



PLANNING TEAM MEETING #4 SUMMARY

Greater Airport Area Regional Center Plan Planning Team Meeting #4

Meeting Date: Thursday, September 15, 2022
Time: 2:00 PM – 4:00 PM
Location: Virtual

PLANNING TEAM ATTENDEES:

- Christina Castaño, VIA Metropolitan Transit
- Marco Barros, Bluffview Resident
- Libby Day, Shearer Hills / Ridgeview Neighborhood Assoc.
- Gary Gibbons, Greater Harmony Hills Neighborhood Association
- Ryan Hall, Aviation Department
- Josh Heiss, Aviation Department
- Matthew Hosack, SA Hotel and Lodging Assoc.
- Marilyn Jowdy, Blossom Park Neighborhood Assoc.
- Bryan Hummel, Resident
- Michelle Madson, SA Hotel and Lodging Assoc.
- Stephen McGuire, Walkers Ranch Neighborhood
- Terry Palmer, Forest Oak Neighborhood Association
- Nathan Ramon, SA Chamber of Commerce
- Ileana Sandoval, Council District 9
- Steve Southers, Aviation Department
- Donna Thompson, Arboretum Neighborhood Association / Bluffview

PROJECT STAFF:

- Jacob Howard, City of San Antonio Planning Department (Project Manager)
- Jay Renkens, Principle MIG
- Krystin Ramirez, Project Manager MIG
- Elly Schaefer, Project Associate MIG
- Carissa Cox, Mosaic
- Gretchen Roufs - AMS



MEETING OBJECTIVES

The purpose of Planning Team Meeting four was to discuss the future of housing and jobs in the sub-area. Staff conducted a housing and jobs growth allocation activity to gather feedback on what housing and jobs in the area should look like in the future from Planning Team Members. Additionally, The San Antonio River Authority gave a presentation on Mitigating Land Development Impacts.

MEETING AGENDA

- Introductions
- San Antonio River Authority Presentation: Introduction to “Low-impact Development”
- Review Vision & Goals / Review Draft Future Land Use Map
- Planning Team Meeting #4 Topics
 - Equity: Employment Access
 - Discuss Housing & Jobs Projects
 - Housing & Jobs Activity
- Next Steps

1. INTRODUCTIONS

Project Staff was introduced, including Matt Prosser with EPS (Economic Planning Systems) and Jonathan Tarr with MIG. Matt Prosser is managing projections relating to Housing and Jobs for the area. Jonathan Tarr is a Housing Subject Matter Expert with the lead consultant MIG.

2. SAN ANTONIO RIVER AUTHORITY PRESENTATION: INTRODUCTION TO “LOW-IMPACT DEVELOPMENT”

Karen Bishop, from the San Antonio River Authority (SARA), gave a brief presentation on mitigating development impacts via LID or Low Impact Development, the goal of which is to use multi-benefit green infrastructure, site planning and development tools to lessen pollution and flooding.

The green infrastructure recommendations from SARA include:

- Green Streets
- Storm-water Parks
- Open Space Preservation
- Clustering Development
- Floodplain Preservation
- Stream Buffers
- Policy and Programs such as:
 - Reducing Minimum Parking Requirements
 - Increasing Street Sweeping
 - Pet Waste Programs

The benefits of green infrastructure include:

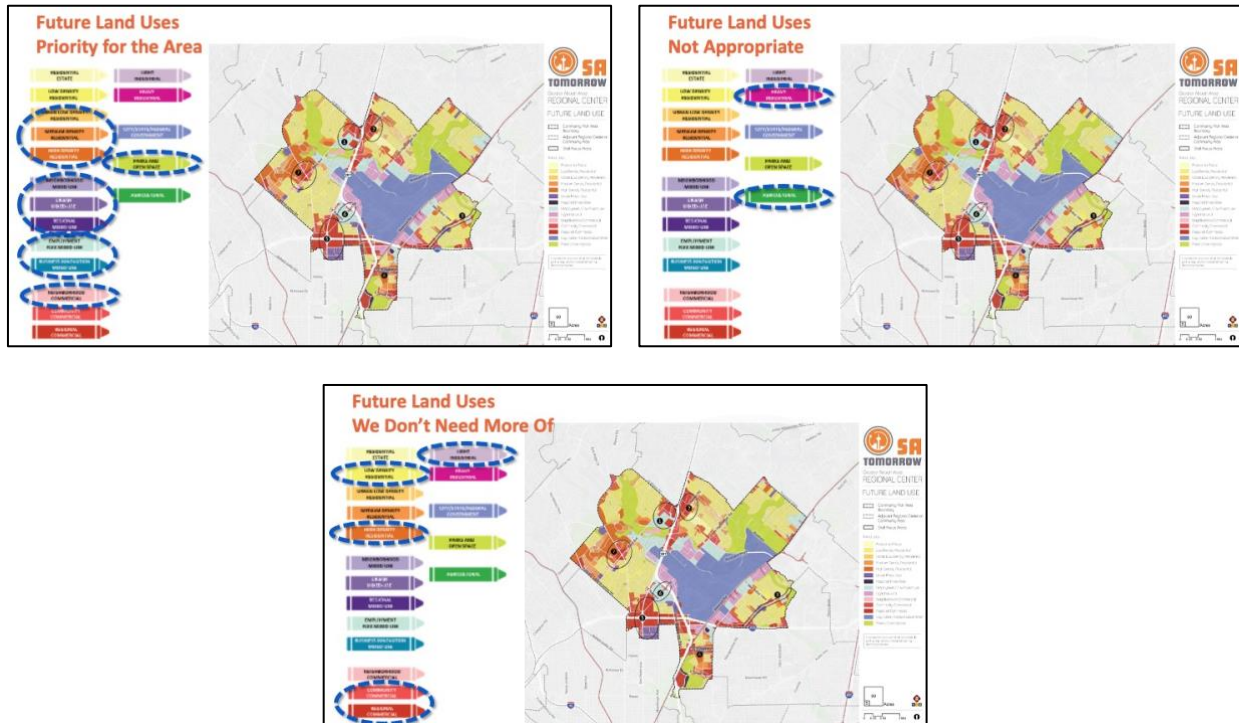
- improvement of stream and storm-water quality
- flood reduction
- trash reduction
- habitat improvement
- air pollution reduction
- urban heat reduction
- recreation opportunities

The Planning Team generally agreed that future investments and green infrastructure have long-term positive impacts that benefit the area and the San Antonio River. Questions about cost and how the plan could incorporate these ideas were raised. The SARA representative explained that the cost of LID may be off-set by fiscal benefits. Within the plan LID may be directly addressed in the Amenities and Public Spaces section.



3. REVIEW FUTURE LAND USE

Project staff presented a review of the conversation covering Land Use held in the last meeting. In the City of San Antonio there are eighteen Land Use designations that are organized into five categories (Residential, Commercial, Industrial, Mixed-Use, City/State/Federal, and Parks/Open-Space). In the prior meeting, participants were asked what land use they would like to see more of, what land use are not appropriate, and what land use do we not need more of. In general, most land uses were identified as appropriate somewhere within the sub-area boundaries.



4. OVERVIEW OF UPCOMING: MAPTIONNAIRE

Following the recap of the draft Future Land Use map, Krystin Ramirez of MIG, gave an overview of the Land Use Activity through the Maptionnaire website. The activity allows users to identify appropriate land uses and make notes to the draft Future Land Use Map and the areas near the Focus Areas. Maptionnaire is intended to give Planning Team participants an additional opportunity to provide input into where the initial draft of the land use map and draft focus areas should be altered.

5. PLANNING TEAM MEETING #4 TOPICS

- Equity: Employment Access

Kristyn Ramirez with MIG provided background on Employment Access and its implications for Equity within the Area. The Greater Airport Area is home to a relatively high number of jobs when compared to other parts of San Antonio. Over half of the US Census Tract overlapping the area having two or more jobs for every household; however, the remainder of Census Tracts have more than one households for every one job, in part because of the concentration of parks in those tracts. The site of the Airport itself was not included in the analysis as no households are present there. Finally, no part of the Greater Airport Area has a Census Tract that has a median income 20% percent, or a percent of people of color in the top 20%.

- Discuss Housing and Jobs Conditions

Matt Prosser of EPS, presented to the team on Housing and Jobs in the sub-area.

- **Housing**

The Greater Airport area is one of the largest Sub-area in terms of population (72,160 residents.) Despite its size, the area has grown at a relatively slow rate compared to other sub-areas in recent years – just .1% between 2010 - 2021. There are approximately 36,396 housing units in the area. Owner-occupied units represent 40% of occupied units in the Sub-area. Average list price for owner occupied units is approximately \$326,000 for the ZIP code 78216 and \$534,000 for the ZIP code 78209, both higher than for the City generally. The area has a higher proportion of renter occupied units than the rest of the City at 60%. Average rental rate is approximately \$1,200 per month, roughly in line with the Bexar County, and 75% of rental units are affordable to a household earning the Citywide median income of \$52,361. The majority of all housing units were built between the year 1970 and 2000.

- **Employment**

The Greater Airport Area has one of the highest concentrations of Jobs of all Sub-areas in the City with the estimated number jobs at 87,600. Professional, Scientific, and Tech Services, Retail Trade, Accommodation & Food Services, and Health Care are the four sectors with the highest number of jobs. 55% of workers earn less than \$40,000 annually a low wage relative to San Antonio's median of \$52,361.

- **Real Estate Conditions**


Local market conditions indicate a strong market in the area for Office, Retail, Lodging and Industrial space. The area is a major office cluster. Most of the office space in the area was built in prior decades with few new offices recently. Office vacancy rate in the Sub-area is 15.9% roughly equivalent to that of the County. The Sub-area is also a major retail destination with a large amount of retail space, and a low vacancy rate of 3.4%, slightly lower than that of the County. There are 29 hotels and with 4,523 rooms, driven by the sub-areas central location and proximity to the Airport. Further the area also has a fairly large concentration of the industrial spaces.

(continued on next page)



- **Wages and Affordability**

Estimated wages, household income, affordable rent, and affordable home prices for ten common occupations in the Sub-area were presented (image below.) On average a typical household in the sub-area has an annual income of \$73,572, making an affordable rent approximately \$1,839 per month and an affordable house approximately \$250,145.



Typical Jobs/Wages and Affordability

Occupation	Average Annual Wage	Est. HH Income	Affordable Rent (based on wages)	Affordable Home Price (based on wages)
Waiter/Server	\$21,860	\$30,803	\$547	\$74,324
Hotel, Motel, and Resort Desk Clerks	\$22,580	\$31,817	\$565	\$76,772
Retail Salesperson	\$27,970	\$39,412	\$699	\$95,098
Production Workers	\$36,283	\$51,126	\$907	\$123,361
Light Truck/Delivery Services Drivers	\$40,000	\$56,364	\$1,000	\$136,000
Transportation Security Screeners	\$39,740	\$55,997	\$994	\$135,116
Avionics Technicians	\$64,580	\$90,999	\$1,615	\$219,572
Healthcare Practitioners and Technical C	\$78,360	\$110,417	\$1,959	\$266,424
Civil Engineers	\$80,520	\$113,460	\$2,013	\$273,768
Lawyers	\$111,690	\$157,382	\$2,792	\$379,746
Average for Area		\$73,572	\$1,839	\$250,145

Source: US BLS; CoStar; MLS

○ Activity: Housing and Jobs Allocation

Planning Team Members were asked a series of three questions for Employment and Housing.

