



DRAFT MIDTOWN PLAN COMMENTS & RESPONSES

Overview

The following pages list public and stakeholder written comments responding to the draft Midtown Plan received by the Planning Department prior to publishing the Administrative Draft Midtown Plan in March 2019. The Planning Department endeavored to use the comments to improve the draft Midtown Regional Center Plan, while respecting the previous public input that originally informed the draft plan. The Administrative Draft Midtown Regional Center Plan, published on or around March 5th 2019, reflects the changes the Planning Department made to the draft plan in response to public and stakeholder comments.

The Administrative Draft Plan will be presented to the City Council Comprehensive Plan Sub-committee, the Planning Commission, and the City Council for adoption.

| Stakeholder Comment | Planning Department Response |
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| January 23rd Public Meeting Comment Cards | |
| <p>Property on St. Mary’s on West side between Euclid & Josephine allow for a commercial corridor with consistence use as seen north of Josephine with at “E’ use allowed “A&E” ■■■■■■■■■■</p> | <p>The Planning Department is not providing zoning code and plan interpretations through this comment and response summary. The draft Midtown Plan future land use policy classifies most properties adjacent to St. Mary’s Street as “Neighborhood Mixed Use”, a land use classification that supports “AE-1, AE-2, C-1 and O-1 ” zoning, zones that support some commercial uses. The draft Midtown Plan also encourages standalone residential and mixed commercial-residential uses adjacent so St. Mary’s Street.</p> |
| <p>Release all comments online</p> | <p>All written public comments regarding the draft plan are published in this document.</p> |
| <p>Vision statement and entire plan it “too vague” – “what will this plan do?”</p> | <p>The “Implementation” section of the plan includes more information on what the plan will do.</p> |
| <p>This will only increase my property taxes</p> | <p>The Midtown Plan does not speak to property tax rates or assessments. More information on how the Bexar County Tax Assessor assesses property values is available at https://home.bexar.org/tax/#</p> |
| <p>Frustration with lack of more meetings</p> | <p>The Planning Department hosted three public meetings, and staff was available for individual and small group meetings.</p> |
| <p>Glad to see Beacon Hill school included in Uptown Section</p> | <p>References to Beacon Hill School remain in the Administrative Draft.</p> |

| Stakeholder Comment | Planning Department Response |
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| <p>January 23rd Public Meeting Comment Cards</p> <p>I recently purchased an existing duplex at [REDACTED] Camaron St. and the adjacent bar (Vic Zavala Ice House) at [REDACTED]. I would like to have the land use changed from “Draft” urban low density to a designation which would allow me to convert the bar to an art studio or similar business. I think this would definitely improve the current ice house use but still allow for the business to exist. This ice house & the owner Mr. Zavala have been a fixture in San Antonio & the area for a long time. I would like to use this property to benefit the neighborhood. I think an art studio or similar would be an improvement. Thank you so much. – [REDACTED] [REDACTED] – The duplex would also make a great historic law office, etc.</p> | <p>The Planning Department cannot offer zoning code and plan interpretations through this comment and response summary. The draft future land use map classifies this area as “Urban Low Density Residential.” San Antonio’s Unified Development Code provides property owners with a pathway to request rezoning of their property, and to demonstrate the proposed rezoning is consistent with the adopted future land use map and future land use policy.</p> |
| <p>Minimize public support for private construction...focus on ensuring good public infrastructure put funds into affordable housing.</p> | <p>SA Tomorrow Comprehensive Plan Growth and City Form Policy #1 is to “Incentivize the development of housing and employment uses in the city’s priority growth areas.” The draft Midtown Plan sections on Focus Areas, Mobility, and Amenities and Infrastructure include public infrastructure recommendations. San Antonio’s Housing Policy Framework recommends funding for affordable housing, and the draft Midtown Plan recommends using such funding in Midtown.</p> |
| <p>Roundabout at “Spoingts” Repair and Repave Howard St.</p> | <p>Prescriptive road design and maintenance recommendations for individual locations are beyond the scope of the Midtown Plan.</p> |

| Stakeholder Comment | Planning Department Response |
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| January 23rd Public Meeting Comment Cards | |
| <p>B-way discourage surface parking – streets are very narrow in Manchek Park area – discourage public parking along those streets.</p> | <p>The draft Midtown Plan Focus Areas Section and Land Use Section includes recommendations that will result in a shift from single use surface parking to shared structured parking and managed parking demand.</p> |
| <p>You do not mention any changes etc for areas N. of 35 <u>up to</u> Crockett Park I . E. Poplar, Euclid St. areas</p> | <p>The draft Midtown Plan Focus Areas Section includes recommendations regarding this area.</p> |
| <p>Mobility - I live in Uptown. A very small section of what you all consider Midtown and it doesn't seem like any progression unlike what's happening in Midtown is (basically) happening. I believe we are really nothing except UPTOWN and there are some emergency things need to happen in uptown. In the emergency sense we need lights. Street lights. Also the roads are in horrible condition. From that I've read Uptown was once a neighborhood back in the 20's. Why did it change, or get lost forgotten? Bring Uptown back and fund the issues that need to be addressed.</p> | <p>The draft Midtown Plan is a long term plan that will be implemented over the course of several years to affect long term outcomes, and is not designed to correct emergency situations.</p> <p>City of San Antonio's Infrastructure Management Program indicates that several Uptown streets are scheduled for pavement preservation and pavement rehabilitation projects in the next five years.</p> <p>A recommendation was added to the Uptown Neighborhood Profiles and Priorities section regarding lighting, street maintenance, and street drainage.</p> |
| <p>Re: Mobility: Current crossing stand in dangerous, esp for outbound traffic (lights are hidden) --- Traffic segments at all intersection, normally green for is way. Include pedestrian all way cycle. Minimum wide sidewalk 98"?</p> | <p>The Planning Department was not able to reference this comment to a unique location. The draft Midtown Plan Mobility section identifies preferred intersection improvement locations and preferred streets for streetscaping improvements.</p> |
| <p>The _____ site should be redeveloped as industrial transit station, mini mall, clean energy, technical school, construction science, or technology training school, construction science, or technology training Texas Tech? Nanotechnology. No bike lanes on Fred Road.</p> | <p>The draft Midtown Plan future land use policy supports the continuation of existing uses and potential mixed use redevelopment in the area south of Fredericksburg Road, between San Pedro Springs Creek and San Marcos Alley/Street. A statement was added to the Focus Area #1 section supporting existing uses in this area.</p> |
| <p>Dock less scooter parking areas in Uptown stations</p> | <p>Dockless vehicle recommendations are beyond the scope of the draft Midtown Plan.</p> |

| Stakeholder Comment | Planning Department Response |
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| January 23rd Public Meeting Comment Cards | |
| <p>Community Center or senior center, including information on senior services like under 1 roof and senior homestead exemptions.</p> | <p>The draft Midtown Plan Catalytic Projects section identifies a senior center as a new supported use as part of mixed use redevelopment of areas adjacent to the west side of San Pedro Avenue, between Cypress and Myrtle Street (San Pedro VIA Site Catalytic Project)</p> <p>A recommendation was added to the Focus Area #1 San Pedro Springs section identifying this area as appropriate for a multigenerational community center.</p> |
| <p>Please get rid of the Hoggs Cantu mess</p> | <p>The draft Midtown Plan Future Land Use policies support mixed use redevelopment, including community amenities and/or affordable housing at the Higgs Carter King Charter School Site at Fredericksburg Road and University Street.</p> |
| <p>Clean up the area on Culebra Road. Colorado Street has too many building that have cars be parked in property building that they are supposed to a car lot but not be setting there for years. Building owners need to clean up their mess. We pay a lot of property taxes for a clean area.</p> | <p>Used vehicle storage and property cleanliness is beyond the scope of the draft Midtown Plan. You may report code violations by dialing 311 or by using the 311 Mobile App.</p> |
| <p>On another note 😊 in looking @ 5 points challenges - parking is a problem. I wonder if long term I could turn 1510 & 15106 Camaron into a parking garage? Very helpful to relieve street parking & location is perfect for that use. What do you think? Maybe I could partner with the city to provide this. [REDACTED]</p> | <p>The Planning Department cannot offer zoning code and plan interpretations through this comment and response summary. The draft Midtown Plan encourages private development of shared parking facilities, for example adjacent to Flores Street and San Pedro Avenue, and discourages public subsidies for parking</p> |
| <p>[REDACTED] – When phasing Flores St. improves/incorporate historical “monucanthan” to the historic acequia.</p> | <p>A recommendation was added to the 5 Points Neighborhood Profiles and Priorities section regarding showcasing the historic acequia route.</p> |
| <p>Bike lanes should be wide and in color (helpful for automobile drivers, too.)</p> | <p>Bicycle facility design prescriptions are beyond the scope of the draft Midtown Plan. City of San Antonio has committed to using National Association of City Transportation Officials design guides.</p> |

