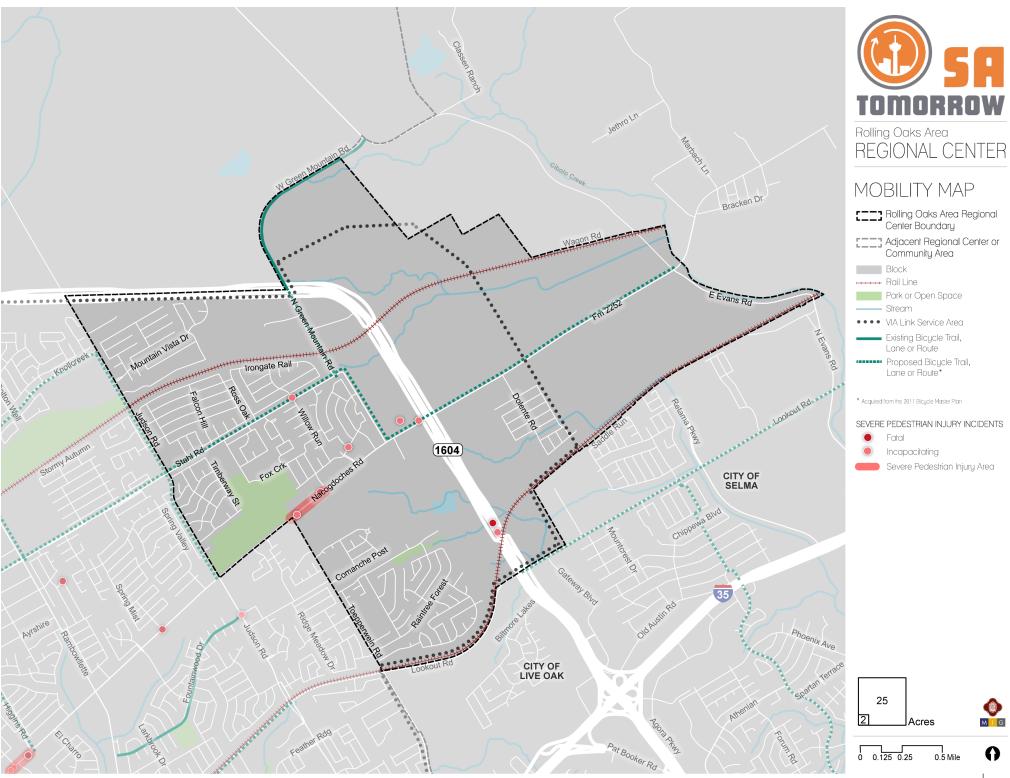
In general, there is little infrastructure dedicated to pedestrians and bicyclists in the Rolling Oaks Area. There is one shoulder bike lane along Nacogdoches Road in front of the Rolling Oaks Mall, but the wide automobile lanes, divided highway, and 45 mile-per-hour speed limits create a stressful environment for potential bicyclists. There are a few trails in Comanche Lookout Park that connect the surrounding neighborhoods, school, and library, but these are best suited for recreation rather than transportation.

For pedestrians, sidewalk infrastructure is inconsistent and missing in many areas along the major roadways. This forces people to walk either on the shoulder or in grass areas along these roads, which results in an uncomfortable and inaccessible experience for those walking. One area in particular need of attention is the intersection of Nacogdoches Road and Toepperwein Road. The 2017 Severe Pedestrian Injury Areas (SPIAs) Report indicates this intersection has one of the highest numbers of pedestrian fatalities in District 10 and the highest frequency of pedestrian injuries in the plan area. The poor pedestrian infrastructure and a lack of traditional mass transit network highly discourages pedestrian activity around this plan.

Connectivity

The dominance of highways and automobile infrastructure in the Rolling Oaks Area, as well as a lack of sidewalk networks and bicycle lanes currently presents a challenge to multi-modal connectivity. The planning process for this plan area will need to examine options and opportunities for overcoming specific challenges. Areas of particular focus may include:

- Ensuring future roadway and bicycle network connectivity for undeveloped areas within the Regional Center.
- Supporting usage of Comanche Lookout Park trails to the surrounding neighborhoods and Fox Run Elementary School for transportation and not just recreation.







Comanche Lookout Outdoor Classroom



Rolling Oaks Mall



World Mission Society Church of God

Amenities and Access

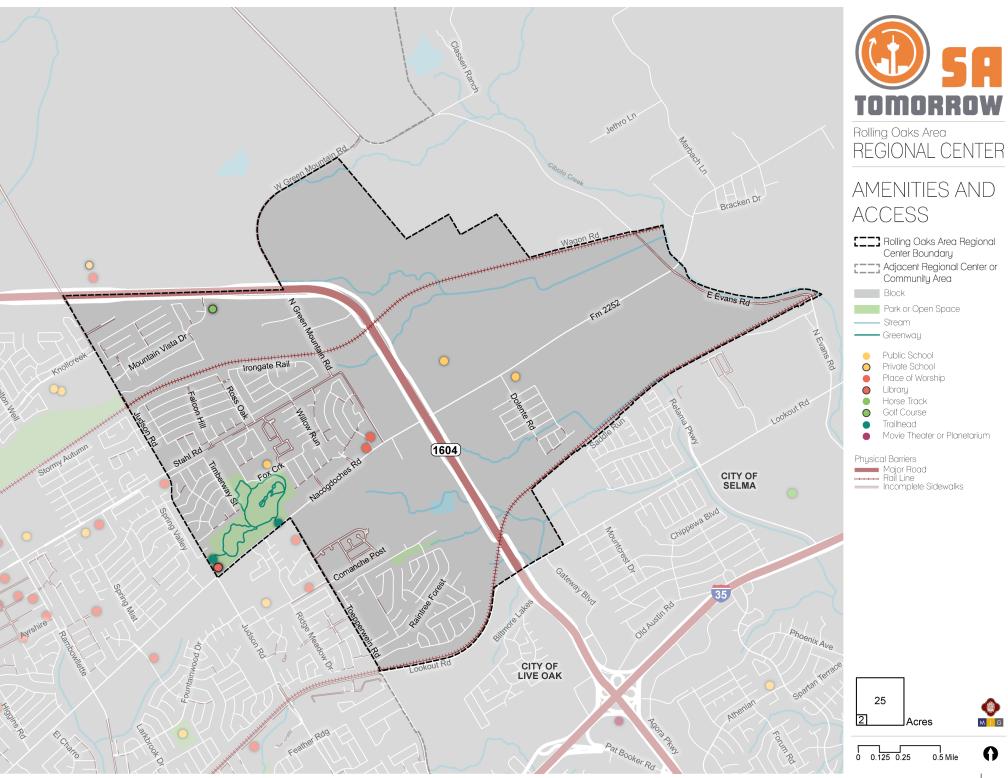
Major access points to the Rolling Oaks Area Regional Center include Green Mountain Road, Judson Road, Lookout Road, and Nacogdoches Road. The infrastructure throughout the plan area is automobile-oriented and lacks an effective bicycle, pedestrian and mass transportation network. A large portion of the development in Rolling Oaks Area is residential and has very limited commercial, recreational and natural amenities for the community.