Employment

1) What existing job types are assets in the Greater Airport Area? 2) What job types are we missing in the Greater Airport Area? 3) What employment challenges do we face in the Greater Airport Area? Some points covered in the conversation are identified below:

- Research and Development is growing in the area (i.e. ST Engineering is expanding their space)
- Federal Regulatory jobs are expanding (i.e. FAA hiring more people)
- Logistics Jobs seem to be growing in the area (i.e. new warehousing adjacent to Wurzbach near interpark.)
- VTOL (Vertical take-off and landing) industry, and drone related jobs will likely grow and need to be planned for.
- Currently the Airport is adding terminals and gates, which will add jobs. Additionally, maintenance, repair, and overhaul businesses are expanding in the area. Logistics businesses are also industries to consider.
- Lodging jobs are also important positions to consider and may be accessible and pay well
- Transportation jobs area plentiful
- Restaurant and food services jobs are an asset for residents
- Owner-occupied industrial jobs are common and should be preserved
- Home healthcare for the elderly is needed in the Sub-area.
- Construction jobs are very common and are important to the area

Housing

1) What existing housing types are assets in the Greater Airport Area? 2) What housing types are we missing in the Greater Airport Area? 3) What housing challenges do we face in the Greater Airport Area? Some points covered in the conversation are identified below:

- Senior Housing is in need and we should plan for it.
- "Missing Middle" housing would benefit the area and address the very pronounced difference between single-family and multi-family housing in the area. Currently, not very many types in between single-family homes and garden apartments.
- Maintaining existing housing should be a priority and home ownership should be protected.
- A balance between apartments and single-family homes should be maintained.
- Urban low-density is missing in the area (duplexes, triplexes, fourplexes). Currently no or very few options.
- Mixed-use development like at Broadway and Basse could be a benefit.
- Consider access to parks, sidewalks and environmental issues like soils and flooding in the area when thinking housing and industries in the area.



Allocation Activity

Planning Team Members were asked to consider where in the Sub-area they would want to see housing and jobs. To begin, the Planning Team were re-presented background on the concept of Regional Centers. In the SA Tomorrow Comprehensive Plan, Regional Centers were Identified as sub-area where that are well positioned for growth. According to the Alamo Area Metropolitan Planning Organization (AAMPO), from 2010 to 2040 employment the Greater Airport Area Regional Center is forecasted to increase by 39,400 jobs. As of 2015, the Sub-area has added 16,028 jobs outpacing projections. Similarly, housing was projected to increase within the Sub-area. From 2010 to 2040 housing was projected to increase by 3,500 units or one tenth the number of jobs. Since 2010 the sub-area has added roughly 1,100 units over the last 10 to eleven years, on track with the forecast.

Following the background, Planning Team Members were asked to consider the four housing types (Single Family Detached, Attached/Townhomes, Garden Multifamily, Urban Multifamily) and four employment types (Retail, Industrial/Flex, Office/Education/Health, Hospitality/Entertainment) and to specify location in the sub-area that they would be appropriate. Below is a list of ideas covered in the discussion with the Planning Team. The following are points covered during the allocation activity.

Employment

- Consider office on 281 at 410
- New professional offices are planned at Focus Area 1 (Bitters and Blanco: West)
- Reinvest in existing retail area where it makes sense
- Supporting existing industrial uses in the area
- Consider airport supporting jobs south of the airport on Airport Blvd.

Housing

- Find Places for “Missing Middle Housing”
- Open to mixed-use and or housing at Focus Area 5 (San Pedro at 410) and Focus Area 1 (Bitters and 281: West)
- Focus Area 7 potential for mixed-use development. Area already has large amount of high-density housing, so would like to avoid additional high-density, but potential for smaller housing types.
- Potential for small infill development at Focus Area 1 (Bitters and 281: West), Focus Area 4 (Sunset) and Focus Area 5 (San Pedro at 410).

6. NEXT STEPS

– Upcoming Meetings

- **COMMUNITY MEETING #2**

Community Meeting #2 will be held at the Walker Ranch Senior Center on, Thursday November 3rd from 5:30 PM to 7:30 PM

- **PLANNING TEAM MEETING #5**

Planning Team Meeting #5 will be held virtually on Thursday, December 8th from 2:00 PM to 4:00 PM

- **PLANNING TEAM MEETING #6**

Planning Team Meeting #6 will be held virtually on Thursday, February 2nd from 2:00 PM to 4:00 PM

Project Manager: Jacob Howard, City of San Antonio Planning Department

Email: jacob.howard@sanantonio.gov

Phone: (210) 207-5441





SAN ANTONIO
RIVER AUTHORITY

Mitigating Land Development Impacts

For SA Tomorrow Phase III Planning Groups
August & September 2022



Committed to Safe, Clean, Enjoyable Creeks and Rivers.

Problem

Adding buildings, parking, and roads without stormwater mitigation will pollute rivers and increase flooding.

Opportunity

Green Infrastructure is an available set of tools to meet development needs, lessen pollution and flooding, and improve community health.



Cityofec.com



Neponset.org



Goal

- Use multi-benefit green infrastructure site planning and development tools to lessen pollution and flooding
- Educate stakeholders
 - Inform land use and policy decisions
 - Inform infrastructure investments



Rainfall / Stormwater

40% evapotranspiration

10% runoff

25% shallow infiltration

25% deep infiltration

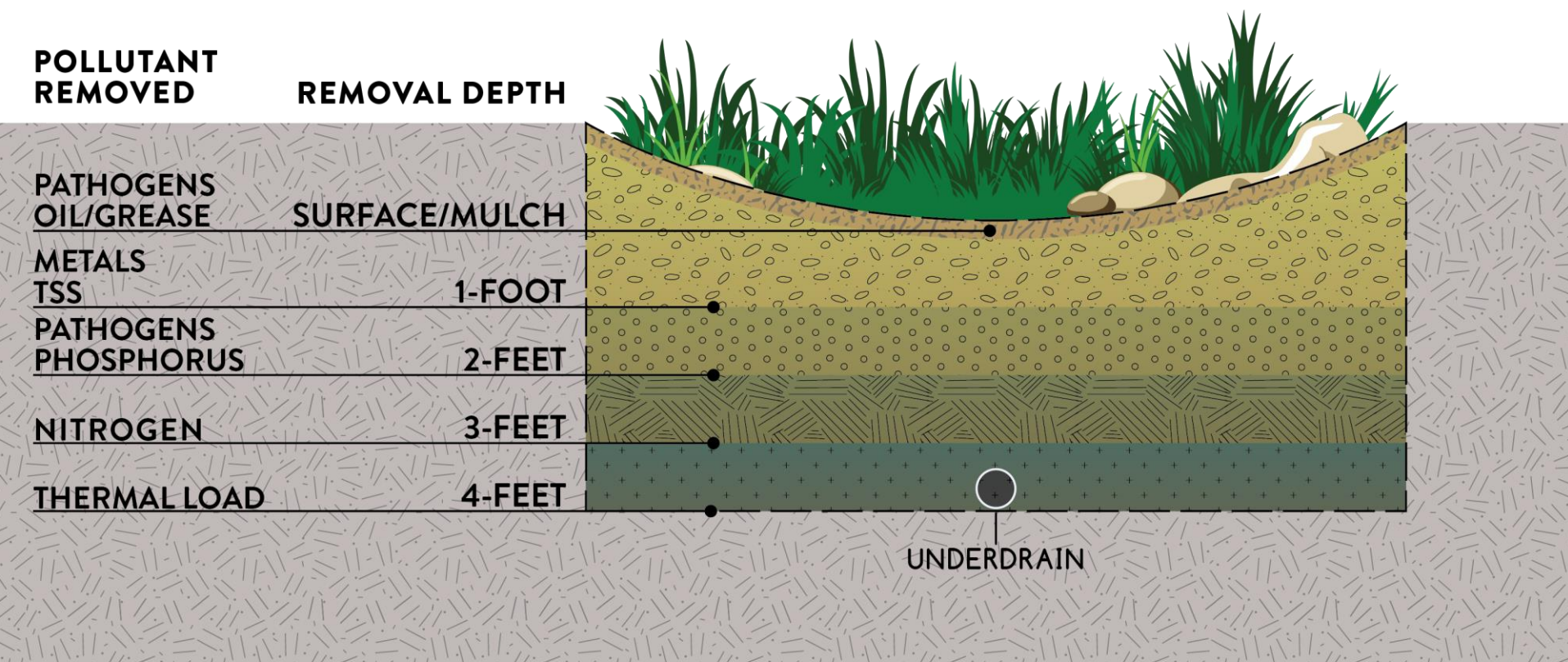
30% evapotranspiration

55% runoff

5% deep infiltration



How does GI remove pollutants?



Traditional



GI



Source: *Low Impact Development Opportunities for the PLaNET Region*; University of Tennessee Landscape Architecture Program, 2013



Committed to Safe, Clean, Enjoyable Creeks and Rivers.

Pollution

- Trash
- Bacteria
- Sediment
- Nutrients
- Metals
- Hydrocarbons



Flood Risk

- Human life and safety
- Infrastructure and property



Green Infrastructure

Bioswale

Imitates natural water flows

Uses soils, vegetation

Slows, spreads and soaks in rainwater where it falls

Treats rainwater as a resource

Complements traditional “gray” infrastructure (curbs, gutters, drains, pipes)



Green Infrastructure Examples

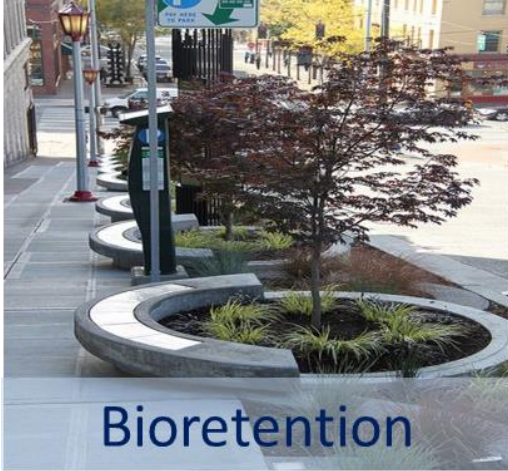


Photo: SVR Design Company

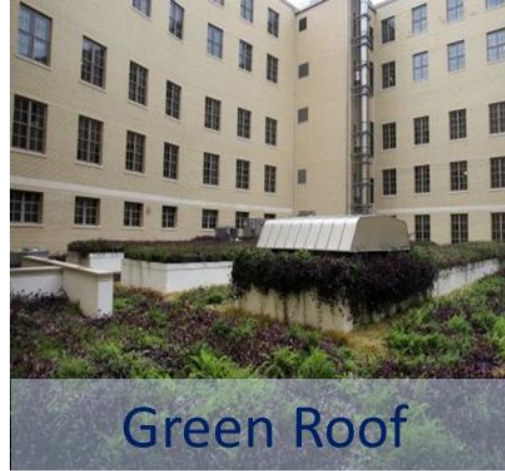


Photo: San Antonio Express News



Photo: <http://media-cache-ec0.pinimg.com>



Committed to Safe, Clean, Enjoyable Creeks and Rivers.