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| January 23rd Public Meeting Comment Cards | |
| Repair Howard St. | Prescriptive road design and maintenance recommendations for individual locations are beyond the scope of the Midtown Plan. |
| <p>Uptown needs to have more input into the final plan. We did not have adequate representation in the 1st round. We are having a meeting in February. Please see our Facebook page at [REDACTED] – Please let our neighborhood have direct access to the River like all of the other midtown areas do. Need a path or something for bikes. Walking.</p> | <p>Uptown had an Uptown Neighborhood Association representative on the Planning Team. Additionally, the Planning Team included a community organizer whose work focused on the Uptown area. The draft Midtown Plan includes two preferred pedestrian crossings identified at Culebra/I-10 and Cincinnati/ I-10 to improve access between Uptown, Westside neighborhoods, Martinez Creek, and the rest of Midtown. A Martinez Creek trail with trail access points at Woodlawn and Cincinnati Avenues was completed in 2016. Fredericksburg Road is identified as a priority streetscape improvement area. Fredericksburg Road will be improved through the 2017 Bond project. The Uptown Neighborhood Profiles and Priorities Section identifies improved connections across I-10 as a priority.</p> |
| <p>Regarding Uptown area: Alley improvements near Culebra Sidewalks on north-south streets Drainage on Brazos all the way through Sidewalks on Culebra/Brazos/Colorado Kensington as a North South Corridors “Enpahsive” on bicycle connectivity Consider Colorado as “priority bike”</p> | <p>Recommendations were added to the Uptown Neighborhood Profiles and Priorities section regarding allies, sidewalks, drainage, and pedestrian and bicycle connectivity.</p> |

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| <p>Focus area S. St. Marys could support office uses related to hospital</p> | <p>The Planning Department is not providing zoning code and plan interpretations through this comment and response summary. The draft Midtown Plan future land use policy classifies most properties adjacent to St. Mary’s Street as “Neighborhood Mixed Use”, a land use classification that supports “O-1” zoning,” a zone that supports some medical office uses.</p> |
| <p>North Broadway Focus Area: Has the potential to be a hub for family recreation (parks, playground, zoo, etc.) The primary set back being mobility. One should easily walk/run/bike from the different attractions in the area. If is currently not as walkable as it should be.</p> | <p>The draft Midtown Plan supports the 2017 Bond Multimodal Improvement Project for Broadway Street. The draft Midtown Plan identified Broadway pedestrian crossings to improve, and identified other opportunities to improve trail and multimodal connections with Brackenridge Park and related amenities.</p> |
| <p>Public transportation to Midtown residents. Fast simple transit that moves between points of interest. Recreation focused.</p> | <p>The draft Midtown Plan supports enhanced transit service in Midtown, identifying priority transit routes, and including land use policy that will enable enhanced transit service to be supported by a larger population of residents and workers. The plan includes a variety of other transit supportive policies.</p> |
| <p>1-Limit industrial/commercial construction in areas with large “wildlife” population and predominant Housing areas. 2-Develop/Create more assist programs for resident to “update-restore” Midtown area homes. [REDACTED]</p> | <p>The draft Midtown Plan does not propose any commercial, industrial, or residential construction in natural areas protected by conservation organizations or public ownership such as the Sanctuary at Headwaters of the Incarnate Word. The draft Midtown Plan’s land use policies discourage commercial and industrial uses within existing residential neighborhoods. The draft Midtown Plan Housing Recommendation #2, Strategies #5 and #6 addresses expansion of owner occupied home maintenance assistance programs. The draft land use policy also supports maintenance and restoration of existing residential structures.</p> |

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| January 23rd Public Meeting Comment Cards | |
| <p>When, or before the City of San Antonio approves the scooter program -- *Limits should be place in Midtown areas, especially predominant housing districts/areas. Unlike what has become an “unsightly and dangerous” program in downtown, midtown (if considered) should limit the placement and use of “scooters” for the reason listed on back of page –</p> <p><u>“Unsightly”</u></p> <p>Scooters are literally “stacked” amongst each other Scooters are thrown/lying all over the street corners, or at mid-street. Scooters are sometimes thrown on the street Some individual “scooter design” is unsightly like the “Bird Black” Scooters</p> <p><u>“Dangerous”</u></p> <p>Scooter riders don’t obey speed limits and other rules of the road. Have seen scooter riders carrying small children on shoulders while riding. People walking can/have tripped or fallen over scooters lying on the ground. Scooters interference with vehicle “right of way” Street (come) not large enough to allow safe for simultaneous “vehicle, scooter, bicycle, pedestrian” traffic</p> | <p>Dockless vehicle recommendations are beyond the scope of the draft Midtown Plan.</p> |
| <p>Amenities—keep near major commercial streets –B way needs parking other than surface lots – Flooding impacts our plan to adjacent hoods.</p> | <p>The draft Midtown Plan supports private development of a new shared-structured parking facility adjacent to Broadway. Local neighborhood flooding in Mahncke Park next to Broadway is addressed in the draft Midtown Plan Amenities and Infrastructure Improvements sections.</p> |
| <p>More detailed way to view individual parcels on land use map. Add street names in zoomed0in view. Higher resolution map.</p> | <p>After the draft Midtown Plan future eland sue map is adopted by city council, it will be available as part of the City’s One Stop Map that supports higher resolutions and zooming functions.</p> |
| <p>700 Block of E. Myrtle St. in Tobin Hill, is completely residential, 1 story bungalows. It should not be included in the Employment/Flex-Mixed Use land use. It is a residential community.</p> | <p>The land use map was changed from Employment /Flex-Mixed Use to Urban Low Density Residential.</p> |



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| January 23rd Public Meeting Comment Cards | |
| <p>Concerns about Broadway North of Pearl – 1-Pedestrian crossing – bway against traffic 2-Cars pulling out when traffic is moving</p> | <p>The draft Midtown Plan identifies pedestrian intersection improvement locations on the Mobility map. Road design prescriptions are beyond the scope of the draft Midtown Plan. Concerns about traffic accessing Broadway from local streets is documented in the Neighborhood Profiles and Priorities Sections for Westfort Alliance.</p> |
| <p>Use smaller buses – already being used in many other cities. – The VIA longer buses are usually empty. More routes, more often (easier with smaller buses) -- “Houston” approach to transit not piece-meal</p> | <p>Prescriptions for public transit bus size are beyond the scope of the draft Midtown Plan.</p> |
| <p>It’s probably too late but what’s with the crazy boundaries? Why don’t the boundaries have a more logical border?</p> | <p>SA Tomorrow Plan Area Boundaries are partially determined by following neighborhood association boundaries. The boundary between the Beacon Hill Neighborhood Association and Uptown Neighborhood Association is Fredericksburg Road. The Planning Department will consider using more discretion regarding the use of neighborhood association boundaries to guide SA Tomorrow Plan Area boundaries for future plans.</p> |
| <p>Concerns regarding pedestrian crossing. Broadway/Army or Brahan – (Now) We have to walk to Cunningham or Brackenridge stop lights.</p> | <p>Prescribing traffic light and signalized pedestrian crossings is beyond the scope of the draft Midtown Plan. The Transportation and Capital Improvements Department is in the process of creating a design to reconstruct Broadway Street in the Midtown Plan Area, as part of the 2017 Bond.</p> |
| <p>Use a larger post card with large print for this event. Include a map. Realize that Howard Street +Lewis Street run parallel on both sides of the campus and therefore there is no corner. Not everyone knows where the nursing center is located. Not everyone know whether the parking requires permits or not.</p> | <p>The Planning Department will consider redesigning the notification postcard to improve readability and include more detailed information on parking and access to public meetings.</p> |
| <p>Better food would be nice, since this is my first chance for food today.</p> | <p>The Planning Department endeavors to offer its public meeting guests high quality-diverse food options with available resources.</p> |

| Stakeholder Comment | Planning Department Response |
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| January 23rd Public Meeting Amenities and Infrastructure Display Comments | |
| Senior Oriented? (referring to Community Amenities Section) | A recommendation was added to the Focus Area #1 San Pedro Springs section identifying this area as appropriate for a multigenerational community center. |
| Keep Brack Park available and open to traditional family gathering i.e. Easter that are special to San Antonio. | Prescriptive programming for Brackenridge Park is beyond the scope of the draft Midtown Plan. See the Brackenridge Park Master Plan for more information. |
| The San Pedro Library is overlooked/neglected. It can be a great/better amenity. | San Pedro Library is outside of the Midtown Plan Area. |
| Sidewalk repair, build, upkeep | The draft Midtown Plan offers general support for sidewalk maintenance, improvements, and new construction. |
| <p>Better animal control for better control of dogs without owners</p> <p>Some have formed packs</p> <p>And better care for feral cat communities in Brackenridge Park – Trap, spay/neuter, release.</p> | Animal care services planning and programming is beyond the scope of the draft Midtown Plan, and is conducted by the City of San Antonio Animal Care Services Department. The Department advertises regular posted public meetings at this webpage. |
| Please make sure everything flows. The city has plenty of bad examples of sidewalks that just end or areas that didn't connect to anything. | Citywide sidewalk policies affecting connections between sidewalk segments is beyond the scope of the draft Midtown Plan. |
| Rec. #5 Grayon needs better lighting and clear pedestrian crossings also better enforcement of pedestrian, bicycle, and scooter behavior. | The draft Midtown Plan recommends substantial improvements to Josephine Street to make it a quality place to enjoy, and recommends that development between Josephine and Grayson be primarily oriented to Josephine Street. Law enforcement, code enforcement, and dockless vehicle recommendations are beyond the scope of the draft Midtown Plan. |