Most of the commercial development in this plan area is concentrated along major intersections of Nacogdoches Road, and is characterized by low-density buildings separated from the street by oversized parking lots. The largest and oldest shopping center within the Regional Center is Rolling Oaks Mall, which continues to be the major economic driver of the plan area since the 1980s. Many other commercial centers have opened along Nacogdoches Road since then and include services such as banks, medical offices, restaurants, and multiple gas stations.

The Rolling Oaks Area has no community or recreation centers but provides alternative gathering spaces for the community. Two places of worship within the boundaries of the Rolling Oaks Area are the Holy Trinity Prebysterian Church and the World Mission Society Church of God. Another popular destination for the residents of this area is the Julia Yates Semmes Branch Library. The Semmes Library not only provides library services, but also engages the community in a range of recreational activities such as story time, family games, and fitness activities.

One of the most visited natural amenities in the Rolling Oaks Area Regional Center is the Comanche Lookout Park. This public park at nearly 100 acres, offers an extensive hiking and biking trail system, as well as the iconic Comanche Tower that provides panoramic city views. The main access to the Comanche Lookout is through Nacogdoches Road, a high-capacity, high-speed road that is not directly connected to the residential community. Similarly, Raintree Park which is also located within the plan area, is only accessible to the neighborhood immediately adjacent to it. Raintree Park's only attraction is a playground, but additional recreation equipment will be installed utilizing funds from the 2017 Bond Program. Another natural amenity located within the boundaries of the plan area is the Rolling Oaks Golf and Grill. This private course is conveniently accessed off Loop 1604 and is one of the largest family-oriented venues within the Rolling Oaks Area.

This Regional Center is served by two school districts - North East Independent School District (NEISD) and Judson Independent School District (JISD). Most of the area located south of Loop 1604 is by and large served by NEISD, and includes Fox Run Elementary School. JISD covers the area north of Loop 1604 and includes Rolling Meadows Elementary School and Judson Learning Academy, a non-traditional high school inside of the Rolling Oaks Mall. Another important educational institution that has extended its services inside of Rolling Oaks Mall is the University of the Incarnate Ward (UIW). Since 2016, the UIW Northeast Center has offered evening undergraduate and graduate degrees courses at an accelerated rate that costs almost 50% less than the traditional undergraduate course tuition rate. Some of the academic programs offered in this campus include the Bachelor of Science in Business Administration with concentrations in General Business and Management, Bachelors of Arts in Administration, Bachelors of Art in Human Resources, and Master of Science in Organizational Development and Leadership These important business programs will be key in preparing residents of the Rolling Oaks Area for the growing demand of working professionals within this plan.





Comanche Lookout Park Playground



Raintree Park

Public Investments

The City of San Antonio's 2017 Bond Program will finance \$850 million towards projects that were determined to be the most urgent needs throughout the city. The issuance of this bond secured the construction and maintenance of 180 projects that included neighborhood streets, sidewalks, drainage and flood control infrastructure, parks, and green spaces.

Two locations within the boundaries of Rolling Oaks Area Regional Center were awarded funds in the the 2017 Bond Program: Comanche Lookout Park and Raintree Park. Comanche Lookout Park received \$400,000 for the construction of a shade canopy over the park playground and improvements to the park's trail. As of the writing of this Plan document, the canopy has been installed and all remaining improvements are scheduled to be completed by June 2020. Raintree Park, which is nestled in

the heart of a residential neighborhood along Toepperwein Road, will receive a basketball court and picnic facilities. This project was also awarded \$400,000 and is scheduled to begin in April 2020 with completion anticipated by November of 2020.

Another significant City project located just outside of the Rolling Oaks Area is the Northeast Corridor Revitalization Plan. This corridor project is a four-mile stretch that runs from Perrin Beitel Road to Nacogdoches Road and focuses on improving the infrastructure of vacant and underutilized commercial land. The proximity of this project to the Rolling Oaks Area Regional Center could considerably strengthen the business community and encourage investment inside of the Regional Center.





Rolling Oaks Area REĞIONAL CENTER

PUBLIC INVESTMENTS

Rolling Oaks Area Regional Center Boundary

Adjacent Regional Center or Community Area

Parcels

Proposed 2017 Bond Program

Park

City Initiated Tax Increment Reinvestment Zone (TIRZ)





0 0.125 0.25



0.5 Mile