GI Recommendations

- **Green streets**
- Stormwater parks
- Open space preservation
- GI in
 - Home retrofits
 - New development
- Floodplain preservation / stream buffers
- Cluster development with GI
- Policy and program changes
 - Reducing minimum parking requirements
 - Increase street sweep and pet waste programs



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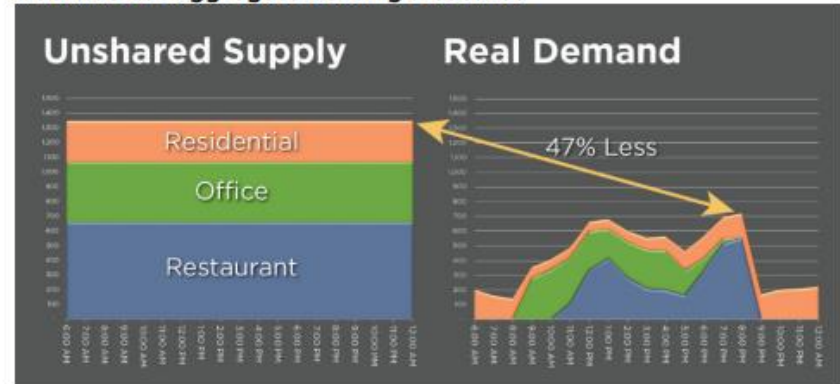
<https://www.chescoplanning.org/MuniCorner/eTools/26-ClusterDev.cfm>



GI Recommendations

- Green streets
- Stormwater parks
- Open space preservation
- GI in
 - Home retrofits
 - New development
- Floodplain preservation / stream buffers
- Cluster development with GI
- **Policy and program changes**
 - Shared or reduced minimum parking requirements
 - Increase street sweep and pet waste programs

Additive vs. Aggregate Parking Measures



https://www.nctcog.org/nctcog/media/Transportation/Docs/Maps/Plan/Landuse/TOD/DART_RedBlue_Report_AppD.pdf



Multi-Benefits

- Improvement of stream and stormwater quality
- Flood reduction
- Trash reduction
- Habitat improvement
- Air pollution reduction
- Urban heat reduction
- Recreation opportunities



Questions?

Karen Bishop
San Antonio River Authority
(210) 302-3642



Committed to Safe, Clean, Enjoyable Creeks and Rivers.



**Greater Airport Area
Planning Team**
Meeting #4
Housing and Economic Development

Thursday, September 15, 2022
Zoom
2:00 – 4:00 PM



Cambridge Systematics, Inc.
Bowtie
Economic & Planning Systems, Inc.
Auxiliary Marketing Services
Mosaic Planning and Development Services
SJPA

Greater Airport Area Project Team

- **City of San Antonio, Planning Department**

- Jacob Howard, Project Manager

- **MIG**

- Krystin Ramirez, Project Manager

- Jonathan Tarr, Housing Subject Matter Expert

- **Economic & Planning Systems (EPS)**

- Matt Prosser, Executive Vice President



Timeline of Meetings



Meeting Objectives

- SARA Presentation
- Review Future Land Use Feedback
- Discuss Housing & Jobs Opportunities and Challenges
- Housing & Jobs Growth Allocation Activity
 - With projected population growth in the Community Area ...
 - How will we guide the addition of housing?
 - How will we guide the addition of job centers?

SA TOMORROW

Guest Presentation:
San Antonio River Authority (SARA)
Karen Bishop





SA



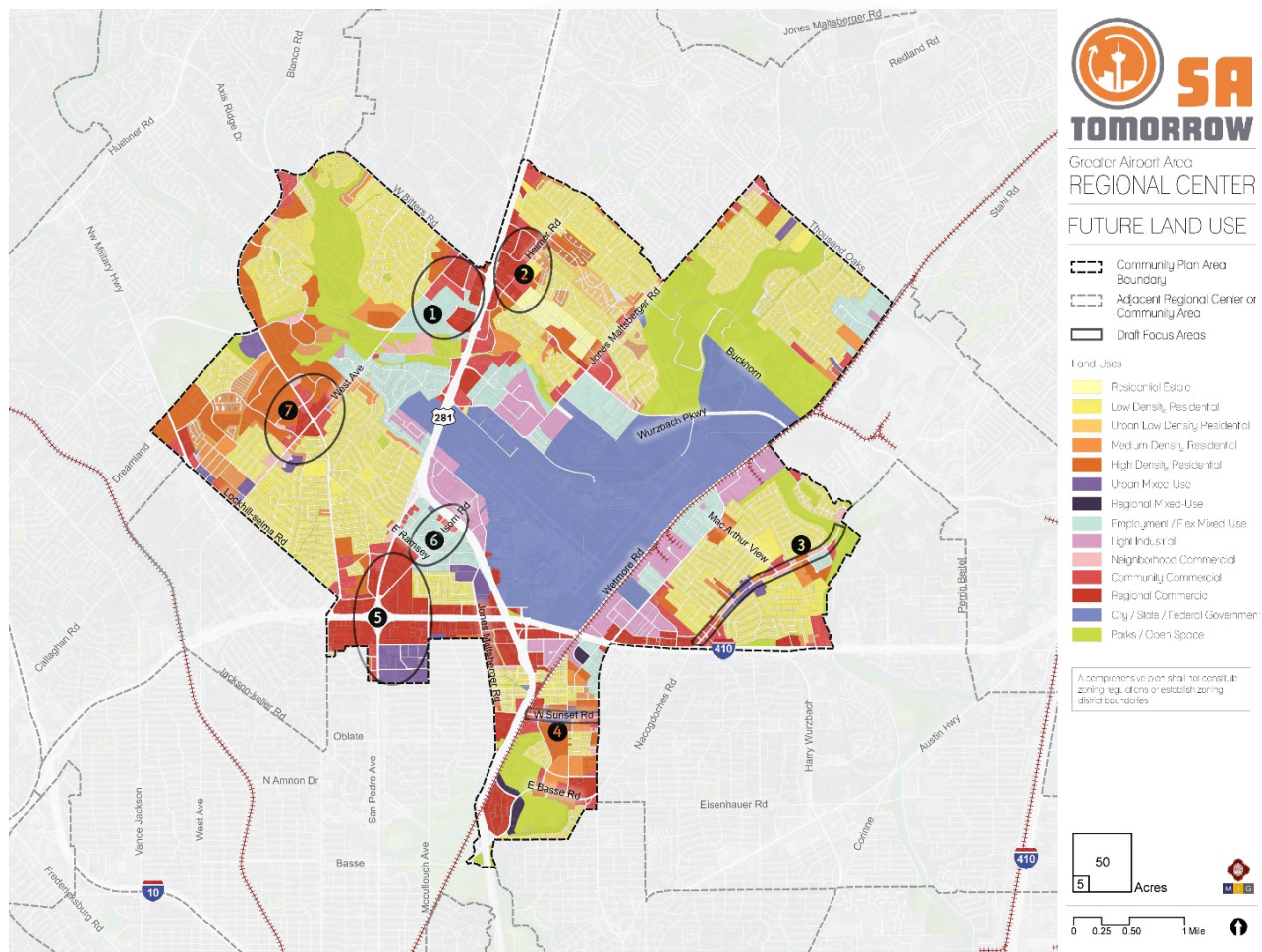
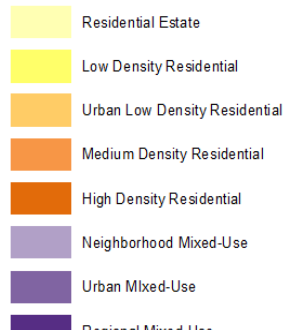
TOMORROW

Draft Future Land Use Plan

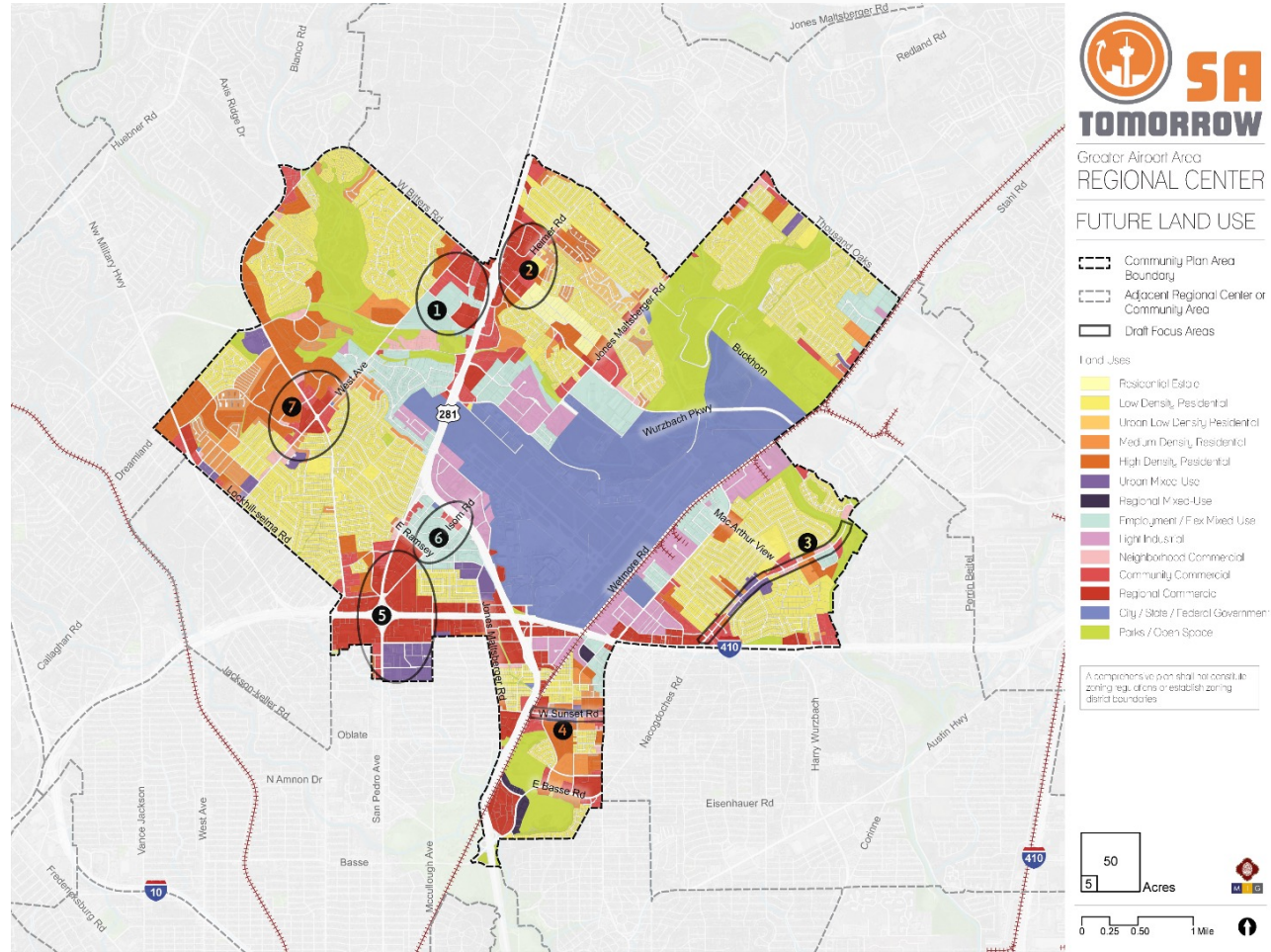
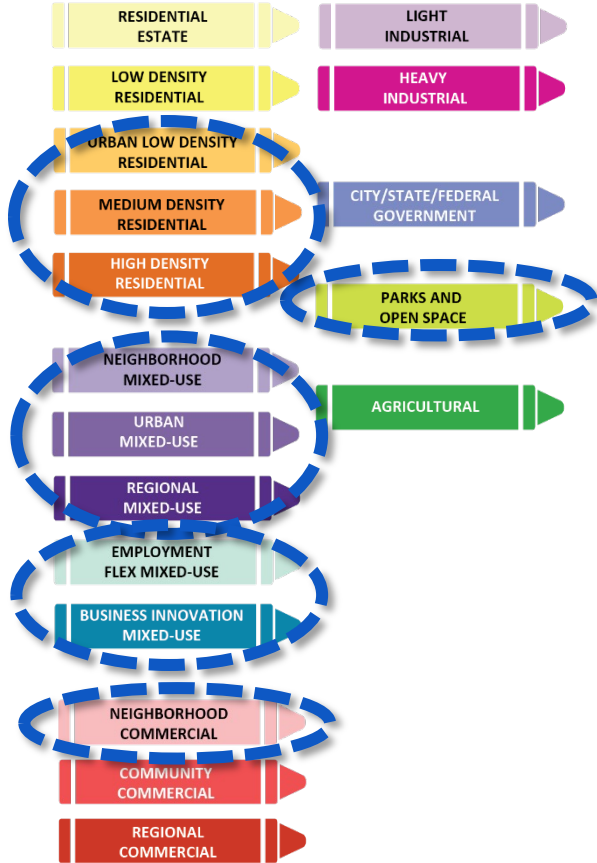