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| January 23rd Public Meeting Amenities and Infrastructure Display Comments | |
| <p>Xxxx VIA bus stops along Fredericksburg Rd need better lighting, especially Fred road + Woodlawn.</p> | <p>Bus stop improvement prescriptions are beyond the scope of the draft Midtown Plan. The intersection of Fredericksburg Road and Woodlawn was identified as a place to improve pedestrian crossings. Fredericksburg Road is identified is a priority streetscape improvement area, and as a priority transit route.</p> |
| <p>So something about all the bikes and UBER Red Bikes being parked and dropped everywhere – Yes!</p> | <p>Dockless vehicle recommendations are beyond the scope of the draft Midtown Plan.</p> |
| <p>To preserve “Green Canopy” be more critical of allowing variances to cut down old growth for new developments. There is an amazing canopy right now! Expect more of developers!</p> | <p>The draft Midtown Plan Amenities and Infrastructure Section, Recommendation #5, and associated implementation strategies address tree canopy preservation and enhancement.</p> |
| January 23rd Public Meeting Catalytic Projects Display Comments | |
| <p>Label Streets San Pedro and Elmira Concerned about 1 lane and increased density Concerned about 1 lane San Pedro and increased density Suggestion for next time- label the streets!</p> | <p>The Planning Department will endeavor to label streets in catalytic project images for future sub-area plans.</p> |
| January 23rd Public Meeting Economic Development Display Comments | |
| <p>Uptown corridor has to be considered highly it has been neglected!!</p> | <p>The draft Midtown Plan includes a section called Uptown Neighborhood Profiles and Priorities, and a section called Fredericksburg Road Mixed Use Corridor, where plan recommendations related to this area can be found. Public comments summarized in this document were used to improve both of the sections of the draft Midtown Plan.</p> |

| Stakeholder Comment | Planning Department Response |
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| January 23rd Public Meeting Housing Display Comments | |
| The median household income should continue to rise as San Antonio continues to attract new companies. (referring to Housing Snapshot display) | The draft Midtown Plan supports diverse employment growth in the plan area. |
| The average cost of a home in San Antonio has gone up significantly in the last 5 years, as have many metro areas. Basic supply/demand. (referring to Housing Snapshot display) | The draft Midtown Plan supports increasing a diverse supply of housing. |
| We are willing to protect low income housing, but not the history of San Antonio’s oldest neighborhoods???(referring to Housing Challenges display) | The draft Midtown Plan supports historic preservation. Additionally The City of San Antonio Office of historic Preservation manages programs and recommends policies that implement historic preservation. |
| How is this “difficult to maintain” with MILLIONS of \$\$\$ being invested in this area? 100% disagree. (referring to Housing Challenges display) | The draft Midtown Plan includes land use policies that support maintenance of historic character and older housing stock. |
| People have lived in these homes for several generations and should be protected instead of allowing investors to destroy the cultural integrity of an established neighborhood. (referring to Housing Challenges display) | The draft Midtown Plan Housing Recommendation #2, Strategies #5 and #6 addresses expansion of owner occupied home maintenance assistance programs. The draft land use policy also supports maintenance and restoration of existing residential structures. |

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| January 23rd Public Meeting Mobility Display Comments | |
| Start working now to make this a commuter line. I have heard that the Quarry (not the shopping area) plays out that this may be decommissioned. The property adjacent that is now light industrial would be perfect for apartments or other housing/multi-use choices! (referring to Union Pacific Railroad passing through the western border of Uptown St. Ann's neighborhood on Existing Conditions Display map) | A recommendation was added to the Uptown Neighborhood Profiles and Priorities section regarding future use of the rail line. |
| Need more frequent buses to all stops, esp B-way | The draft Midtown Plan supports enhanced transit service in Midtown, identifying priority transit routes, and including land use policy that will enable enhanced transit service to be supported by a larger population of residents and workers. The plan includes a variety of other transit supportive policies. |
| Trolley might work if it has a desirable northern terminus - airport? | The draft Midtown Plan supports enhanced transit service in Midtown, identifying priority transit routes, and including land use policy that will enable enhanced transit service to be supported by a larger population of residents and workers. The plan includes a variety of other transit supportive policies. |
| Dedication of priority bicycle lane? Especially east/east thoroughfares. | Bicycle facility design prescriptions are beyond the scope of the draft Midtown Plan. The draft Midtown Plan Mobility Map identifies multiple preferred bicycle routes between East and West connecting destinations and existing bicycle facilities. |
| Add signage specific to Uptown on N Colorado St, Cincinnati, Brazos and off Fredericksburg Rd | A recommendation was added to the Uptown Neighborhood Profiles and Priorities section regarding place naming and identification. |
| St. Ann's area generally needs better sidewalks – Culebra- and connectivity to regional trails + better lighting and signage. Improved pedestrian crossing needed at Colorado +I-10 | Recommendations were added to the Uptown Neighborhood Profiles and Priorities section regarding regional trails, water access, lighting, and signage. |

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| January 23rd Public Meeting Mobility Display Comments | |
| <p>Concern re=parking xxx St. Mary's Strip and surrounding streets Esp parking for businesses b/c residential driveways are being blocked + limiting emergency vehicle access ?pooled parking solutions? ?neighborhood parking permit program?</p> | <p>The draft Midtown Plan St. Mary's Street Mixed US Corridor recommendations and Tobin Hill Neighborhood Profile and Priorities section include initial recommendations related to parking for this area.</p> |
| <p>Similar concern (see comment regarding parking around St. Mary's Strip) for Mahncke Park. Will parking passes or something similar to King William be available?</p> | <p>The draft Midtown Plan Broadway Cultural Corridor recommendations include initial recommendations related to parking for this area.</p> |
| <p>We need a trail connecting Olmos Park to Midtown/Brackenridge Area + onto Riverwalk</p> | <p>The City of Olmos Park and Olmos Basin Park are outside of the Midtown Plan area. The draft Midtown identifies a future trail connection following the San Antonio River between Brackenridge Park trails and trails/paths accessing the Blue Hole and Headwaters Sanctuary. Future planning efforts may consider trail connections between Olmos Park and the Headwaters Sanctuary or other Midtown destinations and trails.</p> |
| <p>Mulberry St. at Broadway is a dangerous right turn off B'way onto Mulberry. This desperately needs to be reworked.</p> | <p>This intersection is identified in the draft Midtown Plan Mobility Map as a pedestrian crossing to improve. The Transportation and Capital Improvements Department is in the process of creating a design to reconstruct Broadway Street in the Midtown Plan Area, as part of the 2017 Bond.</p> |
| <p>Bike station next to Cornell Street.</p> | <p>Dockless vehicle recommendations are beyond the scope of the draft Midtown Plan.</p> |
| <p>Culebra is a danger zone needs lights, bike station Bird Bikes UBER Bikes.</p> | <p>Dockless vehicle recommendations are beyond the scope of the draft Midtown Plan. Culebra has street lights.</p> |
| <p>In Uptown, sidewalks, lights, safety.</p> | <p>Recommendations were added to the Uptown Neighborhood Profiles and Priorities section regarding street lights and sidewalks.</p> |

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| January 23rd Public Meeting Mobility Display Comments | |
| Pathway for bike rides safety issues Uptown. Use the small creek would be nice. | Recommendations were added to the Uptown Neighborhood Profiles and Priorities section regarding bicycle and pedestrian connections, Kensington Avenue, and the Union Pacific Railroad. |
| Path down Kensington Road in Uptown so we can have access to the River without having to use major Rd areas. (Conversational context refers to access to both Martinez Creek, and San Pedro Springs Creek). | Recommendations were added to the Uptown Neighborhood Profiles and Priorities section regarding regional trails, water access, lighting, and signage. |
| January 23rd Public Meeting Existing Conditions Display Comments | |
| Yes! (referring to “Challenges” Section of Existing Conditions Display) | The Existing Conditions Atlas was finalized earlier in the planning process, and was not changed for the Administrative Draft. |
| January 23rd Public Meeting Focus Areas and Mixed Use Corridors Display Comments | |
| So VIA has no plans to relocate operations at present? (referring to Focus Area #1 Display) | VIA has the most up to date and accurate information regarding their intentions for the property that they own. The draft Midtown Plan Catalytic Project recommendations for the San Pedro VIA Site explain the phased vision for redevelopment. |
| Drive-through businesses, not auto-oriented businesses (referring to Fredericksburg Road Mixed Use Corridor Display). | Land Use recommendation #1 and the Fredericksburg Road Mixed Use Corridor profile were reworded to distinguish “new” auto oriented uses and site designs. |
| Help develop the Higgs Carter King Academy site. There are no for sale signs if its for sale. Who do we contact about this property- make it clear. Thank you. | The draft Midtown Plan Future Land Use policies support mixed use redevelopment, including community amenities and/or affordable housing at the Higgs Carter King Charter School Site at Fredericksburg Road and University Street. |



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| January 23rd Public Meeting Focus Areas and Mixed Use Corridors Display Comments | |
| <p>There has to be focus on the east side of Fredericksburg also. Both side play and will play a big part in the redevelopment of this corridor at least up to I-10.</p> | <p>SA Tomorrow Plan Area Boundaries are partially determined by following neighborhood association boundaries. The boundary between the Beacon Hill Neighborhood Association and Uptown Neighborhood Association is Fredericksburg Road. Areas adjacent to the east side of Fredericksburg Road that are within the Beacon Hill Neighborhood Association will be addressed as a part of a future SA Tomorrow Sub-area Plan.</p> |
| <p>Clean up the area. Get rid of the Higg Carter school.</p> | <p>The draft Midtown Plan Future Land Use policies support mixed use redevelopment, including community amenities and/or affordable housing at the Higgs Carter King Charter School Site at Fredericksburg Road and University Street.</p> |
| <p>Get the Higgs Carter Building torn down. Don't wait for them to do it.</p> | <p>The draft Midtown Plan Future Land Use policies support mixed use redevelopment, including community amenities and/or affordable housing at the Higgs Carter King Charter School Site at Fredericksburg Road and University Street.</p> |
| <p>What is status of getting drainage for Broadway/Army? Water standing after rain< is this improvement part of the bond project? Thank you.</p> | <p>The Transportation and Capital Improvements Department is in the process of creating a design to reconstruct Broadway Street in the Midtown Plan Area, as part of the 2017 Bond. The link provided above includes contact information for project staff. Drainage and standing water issues are recognized in the draft Midtown Plan Westfort Alliance Neighborhood Profiles and Priorities Section, and Amenities and Infrastructure Section.</p> |
| <p>Mulberry is a park road. Mulberry is not a major priority transit route</p> | <p>The draft Midtown Plan does not identify Mulberry as a priority transit route.</p> |

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| January 23rd Public Meeting Focus Areas and Mixed Use Corridors Display Comments | |
| <p>Why isn't the east side of Fredericksburg considered in this development? Businesses will be affected gradually. You can't just develop one side of a street and leave the other trashy.</p> | <p>SA Tomorrow Plan Area Boundaries are partially determined by following neighborhood association boundaries. The boundary between the Beacon Hill Neighborhood Association and Uptown Neighborhood Association is Fredericksburg Road. Areas adjacent to the east side of Fredericksburg Road that are within the Beacon Hill Neighborhood Association will be addressed as a part of a future SA Tomorrow Sub-area Plan.</p> |
| <p>Comment regarding public meeting focus areas and mixed use corridors display: Focus Area #3: Would like to be in xxxxxx: 1942 W St. Mary's 1916 N St. Mary's 1924 N St. Mary's Health care use (conversation context indicated support for some health care related uses on St. Mary's Street between Josephine and I-35) [REDACTED]</p> | <p>The Planning Department is not providing zoning code and plan interpretations through this comment and response summary. The draft Midtown Plan future land use policy classifies most properties adjacent to St. Mary's Street as "Neighborhood Mixed Use", a land use classification that supports "O-1" zoning," a zone that supports some medical office uses.</p> |
| January 23rd Public Meeting Future Land Use Display Comments | |
| <p>When increasing density e.g. Claremont require that new construction provides access to utilities.</p> | <p>The draft Midtown Plan Focus Area #9: Broadway Cultural Corridor section recommends that the City manage an inclusive public process to update unified development code sections related to properties adjacent to Broadway. Utility related requirements may be included in the scope of that process.</p> |
| <p>Uptown "Light" commercial center could also be converted into a very good restaurant and parks and be very class and upscale like so many other places in Downtown. Apartments> affordable living-warehouse style living-very cool with some small shops + bars.</p> | <p>Based on input at multiple Midtown Planning Team meetings, the draft Midtown Plan recommends that the area between Culebra, I-10, and San Marcos Street remain industrial. The draft Midtown Plan supports mixed use redevelopment and adaptive reuse of existing buildings adjacent to Fredericksburg Road, including a diversification of restaurant and retail options.</p> |

| Stakeholder Comment | Planning Department Response |
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| January 23rd Public Meeting Future Land Use Display Comments | |
| West of Euclid=neighborhood!. Not light industry and offices – “Employment/Flex Use” | The land use map was changed from Employment /Flex-Mixed Use to Urban Low Density Residential. |
| Concerned about increase density – 20 story building + 10 story building + 6 story building - while downsizing Broadway 4 lanes instead of 6! | The draft Midtown Plan Focus Areas sections and Land Use sections recommend accommodating residential and worker population growth on properties adjacent to Broadway Street, with variations in building height, site configurations, and density throughout the Broadway corridor. These recommendations are consistent with San Antonio’s approach to managing regional traffic congestion, adopted in the SA Tomorrow Multimodal Transportation Plan. |
| Keep the historic look. New Construction with it’s modern architecture and high density take away from the look and feel of the neighborhood. If new construction is approved, it should adopt similar architectural style as existing neighborhoods. | The draft Midtown Plan Future Land Use Policy supports stability and financially feasible pathways for maintaining older housing stock in residential neighborhoods. Other related recommendations include Land Use recommendation #2, and priorities regarding neighborhood conservation districts and historic districts listed in multiple Neighborhood Profiles and Priorities sections. |
| Growth/density along corridors ☺ | The draft Midtown Plan Future Land Use and Focus Areas recommendations support additional growth and density along corridors. |
| Dark blue – regional mixed use (referring to Future Land Use Map legend/map colors) | The draft land use map color symbol for “Regional Mixed Use” was changed to improve readability. |
| These are houses! There is a community and it should be treated that way (referring to Future Land Use Map area around Myrtle Street between St. Mary’s and Euclid Avenue) | The land use map was changed from Employment /Flex-Mixed Use to Urban Low Density Residential. |

| Stakeholder Comment | Planning Department Response |
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| <p>January 23rd Public Meeting Future Land Use Display Comments</p> | |
| <p>Why is this area entirely city/state government? Lots of single residential lawyers, doctors offices and non-profits. Need to allow for diversity of area. (referring to central area of the map designated Regional Mixed Use)</p> | <p>The referenced area was classified “Regional Mixed Use on the draft land use map, and was not changed in the revised draft. The draft land use map color symbol for “Regional Mixed Use” was changed to improve readability.</p> |
| <p>Residential uses by Colorado/I-10. Abandoned Clothing warehouse nearby.</p> | <p>The future land use map recommendations for the area south of Culebra were vetted with the Planning Team, and were not changed in the Administrative Draft. The Planning Team’s intention is to support ongoing blue collar employment in this area, which is consistent with Midtown’s Vision and Goals to include diverse employment opportunities. The future land use map does not preclude existing legal uses from continuing. You may report code violations by dialing 311 or by using the 311 Mobile App.</p> |
| <p>I live on Cornell Street- the next street over is Culebra road –</p> <p>You need more lighting You need sidewalks on Culebra Road Clean up the warehouse and put a bike station that’s leaving all the UBER bike xxx everywhere. The warehouse that are closed should be torn down-stop the homeless living in my area. Torn and broken down building put something nice for our area – better lights sidewalks.</p> <p>Fix the street to make it safer for both people to ride bexxx want people waiting for the bus.</p> | <p>Recommendations were added to the Uptown Neighborhood Profiles and Priorities section regarding bicycle and pedestrian connections, sidewalks, and street lights.</p> <p>The City of San Antonio Infrastructure Management Program includes sidewalk projects for Culebra Road. Dockless Vehicle recommendations are beyond the scope of the draft Midtown Plan. Strategies for development permanent supportive housing for homeless people to live in are beyond the scope of the draft Midtown Plan.</p> |

| January 23 rd Public Meeting Vision and Goals Display Comments | |
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| <p>This definition of addressing transportation is very vague. I believe trolley/extended river walk access, etc. would be helpful. Traffic in this area has become increasingly worse. (referring to Vision and Goals Display Goal 2)</p> | <p>The draft Midtown Plan Vision and Goals were created in early phases of the planning process, and were used to guide more detailed recommendations, for example in the draft Midtown Plan Mobility section.</p> |
| <p>Gathering areas with utilization/access to and by seniors, senior services or centralized area for? (referring to Vision and Goals Display Goal 3 and 4)</p> | <p>The draft Midtown Plan Vision and Goals were created in early phases of the planning process, and were used to guide more detailed recommendations, for example in the draft Midtown Plan Mobility section.</p> |
| <p>How do you plan to encourage conservation and rehab vs. demolition? (referring to Vision and Goals Display Goal 5)</p> | <p>The draft Midtown Plan Land Use recommendations, Housing recommendations address this issue.</p> |
| <p>The goal of preserving character and transformative projects seem a little at odds. Can you do both? (referring to Vision and Goals Display Goal 10)</p> | <p>The draft Midtown Plan recommends varying degrees of transformation and character preservation for unique locations such as each mixed use corridor and focus area. Stability, rather than transformation, is emphasized in existing residential neighborhood areas.</p> |

| Stakeholder Comment | Planning Department Response |
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| <p>Comments Submitted by email and webpage comment forms</p> | |
| <p>Thank you for the information. We were sorry we were unable to make it to the meeting this week. After reviewing the plans, the contribution we have is bike lanes. A hot topic. We have lived off Broadway and Brahan for two years. We moved down to this area for the easier accessibility to the museum area and downtown amenities. We love Hemisfair park. While many seem to be not in favor of bike lanes, they are needed more and more as the area grows. Many argue... well we have Ave B to ride down....it's always closed. As soon as construction starts anywhere, they park their items on avenue B, the workers spread out their trucks, people race down the streets trying to avoid other traffic areas. We ride with our two small children, one 5 on a trail-a bike and the other 3 in a wagon. We NEVER ride avenue B anymore as it is more dangerous than riding side by side on Broadway. We see many cyclists also doing this, and now more and more scooters. Helmets are not worn by many, and as a medical provider, this concerns me. Avenue B is not known or accessible to many. If we want to be a competitive and attractive city of the future, especially for technology and healthcare or research, we need bike lanes. If working these into Broadway is not an option, I would urge the committee to look at Alamo as the bike route in the area. The streets are wide, very low traffic and more convenient than Ave B with also the increased vehicle traffic from the pearl. One side of the street could be blocked for parallel parking and designated for bikes and scooters only.</p> | <p>Bicycle facility design prescriptions are beyond the scope of the draft Midtown Plan. The draft Midtown Plan Mobility section identifies portions of Broadway Street, Avenue B, or Alamo Street as a preferred bicycle route, however design and route prescriptions are managed by the City of San Antonio Transportation and Capital Improvements Department. The Transportation and Capital Improvements Department is in the process of creating a design to reconstruct Broadway Street in the Midtown Plan Area, as part of the 2017 Bond.</p> |
| <p>I would like to know about two items I saw on two maps at the meeting relating to Mulberry Ave. from Broadway to N. St. Mary's Ave. They were highlighted in purple, but on one of the maps it was in the corner and kind of dark to see. On one map it indicated some sort of Bike designation; on the other a transit designation. Could you please let me know the two designations and any back-up information you have re those designations please?</p> | <p>The draft Midtown Plan identifies Mulberry as a preferred bicycle pedestrian infrastructure route, but not a priority transit route.</p> |