Draft Future Land Use Map

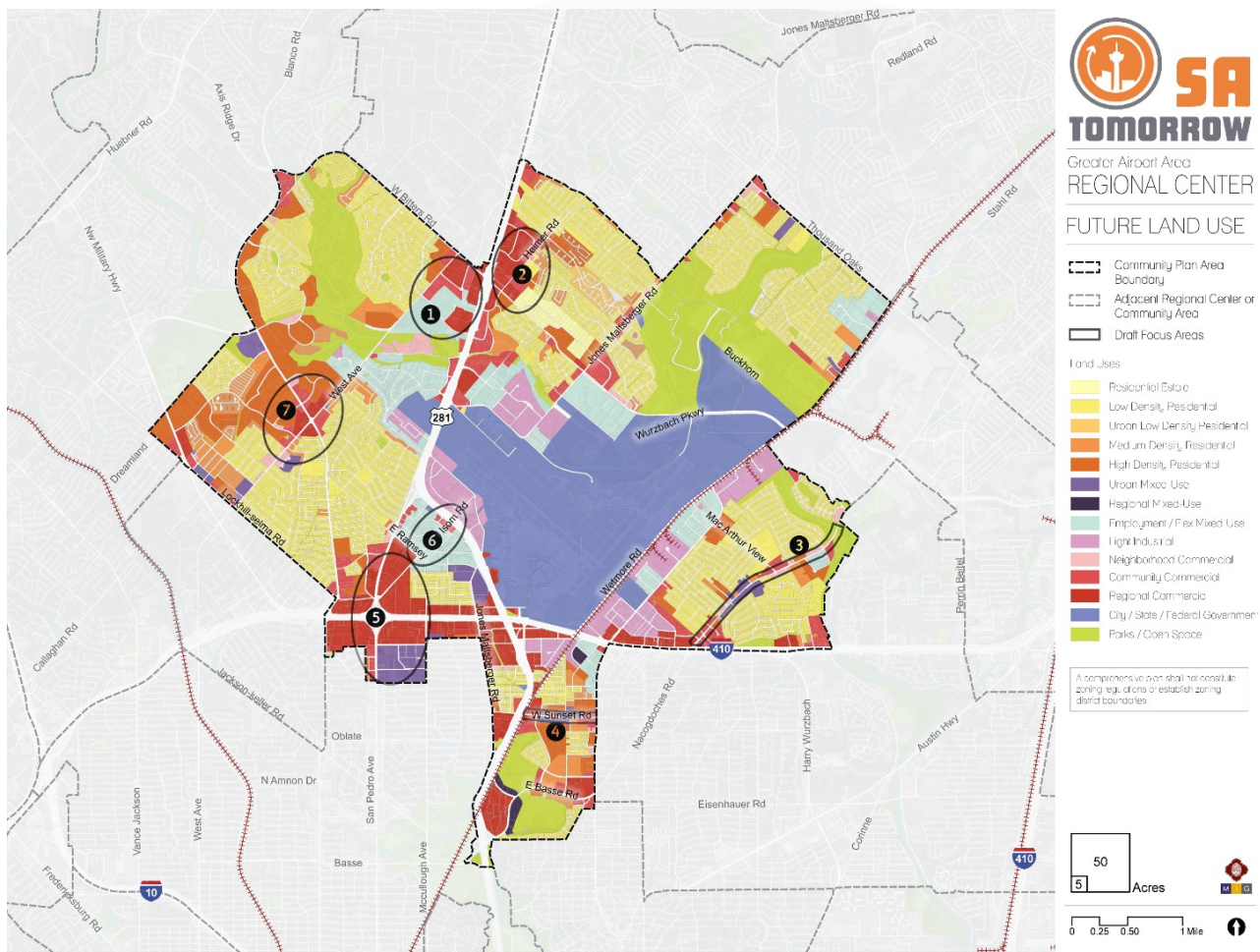
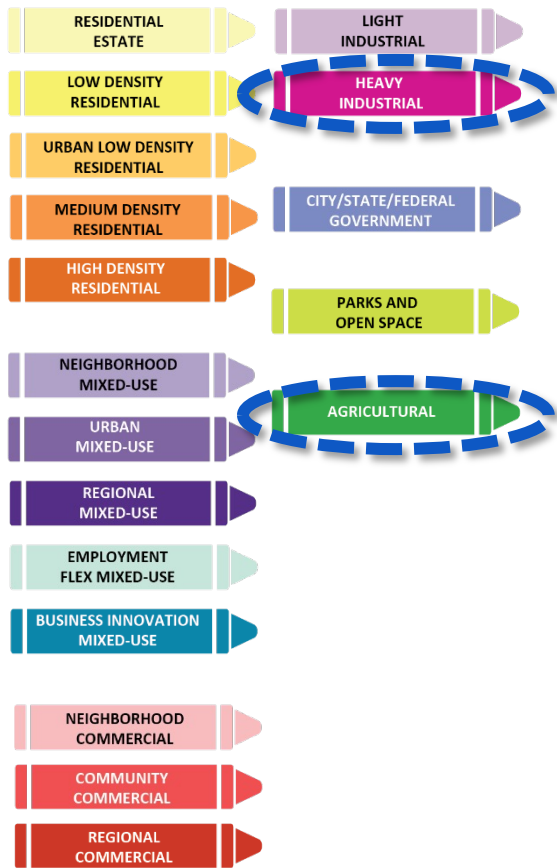
General Land Use Categories