| Stakeholder Comment | Planning Department Response |
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| <p>Comments Submitted by email and webpage comment forms</p> | |
| <p>My first comment: that the completed plan contain detailed maps, funding, programs, and outreach processes for in the sub-areas residents, with moderate means, living in their own homes and over 55 years.</p> <p>Secondly, a detailed commercial and entertainment plan, e.g., new parking, neighborhood-noise protection, etc. which upgrades the 1984 St. Mary's Strip Plan in your possession.</p> | <p>The draft Midtown Plan includes maps of the whole plan area. The Planning Department is developing an implementation matrix that attributes implementation strategies with partners, leaders, and the anticipated duration of time needed for implementation.</p> <p>A detailed plan updating the 1984 St Mary's Strip Plan is beyond the scope of the draft Midtown Plan.</p> |
| <p>I was reading that people are prioritizing maintaining the housing we have now and, yet, gentrification is moving fast. Houses are being flipped in larger numbers and the flipped houses are ridiculously expensive. One house on one hundred block of Cincinnati is selling now for \$205,000 and one at the corner of Ashby and Grant is selling for \$325,000. In addition there are three properties within a three block radius of our home that have structures in various steps of construction of reconstruction. They are not only eyesores but from what I can see these could be turned into affordable housing since they are definitely not properties where a lot of money has been spent on preparation. Limited funds are being spent and they are not the "Lux" kind of dwellings which now about.</p> <p>My concern is that this Midtown Plan effort is not being done in sync with our Mayor's Housing Policy Task Force.</p> <p>While the Plans are being created like this one major changes are already in place.</p> | <p>The draft Midtown Plan includes housing and land use recommendations intended to both support maintenance and rehabilitation of existing housing stock and maintaining stability and housing affordability in neighborhood residential areas. Implementing the SA Tomorrow Comprehensive Plan, Midtown Plan, other sub-area plans, and San Antonio's Housing Policy Framework will mitigate housing affordability issues.</p> <p>The draft Midtown Plan states that San Antonio's Housing Policy Framework's recommended tools and programs should be implemented in Midtown. The draft Midtown Plan includes housing and land use recommendations that mirror many of those in San Antonio's Housing Policy Framework.</p> <p>The Planning Department is endeavoring to complete the Midtown Plan in a timely manner, so that the City can begin implementing it, and so that the Planning Department can complete additional planning processes, for example in the area north of Midtown where some of the referenced properties are located.</p> <p>Making recommendations on the future maintenance, rehabilitation, rents, and sale prices for individual properties within residential neighborhoods is beyond the scope of the draft Midtown Plan.</p> |



| Stakeholder Comment | Planning Department Response |
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| Comments Submitted by email and webpage comment forms | |
| Thank you for your GREAT and thorough work. | The majority of the draft Midtown Plan was not revised following the public comment period, however some improvements were made. |
| Just emailing because I hope that we can connect Avenue A to the Pearl. I know there is a lot of talk about Ave B connectivity being improved, but Avenue A would be such a better, more direct route along the San Antonio River. I have heard that there is political opposition to this, according to certain neighborhoods. That being said, it would be a travesty to not connect the Pearl to Brackenridge Park. What an amazing way to experience the city. | The draft Midtown Plan includes a long term recommendation to make the River Walk more closely follow the San Antonio River between Pearl and Avenue A. |
| Hopefully there will be more residential condo and townhome development in the Pearl and Tobin Hill areas. Neighborhood residents and Associations don't get it. | The draft Midtown Plan supports new condominium and townhome development in selected areas. Please refer to the draft Midtown Plan recommendations on land use and housing for more information. The Planning Department endeavored provide opportunities for all people and groups to inform the Midtown Plan. |

| Stakeholder Comment | Planning Department Response |
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| <p>Comments Submitted by email and webpage comment forms</p> | |
| <p>The following comment was submitted separately by five people or organizations:</p> <p>Overall, I applaud the planning team for putting together a well thought out plan with input from diverse stakeholders that will support the Midtown area to grow into urban neighborhoods that can support the goals of SA Tomorrow for our city. Growing the intensity of mixed uses, prioritizing pedestrian and bicycle transportation, providing for community gathering spaces, and allowing for diverse and dense housing to be built all over the planning area will lead to improvements in economic equality, environmental sustainability, and the quality of life of all who live, work, and play in the area. This plan serves that well.</p> <p>However, I believe there are a few areas that could be improved to better serve the existing and future residents, workers, and visitors in Midtown. At a high level, the widespread use of Urban Low Density over Medium Density is not conducive to even supporting the historic density of the neighborhoods, much less allowing for the growth in housing we need. In addition, we feel that McCullough should be included as a corridor to prioritize for dense, walkable development.</p> <p><i>Comment continued on following page.</i></p> | <p>The fundamental elements and qualities of the plan referenced at left were not changed in the Administrative Draft Midtown Plan. The draft Midtown Plan supports dense housing to be built in many locations, throughout the plan area, but not everywhere.</p> <p>Widespread use of the “Urban Low Density Residential” future land use category in existing neighborhood residential areas was vetted multiple times with the Planning Team, and was not changed in the Administrative Draft Midtown Plan. The future land use recommendations for McCullough were vetted with the Planning Team, and were not changed in the Administrative Draft Midtown Plan.</p> |

Continuation of comment from previous page.

Specifically I would like to request the following:

Future Land Use Map:

-- All residential areas in the Midtown area should be Medium Density. With Urban Low Density no longer including RM-4 or MF-33, zoning residential areas as Urban Low Density disallows many current land uses, paving the way for widespread downzoning in an area that should be densifying to support our rapidly growing housing demand. Medium Density allows for current land uses to exist, and prevents having to seek exceptions when renovating older multi-family units, providing a lower cost for rehabilitation and supporting the stated recommendations of this section. With the majority of the residential areas within this plan area falling under NCD's, there is already plenty of restriction when it comes to available density and design of new housing.

-- McCullough should support Urban Mixed Use instead of Neighborhood Mixed Use. Most current commercial buildings are single story, whereas nearby older housing is 2 and 3 stories. In order to meet needs for housing in the area, Urban Mixed Use should be considered.

-- The West side of Broadway should all be Urban Mixed Use or Regional Mixed Use, not Neighborhood Mixed Use. This side is not directly adjacent to any housing and should be allowed to densify greater than Neighborhood Mixed Use allows.

-- The light industrial area south of Culebra should be a high-density mixed-use area that allows for industrial uses, possibly Employment/Flex Mixed Use. There are pockets of housing in that area already and we should promote future land use that supports that mixed use in the area.

Comment continued on following page.

Even though the "Urban Low Density Residential" land use category does not capture the full extent of housing diversity in Midtown's neighborhoods, leaving out densities allowed in RM-4 and MF-33 zones, downzoning is explicitly discouraged in the draft Midtown Plan. Properties already zoned for such density would not have to pursue rezoning to rehabilitate existing housing or create new housing that is consistent with the zone. The draft Midtown Plan supports upzoning in residential neighborhoods in limited circumstances to facilitate rehabilitation and improvements to existing structures.

The future land use map recommendations for blocks adjacent to Broadway were vetted with the Midtown Planning Team, and were not changed in the Administrative Draft. The Planning team's intention was to guide some diversity in the density and mixing and of uses along the Broadway Corridor. Higher density classifications are located near VIA's preliminary-planned rapid transit corridor stations, and significant gateways to Brackenridge Park.

The future land use map recommendations for the area south of Culebra were vetted with the Midtown Planning Team, and were not changed in the Administrative Draft. The Planning Team's intention is to support ongoing blue collar employment in this area, which is consistent with Midtown's Vision and Goals to include diverse employment opportunities. Classifying this area as Employment/Flex Mixed use could result in sporadic low and medium density housing development which could both undermine the viability of existing businesses, and confound longer term opportunities to plan for higher density residential or mixed use development and associated public realm improvements.

Continuation of comment from previous page.

Land Use Recommendations:

Recommendation #2:

“For example, in residential areas where physical form is not already protected by a neighborhood conservation district or historic district, more conservative limits on setbacks, floor area ratio, height, or lot coverage can ensure consistency with existing neighborhood character, while allowing a marginal increase in the number of allowed dwelling units that support housing supply, affordability, and diversity goals.”

-- Conservative limits outside of NCD’s are not compatible with providing enough diverse housing to meet demand. This will also lead to more exclusivity in neighborhoods. Existing character is often not actually the same as the historic character of the neighborhood, where higher density and walkable distances prevailed to support mass transit.

Comment continued on following page.

This recommendation is intended to offer an alternative different than Neighborhood Conservation Districts that is simpler while still offering some useful guidance on building forms and site configurations that would help keep neighborhoods recognizable and familiar over the coming decades, while allowing for a marginal increase in the allowed number of dwelling units.

The extensive public process that would be required to implement this recommendation would include technical analysis to ensure that the restrictions on building form and site configuration would not be so burdensome that they would discourage the creation of housing for people to live in.