Future Land Uses Priority for the Area

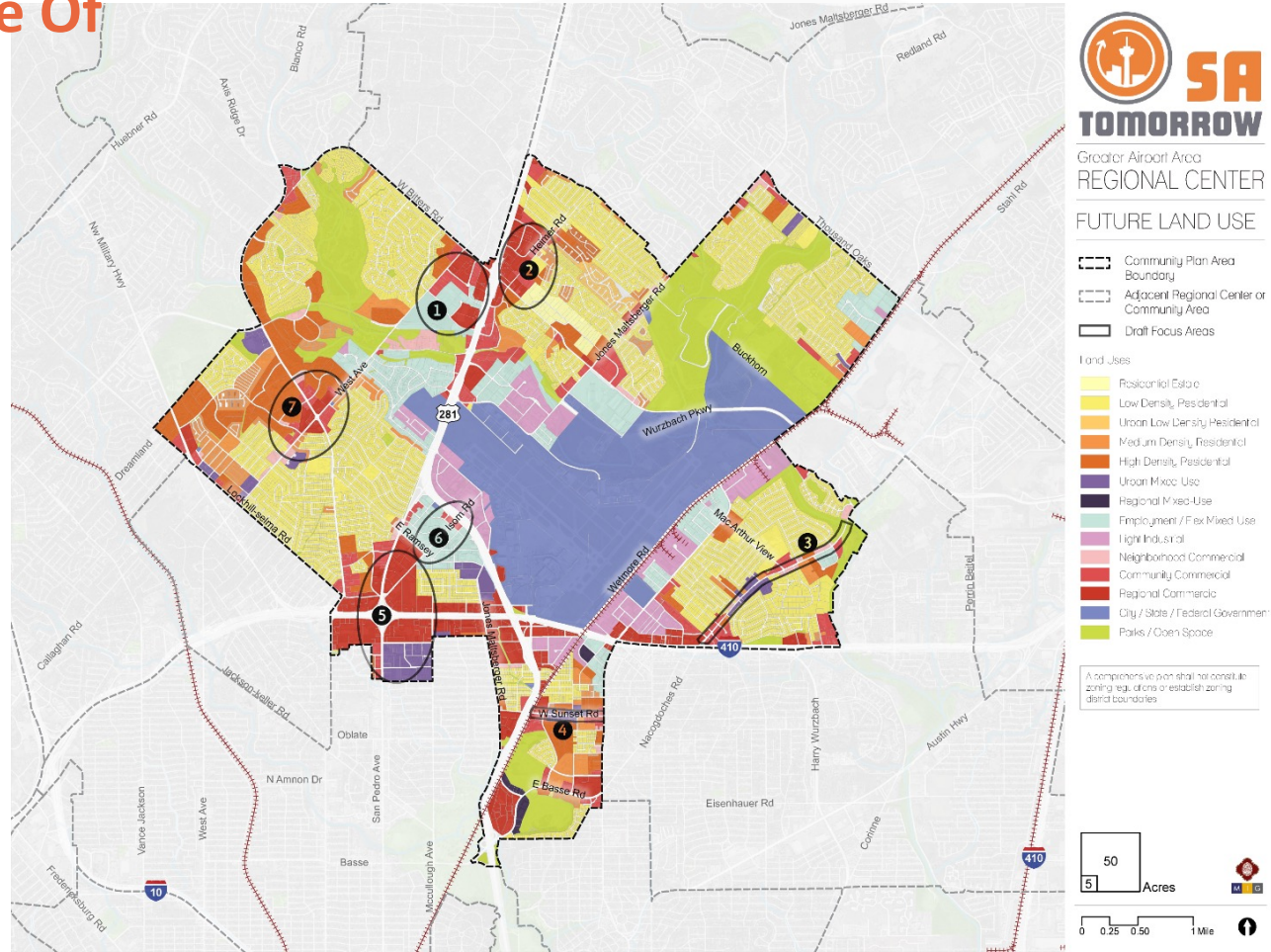


Future Land Uses Not Appropriate



Future Land Uses

We Don't Need More Of





SA



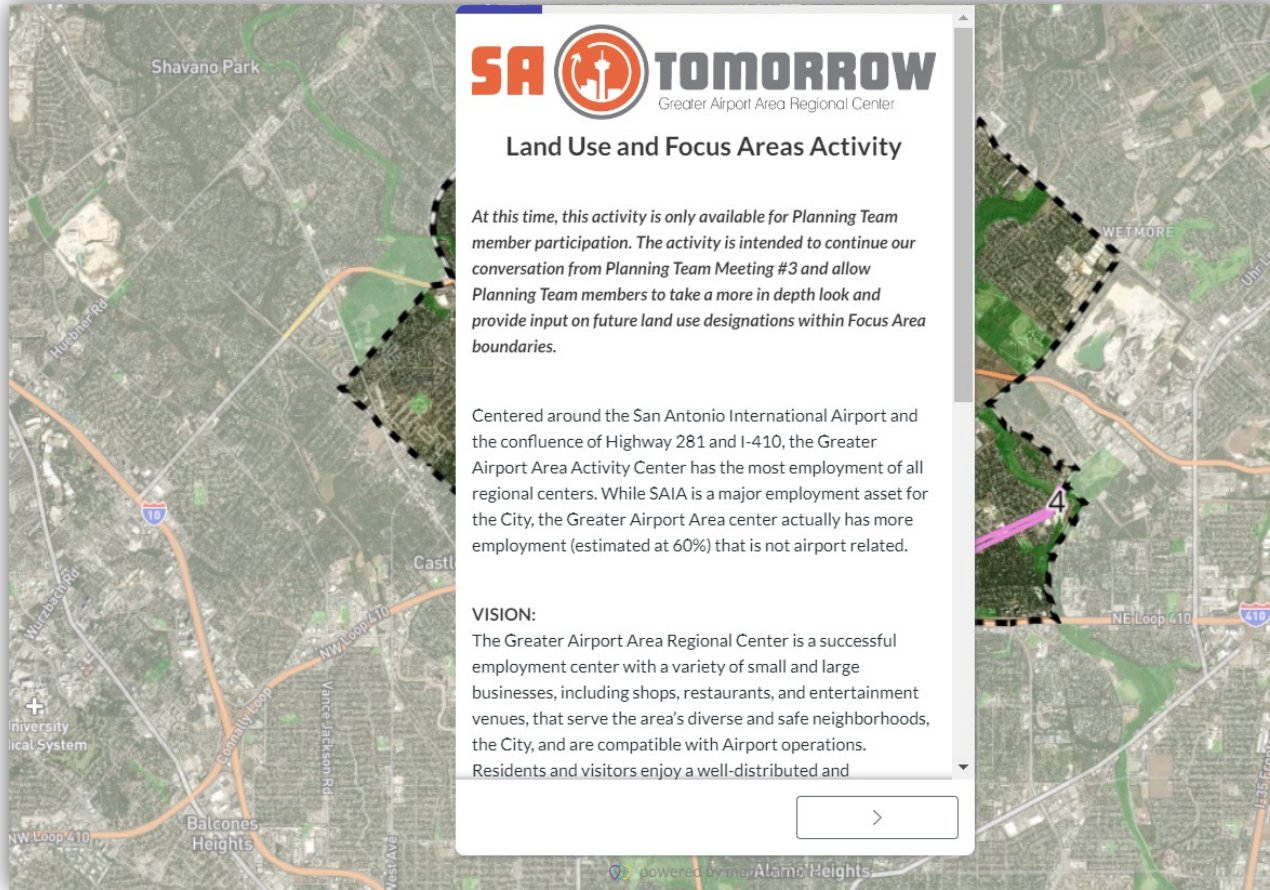
TOMORROW

Planning Team Land Use Activity



M I G

Land Use Activity



The image shows an aerial map of the Greater Airport Area Regional Center. A central white panel with a blue header contains the following information:

SA TOMORROW
Greater Airport Area Regional Center

Land Use and Focus Areas Activity

At this time, this activity is only available for Planning Team member participation. The activity is intended to continue our conversation from Planning Team Meeting #3 and allow Planning Team members to take a more in depth look and provide input on future land use designations within Focus Area boundaries.

Centered around the San Antonio International Airport and the confluence of Highway 281 and I-410, the Greater Airport Area Activity Center has the most employment of all regional centers. While SAIA is a major employment asset for the City, the Greater Airport Area center actually has more employment (estimated at 60%) that is not airport related.

VISION:
The Greater Airport Area Regional Center is a successful employment center with a variety of small and large businesses, including shops, restaurants, and entertainment venues, that serve the area's diverse and safe neighborhoods, the City, and are compatible with Airport operations. Residents and visitors enjoy a well-distributed and

At the bottom of the panel is a right-pointing arrow button. The map on the left shows landmarks like Shavano Park, Wurzbach Rd, I-10, and Balcones Heights. The map on the right shows Wetmore, NE Loop 410, and I-35 Frontage Road. A pink line with the number 4 is visible on the right map.

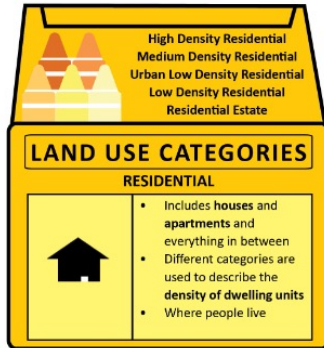
powered by **Alamo Heights**

Land Use Activity

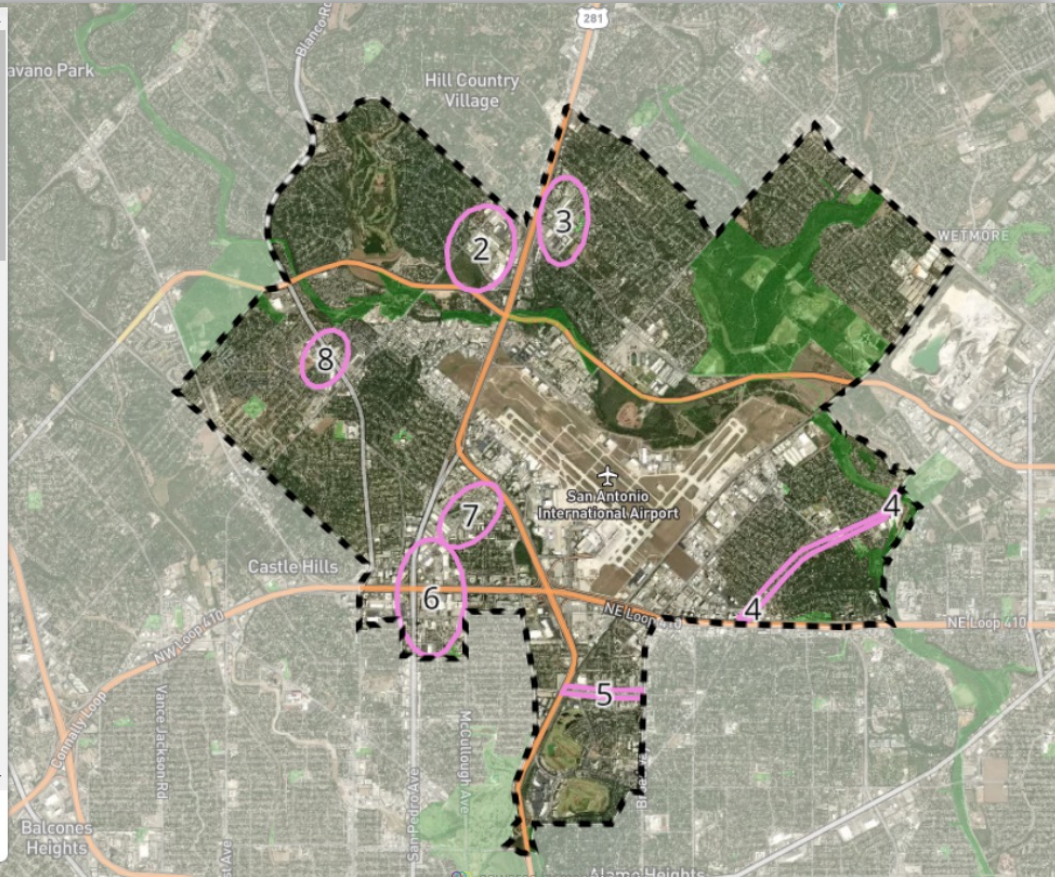
SA Tomorrow Land Use Categories

Before you dive into providing Future Land Use recommendations, let's revisit the land use categories. Feel free to come back and reference this page any time during the activity.

Note that the information you enter on the following pages will not be erased if you come back to visit this page.



[CLICK HERE FOR RESIDENTIAL LAND USE CATEGORIES](#)




Land Use Activity

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

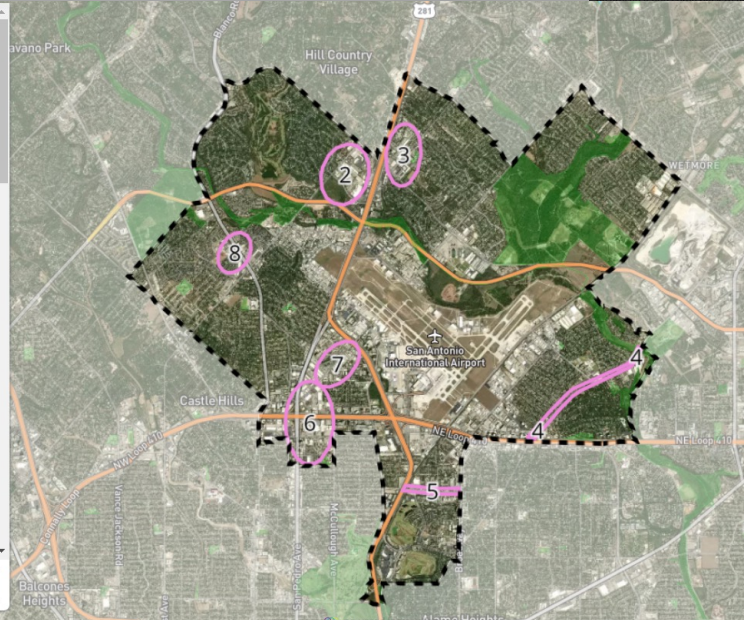
LAND USE CATEGORIES

RESIDENTIAL

- Includes houses and apartments and everything in between
- Different categories are used to describe the density of dwelling units
- Where people live

CLICK HERE FOR RESIDENTIAL LAND USE CATEGORIES

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CLICK HERE FOR RESIDENTIAL LAND USE CATEGORIES

LAND USE RESIDENTIAL ESTATE

This category includes large lot single-family detached houses and should be located away from major arterials. Residential Estate can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access.