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| <p><i>Continuation of comment from previous page.</i> Amenities and Infrastructure Map:</p> <p>-- McCullough should have Priority Pedestrian Infrastructure designation. The midtown should prioritize walking and biking to all commercial corridors in the area. McCullough more than Main needs more support for making it attractive to walk to businesses there. Currently there are too many driveways and parking lots, which make it unsafe and unpleasant to walk there. There is already the beginnings of Priority Pedestrian Infrastructure in place, with a bike lane north of Ashby and pedestrian crossings at the medical center near Cypress. In order to take advantage of these, the rest of McCullough should receive this designation as well.</p> <p>-- The preservation pocket at McCullough and Ashby is confusing - there is brand new housing and a gas station there. In general we feel that commercial corridors should be encouraged to develop into 3-4 stories, aside from saving landmark buildings.</p> <p>Amenities and Infrastructure Recommendations:</p> <p>Recommendation #4:</p> <p>“Land use decisions should support stability in the historic pockets...”</p> <p>-- Many historic pockets no longer have the vitality that they historically had, through dwindling population, onerous building codes, and excessive development to promote private automobile transportation. Land use decisions should instead strive to support vitality in the historic pockets in a way that utilizes the historic forms “to the greatest intensity feasible”.</p> <p>Recommendation #3 (in Implementation):</p> <p>-- Add a Strategy (or amend Strategy #1, 2, 3) to promote green stormwater infrastructure that also serves as a physical barrier between auto traffic and bicycle/pedestrian traffic.</p> | <p>The Mobility Map identifies McCullough Avenue as a place to implement access management strategies, so that in the future there will be fewer and shorter driveway-sidewalk interruptions. This complements the identification of McCullough Ave. as a preferred bicycle route</p> <p>The resolution at which Historic Pockets are mapped does not enable us to include or exclude individual properties with great precision. The northern corners of this intersection include two older brick buildings with qualities that support a pedestrian oriented public realm. The preservation pocket feature on the map was moved slightly to reflect this location.</p> <p>Land Use recommendation #4 was revised to emphasize the continued use and adaptive reuse of historic structures, and avoid potential confusion that the plan is recommending stability of a present condition of vacancy, deterioration, hazard, or other negative qualities.</p> <p>Road design prescriptions to improve safety are mostly beyond the scope of the draft Midtown Plan, however Amenities and Infrastructure Strategy 3.2 states that green infrastructure should be a default element of street reconstruction projects.</p> |
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| Stakeholder Comment | Planning Department Response |
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| <p>Comments Submitted by email and webpage comment forms</p> | |
| <p>Regarding existing conditions atlas housing and economic development sections:</p> <p>Housing stock should include STR-2's less affordable, taken off use for single family occupancy.</p> <p>Need small office pods Regrs center for startups.</p> <p>Adding more single (no children) small schools enrollment without better ed.</p> <p>Retail opens and closes (too costly on Broadway.</p> <p>Need more affordable hotels. Hotels bring jobs, visitors, and taxes to City. High end does not meet the needs for large families.</p> | <p>The Existing Conditions Atlas was finalized earlier in the planning process, and was not changed for the Administrative Draft.</p> <p>City of San Antonio has adopted regulations that limit the number of absentee owner short term rentals.</p> <p>Education policy and programming is beyond the scope of the draft Midtown Plan.</p> <p>The draft Midtown Plan includes multiple recommendations to improve retail opportunities adjacent to Broadway Street, including recommendations to make public spaces more comfortable to spend time in, and recommendations that would increase the local customer base by accommodating more residents and workers. Future planning efforts should examine whether the limited densities supported by the Midtown future land use map were sufficient to support successful retail nodes adjacent to Broadway Street.</p> |
| <p>Regarding existing conditions atlas existing districts sections: New conversions within neighborhoods for retail/foodindustry, better safe parking is needed. VIA use/emergency vehicles need safe passage. (Government Hill)</p> | <p>The Existing Conditions Atlas was finalized earlier in the planning process, and was not changed for the Administrative Draft.</p> |
| <p>Regarding existing conditions atlas land use section: Traffic with highway use into Government Hill. No new modern designs out of place in/within historic materials need to be appropriate. Better lighting is needed for future pedestrian, mobility use, and parking. (Government Hill)</p> | <p>These comments will be used to inform the SA Tomorrow Eastside Community Plan, a plan that includes the vast majority of Government Hill neighborhood.</p> |

| Stakeholder Comment | Planning Department Response |
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| <p>Comments Submitted by email and webpage comment forms</p> | |
| <p>Regarding existing conditions atlas mobility section: VIA mobility/employees should encouraged to use VIA as their mode of transportation/xxxxxxw/ traffic and parking. More working relationships with large employers to create multiple routes of service and times. VIA needs topxxxxservice for all. Animal friendly service. Work with local and private schools to help grid lock for parents or students needing more service.</p> | <p>VIA’s employee parking and personnel policies are beyond the scope of the draft Midtown Plan. The draft Midtown Plan emphasizes the importance of have a diverse transportation system where anyone has the freedom to choose between multiple forms of safe and convenient transportation. The draft Midtown Plan includes recommendations that will enable VIA’s transit service to be improved, which would result in more people choosing to use transit. Implementing the draft Midtown Plan and the VIA Vision 2040 Plan would result in the area around VIA’s Midtown facilities being highly connected by quality transit service to the rest of the city.</p> |
| <p>Regarding existing conditions atlas amenities and access section: Provide direct routes for Broadway, parks, arts etc whether park and ride, or easy schedules for events for the entire city to commute downtown. Have a safe points of pickup/dropoff for Uber, Lift etc at these locations. “Primo” route far north, 1604-281-Bandera IJ-10, Bandera.</p> | <p>The draft Midtown Plan includes multiple recommendations that will support enhanced transit service connecting Midtown and the Broadway Cultural Corridor with the rest of the City of San Antonio. Planning specific transit routes, services, and facilities, is beyond the scope of the draft Midtown Plan.</p> |
| <p>Regarding existing conditions atlas public investments section: With scooters, bikes on roadways-proposed street improvements should have use fees or tax added for streets, bike lanes, or other proposed specialized use. Autos pay county, state, fees for street use yearly with steady increases. All individuals should pay to use or support transportation. Future electric pod charging lots-Find today and propose use, not later. \$\$\$. Will cost more money later to adapt its use.</p> | <p>Road use fees and taxes for any mode of transportation is beyond the scope of the draft Midtown Plan. Determining the specific locations for gas stations and electric charging stations is beyond the scope of the draft Midtown Plan. The draft Midtown Plan future land use map and policies will accommodate charging stations.</p> |
| <p>Regarding existing conditions atlas preliminary opportunities section: Lower Broadway and the I-35 exit going through Pan Am Hwy toward Broadway/Newell Street needs to be addressed. Higher Traffic thru Grayson/New Braunfels Govt. Hill will only create more issues for residents.</p> | <p>The draft Midtown Plan Government Hill Neighborhood Profiles and Priorities identifies cut through traffic and traffic congestion for residents entering and exiting the neighborhood as priorities that should be addresses.</p> |

| Stakeholder Comment | Planning Department Response |
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| <p>Comments Submitted by email and webpage comment forms</p> | |
| <p>Please make McCullough a one lane road and add a protected bike path. Lower all speed limits to 20mph like Seattle and other cities (London, NYC, etc)</p> <p>http://www.seattle.gov/transportation/projects-and-programs/safety-first/neighborhood-traffic-operations/20-mph-zones</p> | <p>The draft Midtown Plan Mobility section identifies McCullough Avenue as a preferred bicycle route. Detailed road and bicycle facility design prescriptions are beyond the scope off the draft Midtown Plan.</p> |

| Stakeholder Comment | Planning Department Response |
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| Comments Submitted by email and webpage comment forms | |
| <p>The Atlas document is an impressive study of the Midtown area! I'd like to compliment the excellent work in the document and website!</p> <p>I'd like to address three items. Sometimes I'm echoing what has already been stated ...but item #3 is requesting a clarification on the Existing Conditions PDF.</p> <p>1) The lack of complete streets is a burden for many residents, and I hope that residents can provide detailed feedback for Mobility Recommendation #2. One idea for the Vision Zero goals could be removing car lanes on San Pedro in the SAC area. Pedestrians on San Pedro and many other streets need shade trees and buffers between car lanes and sidewalks. Cyclists need more bike lanes physically separated from automobile traffic. The historic streetcar pictured in the "History of Midtown" slideshow and the mention on page 11 of the Atlas Existing Conditions document are reminders of the streetcars that need to return in order to better serve the community.</p> <p>I'd like to share one idea for Mobility Recommendation #3. Bus bulbs can be a great tool, but I'd like to suggest certain areas can benefit from VIA stops that are after crossing an intersection instead of before crossing an intersection. I've ridden a busline with this system, and benefits include a) avoiding blocking traffic turning right and b) preventing a blind spot where drivers will not see pedestrians in a crosswalk.</p> <p>2) Longtime residents deserve a guarantee that when the City permits developers to build new apartments, that these will include affordable and SAHA housing. SAC students and people who work in the area should be able to afford to live in this area.</p> <p>The 2013-2017 American Community Survey records 42% of renters in Census Tract 1108 and 52% of the renters in Tract 1920 had a rent of 35% or more of their income, which is higher than the US Census guideline for affordable housing. https://factfinder.census.gov/bkmk/table/1.0/en/ACS/17_5YR/D/P04/1400000US48029110800 1400000US48029192000</p> <p><i>Comment continued on following page.</i></p> | <p>The Existing Conditions Atlas was finalized earlier in the planning process, and was not changed for the Administrative Draft.</p> <p>The draft Midtown Plan identifies San Pedro Avenue and Main Avenue as preferred streets for streetscape improvements. The Catalytic Project sections offer a potential future scenario for what the San Pedro Avenue streetscape could be. The draft Midtown Plan includes multiple recommendations that will enable VIA to invest in enhanced transit service and facilities on San Pedro Avenue and other routes.</p> <p>The draft Midtown Plan and San Antonio's Housing Policy Framework include multiple recommendations to support new affordable housing. The Planning Department cannot offer a guarantee that all new apartment buildings will include affordable housing and SAHA housing. The data provided in this comment is consistent with the results of the data analysis that was used to inform the draft Midtown Plan. Please the Housing section for more information.</p> |

Continuation of comment from previous page.

3) The Atlas Existing Conditions - Midtown Regional Center Plan document lists existing and aspirational scores on page 9. There should be explanations for the scores. For instance, page 9 lists Transit Utilization as 96%. Yet SAC and area businesses have parking lots filled with cars. The Census 2013-2017 American Community Survey records transit use for work much lower than 96%.

For residents of Census Tract 1108, ACS shows 64% drove to work in alone in a car.

Census Tract 1920 shows 63% drove in car alone to work.

https://factfinder.census.gov/bkmk/table/1.0/en/ACS/17_5YR/D03/1400000US48029110800|1400000US48029192000

The draft Midtown Plan page 9 information was created as part of the citywide SA Tomorrow Comprehensive Plan in 2016. The scores are normalized to reflect the area's performance relative to the rest of the city.

| Stakeholder Comment | Planning Department Response |
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| Comments Submitted by email and webpage comment forms | |
| 139 Fredericksburg Road is not contaminated, so be precise in how you reference contaminated property at Fred Road and Laurel Street. It would be good for the property to be used for something. | The reference to contamination was removed from the plan. |
| New or enhanced infrastructure lighting should be dark skies compliant. | <p>Dark Skies policy is beyond the scope of the draft Midtown Plan.</p> <p>More information on the City's comprehensive policy evaluation process used to determine whether dark skies ordinances should be considered throughout the city is available here: https://www.sanantonio.gov/sustainability/DarkSkyPolicyEvaluation</p> |
| Recommendation #1 in Housing for Midtown mentions increasing the diversity of housing options "within the Brooks Area Regional Center." What has Brooks to do with Midtown? Is this a clerical error, or is there something I'm missing? | This error has been corrected. |
| This plan is wonderful. I think it is incredibly important for easy pedestrian access from the Pearl Brewery to Brackenridge Park and the Zoo. I love how the plan shows a trail cutting through the Brackenridge Park golf course. This will be a huge asset to the community! What a fantastic way to get the residents and visitors of the Pearl connected to one our greatest cultural assets, Brackenridge Park. The current connection through Avenue B is way too confusing and long for pedestrians. | This element of the draft Midtown Plan was not changed in the Administrative Draft. |
| The focus map should show St. Mary's as a mixed use corridor. You explain it in the text, but it isn't on the plan. | St. Mary's Street and Flores Street are being added as mixed-use corridors on applicable maps. |
| You may want to find strategic streets in neighborhoods that would be enhanced with amenities, more trees, nicer sidewalks, etc, to link to the focus areas and the mixed use corridors. | Identifying individual neighborhood local streets for substantial amenity improvements is beyond the scope of the draft Midtown Plan. |

| Stakeholder Comment | Planning Department Response |
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| <p>Comments Submitted by email and webpage comment forms</p> | |
| <p>Traffic calming in Tobin Hill should take the form of stop signs, not speed bumps. Speed bumps may slow traffic, but does not give pedestrians right of way. Stop signs both stop traffic, keeping it slower between intersections, but allow pedestrians to cross. This is evident on the north-south streets between St. Mary's and McCullough like Paschal, Gillespie, and Kendall, where traffic moves slowly and pedestrians move freely. Compare this to the east-west streets like Park, Myrtle, Locust, Dewey, and Courtland, where cars fly by a dangerous speeds. Even where speed bumps exist, for instance on Ashby or Mistletoe, pedestrians do not feel safe crossing.</p> <p>I understand the challenge of building four-way stops on these roads, because after Dewey the north-south streets shift slightly (probably in order to allow a higher flow of traffic), but this is, after all, the "residential core" of the 2008 Tobin Hill Plan.</p> | <p>Detailed road design prescriptions are beyond the scope of the draft Midtown Plan. A recommendation was added to the Tobin Hill Neighborhood Profiles and Priorities section regarding traffic calming.</p> |
| <p>Referring to Mobility Framework Map intersections of Broadway Street with Westfort Neighborhood Streets: Need on-demand crosswalks in this area, similar to the one in front of the Children's Museum. Enhanced pedestrian safety in this area as well. On-demand crosswalks come to mind.</p> | <p>Prescribing traffic light and signalized pedestrian crossings is beyond the scope of the draft Midtown Plan. The Transportation and Capital Improvements Department is in the process of creating a design to reconstruct Broadway Street in the Midtown Plan Area, as part of the 2017 Bond.</p> <p>A recommendation was added to the Westfort Alliance Neighborhood Profiles and Priorities section regarding pedestrian connections across Broadway Street.</p> |

| Stakeholder Comment | Planning Department Response |
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| <p>Comments Submitted by email and webpage comment forms</p> | |
| <p>Referring to Amenities Framework Map area around Broadway Street between Army Street and Josephine Street::Enhanced pedestrian safety in this area as well. On-demand crosswalks come to mind.</p> | <p>Prescribing traffic light and signalized pedestrian crossings is beyond the scope of the draft Midtown Plan. The Transportation and Capital Improvements Department is in the process of creating a design to reconstruct Broadway Street in the Midtown Plan Area, as part of the 2017 Bond.</p> <p>A recommendation was added to the Westfort Alliance Neighborhood Profiles and Priorities section regarding pedestrian connections across Broadway Street.</p> |
| <p>Referring to Future Land Use Map area adjacent to the intersection of Mulberry and Broadway. I do not feel that regional mixed-use is appropriate here.</p> | <p>The future land use map recommendations for blocks adjacent to Broadway were vetted with the Planning Team, and were not changed in the Administrative Draft. The Planning team’s intention was to guide some diversity in the density and mixing and of uses along the Broadway Corridor. Higher density classifications are located near VIA’s preliminary-planned rapid transit corridor stations, and significant gateways to Brackenridge Park.</p> |
| <p>Referring to Future Land Use Map area adjacent to the east side of Broadway Street between Thorman Place and Hildebrand Ave.: I do not feel that regional mixed-use is appropriate on the east side of this section of Broadway. It's current use is consistent with neighborhood mixed-use, and it should stay that way. There are enough high-rises in the immediate vicinity.</p> | <p>The future land use map recommendations for blocks adjacent to Broadway were vetted with the Planning Team, and were not changed in the Administrative Draft. The Planning team’s intention was to guide some diversity in the density and mixing and of uses along the Broadway Corridor. Higher density classifications are located near VIA’s preliminary-planned rapid transit corridor stations, and significant gateways to Brackenridge Park.</p> |

| Stakeholder Comment | Planning Department Response |
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| <p>Comments Submitted by email and webpage comment forms</p> | |
| <p>Referring to Mobility Framework Map areas between Colorado Street and St. Mary's Street: single</p> | <p>The Planning Department was not able to respond to this comment.</p> |
| <p>I just wanted to reinforce a couple of points that were made during the most recent planning team meeting, and I am sure you are already working on them.</p> <p>One was the addition of language highlighting the high prevalence of non-profits and service organizations in the southwest portion of Tobin Hill. The other is including language regarding the populations of Spanish-speaking only Mexican Americans in the residential areas of Five Points and Tobin Hill.</p> | <p>The San Pedro Avenue Mixed Use Corridor recommendations called for maintaining and making space for existing social service organizations clustered around San Pedro Avenue, supporting culturally important businesses and organizations. Esperanza Peace and Justice Center is named multiple times in the plan.</p> <p>Data from the US Census Bureau's 2017 American Community Survey indicate that the percentage of residents who speak Spanish and who speak English less than very well is higher than the City and State average in Five Points and Uptown, but not in Tobin Hill. Neighborhood Profiles and Priorities recommendations for Uptown and 5 Points were added to highlight the greater than average need for public engagement in Spanish in these areas.</p> |



| Stakeholder Comment | Planning Department Response |
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| Planning Team Meeting #9 Comments and Questions | |
| <p>How will conflicting elements of neighborhood plans and the Midtown Plan be interpreted and used when the city makes decisions? There may be a perception that neighborhoods are being punished for participating in the SA Tomorrow Area Planning program. Even though neighborhood plans will remain applicable where not in conflict with the Midtown Plan, is there a way for someone to appeal whether this is the case?</p> | <p>The Midtown Plan Implementation Section and the SA Tomorrow Comprehensive Plan Chapter 17 describe the relationship between the Midtown Plan, other SA Tomorrow Sub-Area Plans, and other plans.</p> |
| <p>How will the view and visual access related recommendations and design recommendations concerning the Broadway Cultural Corridor be implemented? If it will involve revisions to the RIO 1 and RIO 2 overlay zones, the plan should say so.</p> | <p>The Focus Areas Broadway Cultural Corridor section was changed to improve clarity.</p> |
| <p>Mobility and campus access for SAC students seems to be integrated well in the plan.</p> | <p>These qualities of the plan were not changed.</p> |
| <p>An important outcome of the plan is identifying potential bond projects.</p> | <p>The City of San Antonio would conduct a comprehensive process for identifying any future bond projects, however project concepts and location introduced in the Midtown Plan should be considered.</p> |