Examples of Development Types:

- Large Lot Single-Family Detached Houses
- Conservation Subdivisions
- Individual Estate-Sized Lots



LAND USE LOW DENSITY RESIDENTIAL

This category includes single-family detached houses on individual lots and 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.

Examples of Development Types:

- Single-Family Detached Houses
- Manufactured Houses
- Modular Houses



Done ✓

Land Use Activity

Future Land Use Activity: Focus Areas

Now here is the fun part! The map on the side shows all of the focus areas we discussed in Planning Team Meeting #3. Use the Land Use Designation pins below to identify where appropriate, desired, and needed future land use designations should go within the focus areas.

Instructions:

You can zoom in and out of the map using the +/- buttons on the right and move around the map using your mouse or buttons on the map.

To view the future land use map, choose it from the layer menu at the top right of the map screen.

Note: In later exercises we will explore the appropriate, desired, and needed future land use designations outside of these focus area boundaries.

Indicate the changes you would like to see by using the colored pins below

Residential 🏠

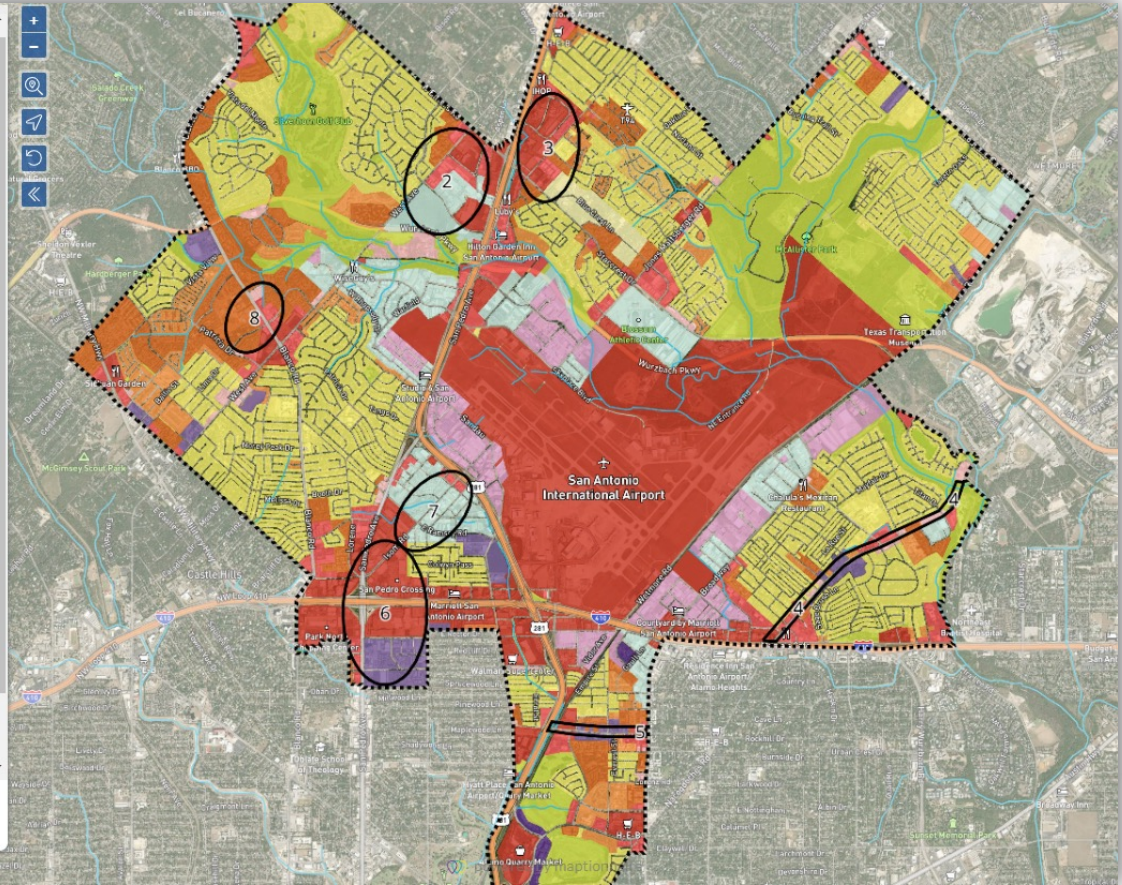
Commercial 🏢

Mixed-Use 🏠🏢

Industrial 🏭

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Commercial 🏢

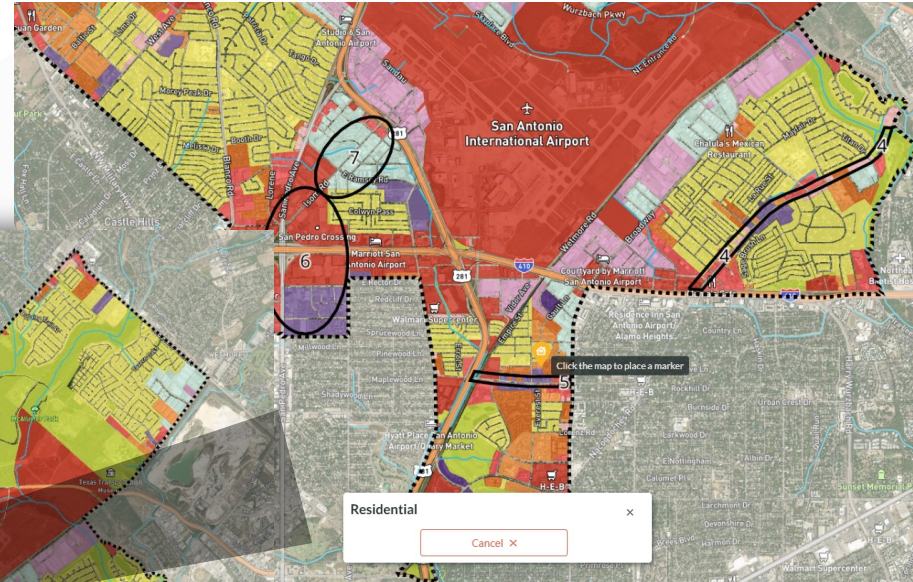
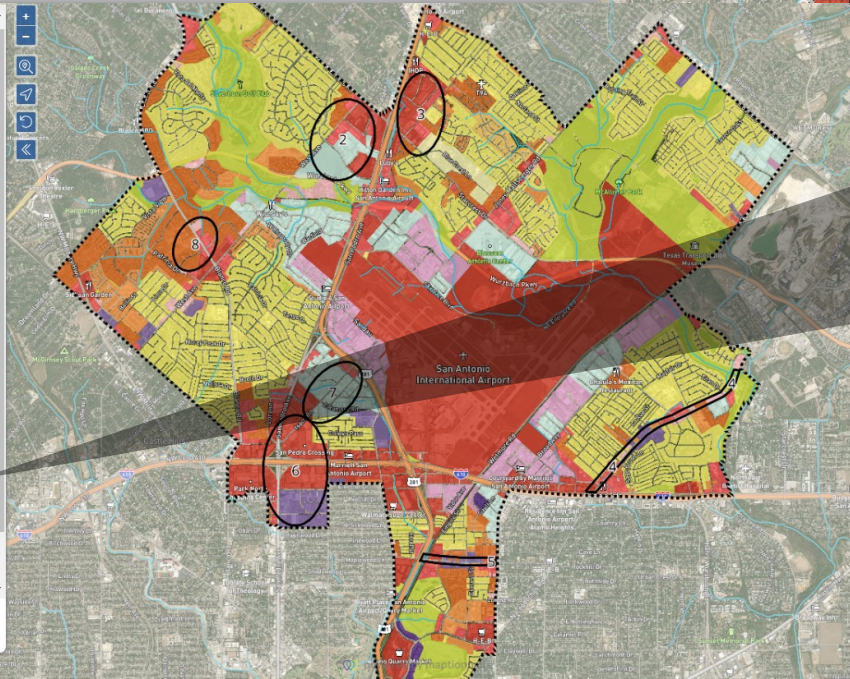
Mixed-Use 🏡

Industrial 🏭

<

>

2 km



Residential

Cancel

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You can zoom in and out of the map using the +/- buttons on the right and move around the map using your mouse or buttons on the map.

To view the future land use map, choose it from the layer menu at the top right of the map screen.

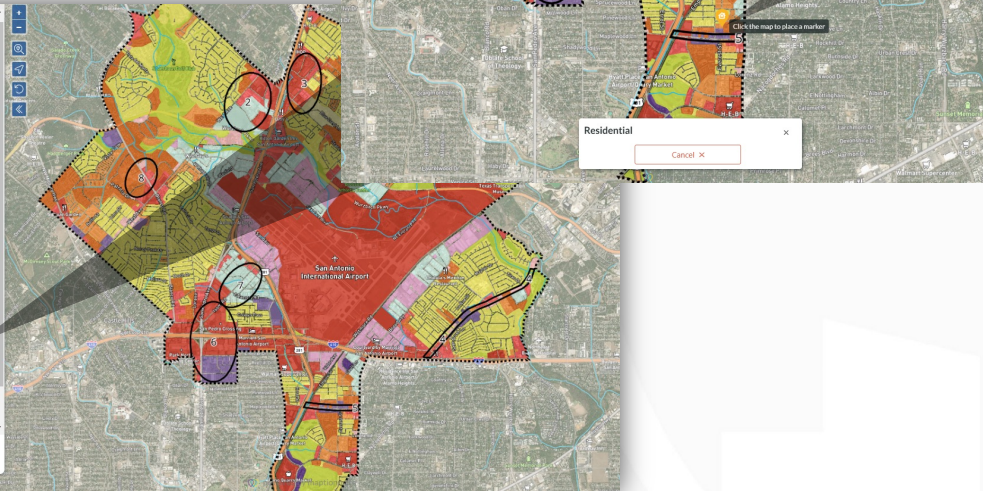
Note: In later exercises we will explore the appropriate, desired, and needed future land use designations outside of these focus area boundaries.

Indicate the changes you would like to see by using the colored pins below

- Residential
- Commercial
- Mixed-Use
- Industrial

< >

Map



Residential

Cancel X

Residential

Select the Residential Land Use Category you want at this location:

☐ Residential Estate



LAND USE RESIDENTIAL ESTATE

This category includes large lot single-family detached houses and should be located away from major arterials. Residential Estate can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access.

Examples of Development

Types:

- Large Lot Single-Family Detached Houses
- Conservation Subdivisions
- Individual Estate-Sized Lots



☐ Low Density Residential



LAND USE LOW DENSITY RESIDENTIAL

This category includes single-family detached houses on individual lots and 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.

Examples of Development

Types:



Delete

Done ✓

Land Use Activity

Focus Areas

Using the map pins below, we want to hear from you if there are any focus areas you believe should be changed or added! Simply place as many pins on the map as you'd like and provide a comment on why you placed that pin there.

Existing Focus Area Change

New Focus Area Suggestion

< >

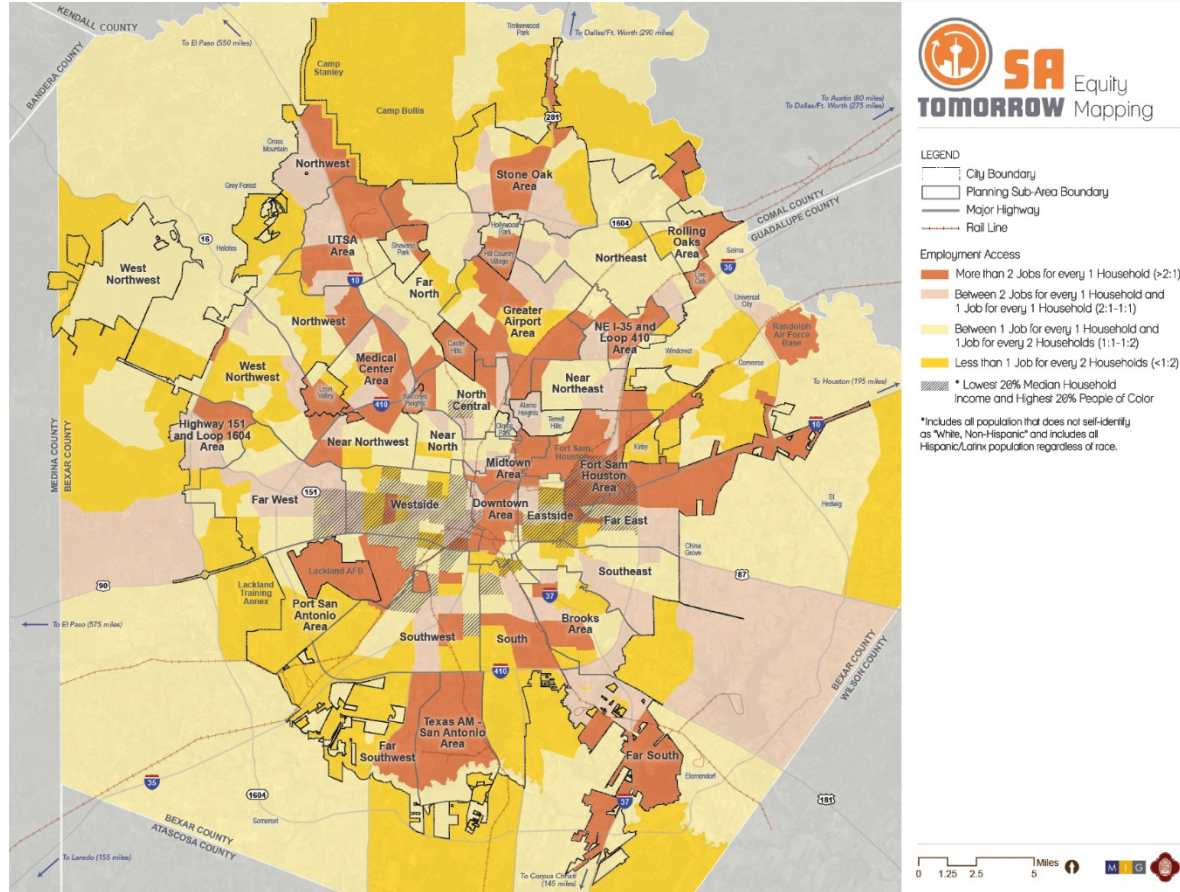
An aerial map of San Antonio, Texas, showing various urban and green spaces. Eight specific areas are highlighted with pink dashed circles and numbered 1 through 8. Area 1 is near the top center, Area 2 is just below it, Area 3 is to the right of Area 2, Area 4 is on the far right edge, Area 5 is at the bottom center, Area 6 is to the left of Area 5, Area 7 is above Area 6, and Area 8 is on the left side. The map includes major roads like I-35 and I-10, and landmarks such as the San Antonio International Airport and various parks. A scale bar at the bottom left indicates 2 km. A sidebar on the left contains map controls like zoom in/out, pan, and a search bar.

SA TOMORROW

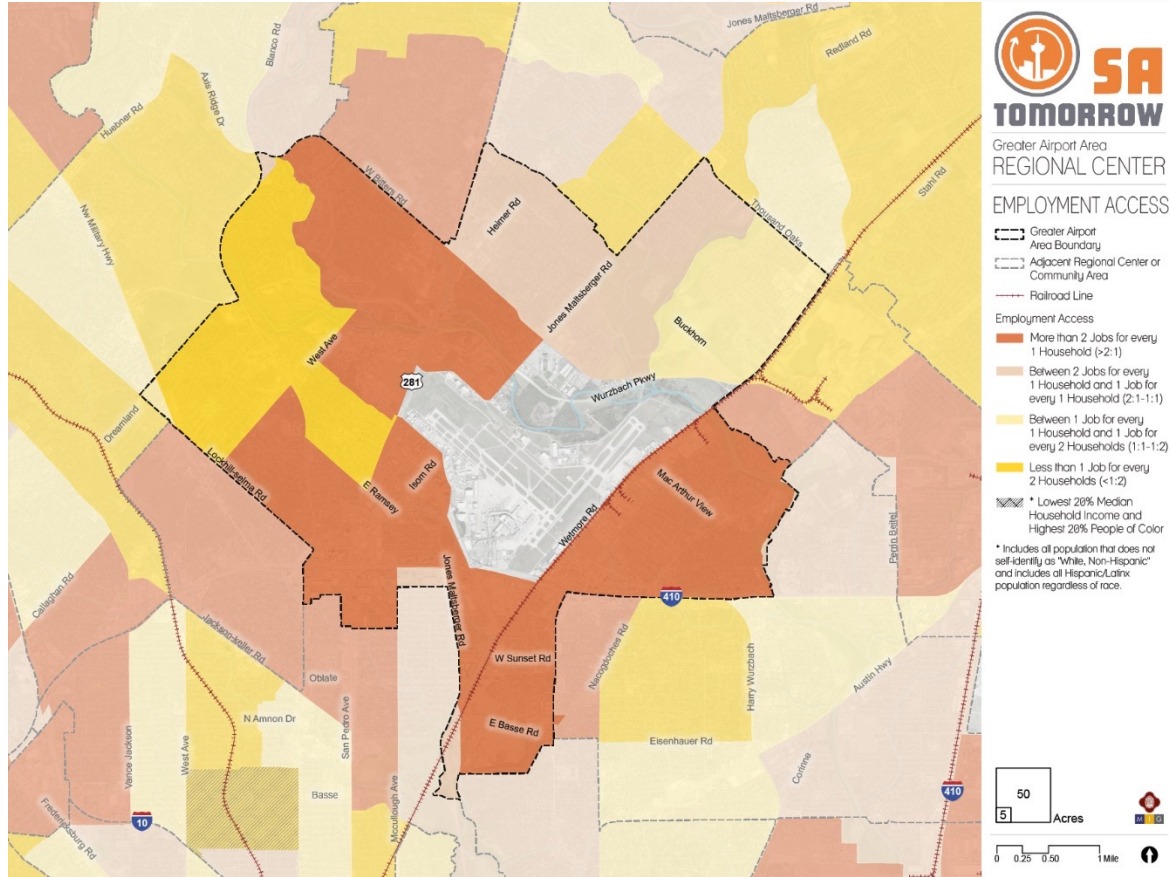
Equity Atlas: Employment Access



Equity Atlas: Employment Access Map



Equity Atlas: Employment Access Map





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TOMORROW

Housing and Economic Development



M I G

Population and Housing

Total Population (2021) | **72,160**
Total Households (2021) | **29,700**



Average Household Size

2.19 persons

2.69 - City of San Antonio Average



Median Age

37.1 years

34.5 years - City of San Antonio Average



Average Household Income

\$74,104

5% higher than City of San Antonio

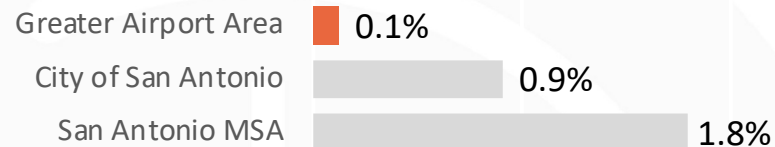


Race and Ethnicity

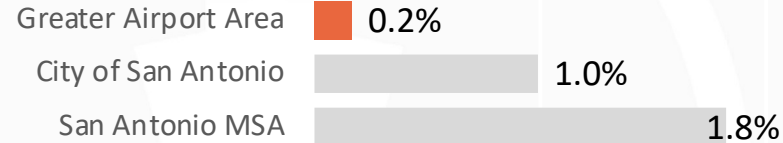
52% Hispanic-origin



Annual Population Growth | 2010-2021



Annual Household Growth | 2010-2021

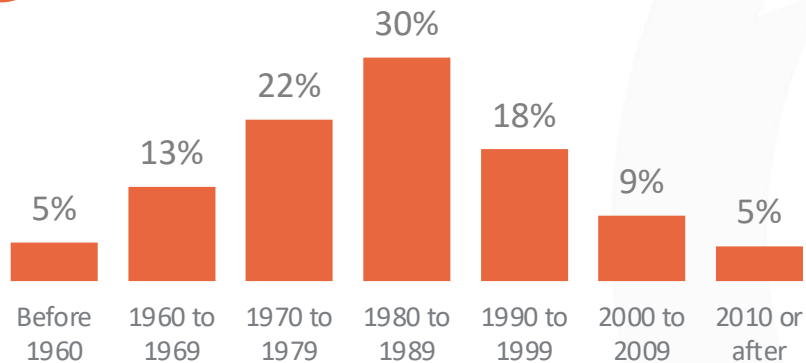


The Greater Airport Area Regional Center has smaller than average household sizes than the City, and households have higher household incomes than the City overall.

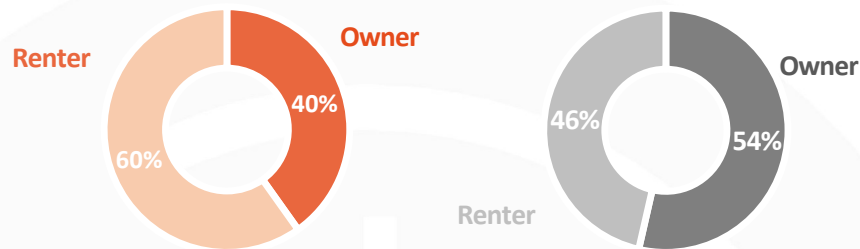
Housing Conditions

Total Housing Units (2021) | **36,396**

Age of Housing Stock



Housing Tenure



60% of occupied housing units are **rented**
46% City of San Antonio Average



Units in Structure

39% of all housing units are single-family detached homes
62% City of San Antonio average

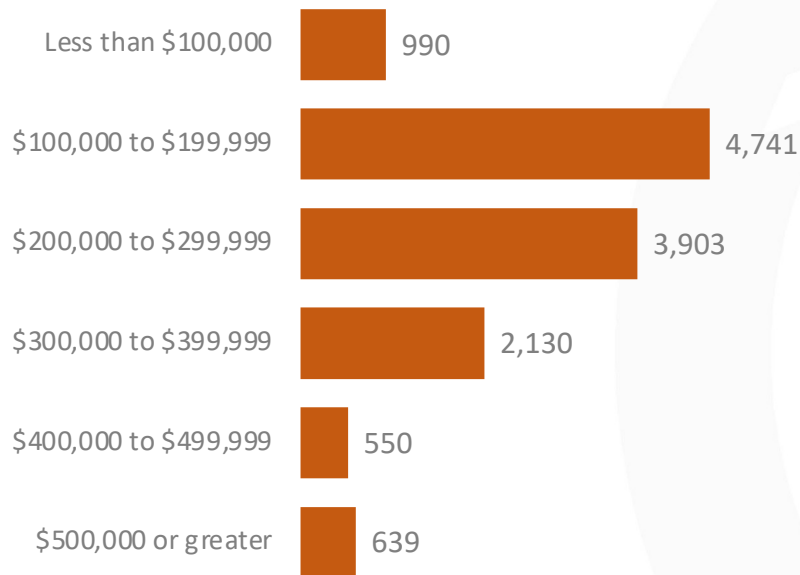
The majority of housing in the center is in higher density product types and built between 1970 and 2000.

Housing Accessibility and Affordability



Owner-Occupied

67% of homes are valued between \$100,000 and \$299,999



Average home listing price is around **\$326,000** (78216 ZIP code) and **\$534,000** (78209)
City of San Antonio average is around **\$301,000**

40% of Greater Airport Area homeowners do not have a mortgage
37% Bexar County average



Owners Cost Burden

23% of homeowners are **cost burdened**, paying more than 30% of income towards housing

Housing Accessibility and Affordability



Renter-Occupied

Average rent for apartments in the Stone Oak Area is **2%** less than the County average (CoStar data)

Greater Airport



\$1,180

Bexar County



\$1,198

Housing costs in the center generally match the city and county-wide averages.

75% of rentals are **affordable** to a household earning the Citywide median income of **\$52,361** (Census data)

Since 2010, average monthly rents have increased by **\$371, slightly less** than the County growth overall

Average rent for new apartment units is **\$1,800 per month**

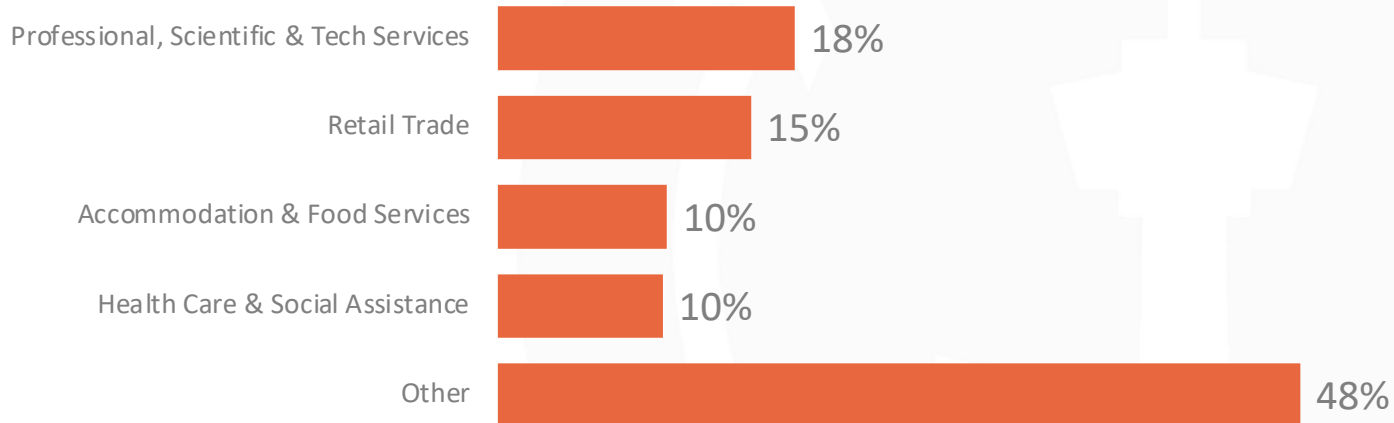
Employment

Total Employment (2021) | **87,600**



Largest Employment Sectors

Professional Services and Retail Trade

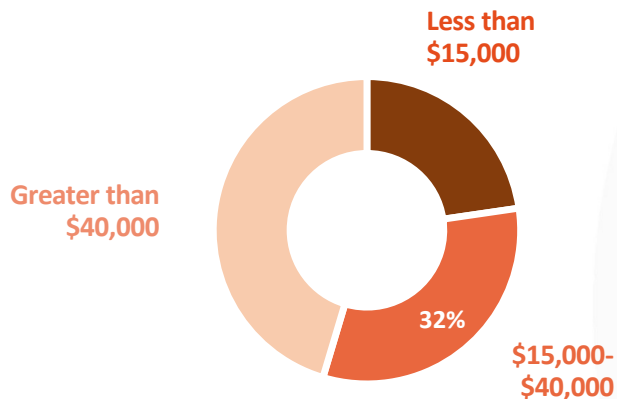


Workforce



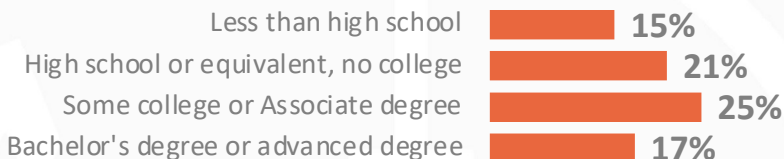
Wage Distribution

45% of workers earn more than \$3,333 per month (\$40,000 annually)



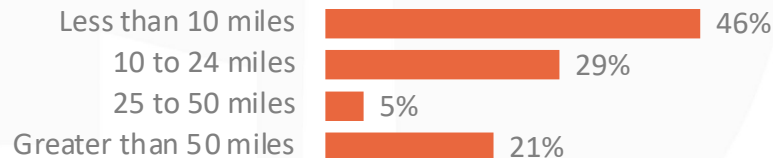
Education (2019)

42% of workers have some college or higher



Commuting Patterns (2019)

5.6% of workers live in the center



Real Estate Conditions

Commercial and Industrial Development



Office | Major Office Cluster

9.3 million sq. ft.

550,000 sf of new development since 2010

15.9%

vacancy rate
10.8% Bexar County average



Retail | Retail Destination

8.9 million sq. ft.

256,000 sf of new development since 2010

3.4%

vacancy rate
4.1% Bexar County average



Industrial | Logistics Hub

6.5 million sq. ft.

31,900 sf of new construction since 2010

4.0%

vacancy rate
4.8% Bexar County average



Hotel | Growing inventory

29 hotels, **4,523** rooms

390 rooms built since 2010

Housing Types and Affordability



Average Rental Rates for New Apartments =
\$1,800 per month



Average Home Price for New Home =
\$262,000 to \$345,000 (78216) to \$400,000
to \$500,000 (78209 partial)

Typical Jobs/Wages and Affordability

Occupation	Average Annual Wage	Est. HH Income	Affordable Rent (based on wages)	Affordable Home Price (based on wages)
Waiter/Server	\$21,860	\$30,803	\$547	\$74,324
Hotel, Motel, and Resort Desk Clerks	\$22,580	\$31,817	\$565	\$76,772
Retail Salesperson	\$27,970	\$39,412	\$699	\$95,098
Production Workers	\$36,283	\$51,126	\$907	\$123,361
Light Truck/Delivery Services Drivers	\$40,000	\$56,364	\$1,000	\$136,000
Transportation Security Screeners	\$39,740	\$55,997	\$994	\$135,116
Avionics Technicians	\$64,580	\$90,999	\$1,615	\$219,572
Healthcare Practitioners and Technical O	\$78,360	\$110,417	\$1,959	\$266,424
Civil Engineers	\$80,520	\$113,460	\$2,013	\$273,768
Lawyers	\$111,690	\$157,382	\$2,792	\$379,746
Average for Area		\$73,572	\$1,839	\$250,145

Source: US BLS; CoStar; MLS



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Growth Allocation Activity

Factors for Greater Airport Area

Regional Center Growth Goals:

- **60% of Jobs** (forecast is 50%)
- **20% of Housing Units**
- **50% of Multifamily Units**



New Housing Development

Approx. 1,100 total units since 2010
including 400 apartment units



Employment Growth | 2010-2040

39,400 new jobs
1,313 jobs per year



New Employment since 2010

16,028 new jobs (US Census LEHD 2010 to 2019)
Approx. 1,780 jobs per year



Household Growth | 2010-2040

3,500 new housing units
117 new units per year

Housing Allocation



Single Family Detached

- Est. of 600 units
- 1 piece = 300 units
- 100 acres per piece

Piece Color is **green**

- 2 pieces to allocate



Attached/Townhomes

- Est. of 600 units
- 1 piece = 300 units
- 42 acres per piece

Piece Color is **red**

- 2 pieces to allocate



Garden Multifamily

- Est. of 600 units
- 1 piece = 300 units
- 20 acres per piece

Piece Color is **gold**

- 2 pieces to allocate



Urban Multifamily

- Est. of 600 units
- 1 piece = 300 units
- 10 acres per piece

Piece Color is **orange**

- 2 pieces to allocate

Employment Allocation



Retail

- Est. 3,500 jobs
- 1 piece = 1,000 jobs
- 20 acres per piece

Piece Color is **red**

- 3-4 pieces to allocate



Industrial/Flex

- Est. 2,300 jobs
- 1 piece = 1,000 jobs
- 50 acres per piece

Piece Color is **grey/black**

- 2-3 pieces to allocate



Office/Education/Health

- Est. 12,500 jobs
- 1 piece = 1,000 jobs
- 10 acres per piece

Piece Color is **blue**

- 12-13 pieces to allocate



Hospitality/Entertain.

- Est. 4,500 jobs
- 1 piece = 1,000 jobs
- 15 acres per piece

Piece Color is **pink**

- 4-5 pieces to allocate

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Next Steps



Next Steps

- **NEXT PLANNING TEAM MEETING(S):**

- Community Meeting #2
 - Thursday, November 3rd 2022
 - Open House from 4:30 PM to 7:30 PM
 - Walker Ranch Senior Center
- Planning Team Meeting #5
 - Thursday, December 15th from 2:00 to 4 PM
 - Land Use, Housing & Economic Development
- Planning Team Meeting #6
 - Thursday, February 2nd from 2 to 4 PM
 - Mobility & Streetscapes



**Greater Airport Area
Planning Team**
Meeting #4
Housing and Economic Development

Thursday, September 15, 2022
Zoom
2:00 – 4:00 PM



Cambridge Systematics, Inc.
Bowtie
Economic & Planning Systems, Inc.
Auxiliary Marketing Services
Mosaic Planning and Development Services
SJPA