| Stakeholder Comment | Planning Department Response |
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| Planning Team Meeting #9 Comments and Questions | |
| <p>Improve how the plan represents Lesbian, Gay, Bisexual, Transgender, Queer, Plus identities, and Mexican American identities, in part by naming them completely without acronyms, and in part by identifying their presence, history, and success more thoroughly in the plan. Also for example, elders, disabled and others are not specifically mentioned.</p> | <p>Amenities and Infrastructure Recommendation 4.5 stated that Urban plazas in Mexico and other Latin American countries should be considered sources of inspiration for plaza design. This recommendation was not changed. A majority of the photographs displayed in the draft Midtown Plan were taken in Mexico. The photographs were not changed.</p> <p>All references to LGBTQ culture and places were replaced with “Lesbian, Gay, Bisexual, Transgender, Queer, Plus.” Additional references were added to the Introductory History section, and San Pedro Avenue Mixed Use Corridor section and St. Mary’s Mixed Use Corridor Section.</p> <p>The introductory assets section was modified to acknowledge the area’s Mexican American residents.</p> <p>Land Use Strategy 4.2 was added to support culturally significant architectural styles.</p> <p>Representation of Mexican Americans’ presence in areas surrounding the catalytic sites and some other focus areas and mixed use corridors was added in the respective sections. Additional references were made to the importance of businesses that serve as gathering places or that play some role in cultural maintenance.</p> <p>Amenities and Infrastructure Recommendation #6 was modified to state that given Midtown’s large population of Mexican Americans, Mexican American cultures should be reflected in Midtown’s public art.</p> |

| Stakeholder Comment | Planning Department Response |
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| Planning Team Meeting #9 Comments and Questions | |
| Consider improving plan recommendations on connecting neighborhoods and universities to existing and planned linear greenways and trails. | The draft Midtown identifies a future trail connection following the San Antonio River between Brackenridge Park trails and trails/paths accessing the Blue Hole and Headwaters Sanctuary (UIW), improved trail connection across US 281 related to Brackenridge Park (Trinity University), and streetscape and intersection improvements for San Pedro Avenue and Main Avenue (SAC). |
| Green infrastructure should be highlighted. | The Amenities and Infrastructure Section includes recommendations on green infrastructure. |
| Good job of protecting neighborhoods while also allowing areas of new density, and good job with aspirational identification of great streets/amenities. | These qualities of the plan were not changed. |
| A strategic implementation plan is crucial. The plan doesn't explain "why we need this plan" to the general public. In some ways it does explain this, but there is more work to do to make people aware of "why we need this plan" or why we need to implement this plan. | The Planning Department is developing an implementation matrix that attributes implementation strategies with partners, leaders, and the anticipated duration of time needed for implementation. The Planning Department will consider ways to improve how it communicates the value of planning and the value of the Midtown Plan. |
| Happy with the goals of the plan, especially the preservation of neighborhood character. However regarding Goal 6 we need safer pedestrian crossings and lighting especially on Broadway, and even more especially at Broadway and Mulberry. | The plan identifies the intersection of Broadway and Mulberry as an improved pedestrian crossing location. The Transportation and Capital Improvements Department is in the process of creating a design to reconstruct Broadway Street in the Midtown Plan Area, as part of the 2017 Bond. |

| Stakeholder Comment | Planning Department Response |
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| <p>Planning Team Meeting #9 Comments and Questions</p> | |
| <p>There are parking challenges on Broadway, including the issue of parking congestion on the eastside of Broadway and pedestrian safety for people who park on the east side of Broadway and cross the street to access the west side of Broadway.</p> | <p>The Transportation and Capital Improvements Department is in the process of creating a design to reconstruct Broadway Street in the Midtown Plan Area, as part of the 2017 Bond. The Focus Areas sections on Broadway Cultural Corridor and the North Broadway Focus Area recommend private development of shared parking.</p> <p>A recommendation was added to the Westfort Alliance Neighborhood Profiles and Priorities section regarding pedestrian connections across Broadway Street.</p> |
| <p>Concern about density adjacent to Broadway Street.</p> | <p>The future land use map recommendations for blocks adjacent to Broadway were vetted with the Midtown Planning Team, and were not changed in the Administrative Draft. The Planning team’s intention was to guide some diversity in the density and mixing and of uses along the Broadway Corridor. Higher density classifications are located near VIA’s preliminary-planned rapid transit corridor stations, and significant gateways to Brackenridge Park.</p> |
| <p>Broadway, given its prominence to the VIA Transit system and other goals for activated pedestrian environment has noticeably low densities.</p> | <p>The future land use map recommendations for blocks adjacent to Broadway were vetted with the Midtown Planning Team, and were not changed in the Administrative Draft. The Planning team’s intention was to guide some diversity in the density and mixing and of uses along the Broadway Corridor. Higher density classifications are located near VIA’s preliminary-planned rapid transit corridor stations, and significant gateways to Brackenridge Park.</p> |
| <p>Importance of parks and access to nature in north Tobin Hill and Uptown.</p> | <p>Amenities and Infrastructure recommendation #4 identifies northern Tobin Hill and Uptown as areas with relatively little park access.</p> |

| Stakeholder Comment | Planning Department Response |
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| Planning Team Meeting #9 Comments and Questions | |
| Intelligent transportation systems should be used on Broadway. | The Transportation and Capital Improvements Department is in the process of creating a design to reconstruct Broadway Street in the Midtown Plan Area, as part of the 2017 Bond. |
| The plan should include Designing for Justice principles | <p>The Planning Department did some initial research on design justice, and did not find examples of its use in large scale comprehensive planning processes. Instead, most examples focused on the design of individual sites and projects. Although the principles may be adaptable to comprehensive planning processes, they cannot be authentically applied to a planning process at this late stage, after the draft plan has been created and most public involvement has already occurred.</p> <p>Focus Areas Strategy 1.3 was added, stating that Design justice principles should guide design processes for major amenity and infrastructure projects.</p> <p>Catalytic Project Recommendation #3 was added to use design justice principles in future public design processes for the catalytic sites.</p> |
| Appreciate sections on Fred Road, San Pedro Avenue, and related areas that haven't gotten as much attention in recent years as Broadway for example. San Pedro Springs Park is an incredible asset that needs more attention. | These qualities of the plan were not changed. |
| How will plans that include areas adjacent to Midtown be made complementary and consistent with this plan? For example, only a small portion of Hildebrand Avenue is included in the Midtown Plan and improving pedestrian safety and transit service is important in this area, however this area is related to portions of Hildebrand Avenue that are further west. | As future plans are created for areas adjacent to Midtown, the Midtown Plan will be considered. When the Midtown Plan is revised in the future, completed plans for adjacent areas will be considered. The Planning Department will endeavor to make the plans complementary and consistent. SA tomorrow Subarea Planning provides an opportunity to plan more comprehensively than was previously possible when plans were made for very small areas. |

| Stakeholder Comment | Planning Department Response |
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| Planning Team Meeting #9 Comments and Questions | |
| <p>Training the Zoning Commission, Planning Commission, and staff that serve these commissions will help ensure that the plan is implemented consistently with its intent. It is also important for neighborhood residents and neighborhood association leaders to understand the plan. Planning Team members can help with this, but have limited time and resources to do so. Offering a public training on the plan would be helpful.</p> | <p>The Planning Department will endeavor to train the zoning commission on how to use SA Tomorrow Sub-area plans. Staff produce staff reports for each zoning case considered by the Zoning Commission. These reports identify the policies from the comprehensive plan that are relevant to the case.</p> |
| <p>Include more direct references to the Mayor’s Housing Policy Taskforce recommendations, especially in the south and west portions of Midtown.</p> | <p>The Midtown Plan supports implementation of San Antonio’s Housing Policy Framework throughout the Plan Area. The Housing section makes multiple references to of San Antonio’s Housing Policy Framework.</p> |
| <p>There are concerns with the quality and durability of new housing construction.</p> | <p>Building material and construction method prescriptions are beyond the scope of the plan.</p> |
| <p>Allowing new housing construction is important to overall housing supply. Also, over time, housing built in the near future will depreciate so that some of it becomes relatively affordable over time.</p> | <p>The Midtown Plan future land use policies will accommodate a substantial amount of new housing construction.</p> |
| <p>While affordable housing is valued, it should not be excessively clustered and it shouldn’t be isolated from the rest of the community. Allowing new diverse housing types while maintaining existing housing will provide for some mixing and integration. To the extent that there are large housing developments for affordable housing, they should be mixed income and include market rate housing along with affordable housing.</p> | <p>Prescribing particular locations for new affordable housing projects within the plan area is beyond the scope of the plan. The plan expresses support for affordable housing throughout the area. Housing recommendation #2 identifies some location guidance for public investments in affordable housing.</p> |

| Stakeholder Comment | Planning Department Response |
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| Planning Team Meeting #9 Comments and Questions | |
| <p>Minimum parking requirements increase the cost of housing.</p> | <p>Focus Areas Recommendation #4 addresses minimum parking requirements as a potential barrier to incremental development. Housing Recommendation #1 Strategy 1.1 recommends working with the development community to identify regulatory barriers to building affordable housing. Land Use Strategy 1.4 recommends reducing and replacing minimum parking requirements with alternative requirements that achieve multiple community goals and mitigate multiple development impacts.</p> |
| <p>Diverse housing options allows a neighborhood to adapt and evolve over long periods of time.</p> | <p>Multiple policies in the Midtown Plan support the maintenance and creation of diverse housing types, including the incremental development of new housing.</p> |
| <p>A printed version of the draft plan should be available at San Pedro, Central, and Landa libraries.</p> | <p>A printed copy of the plan was made available at San Pedro, Central, and Landa libraries.</p> |
| <p>At the end of the meeting, Planning Team members discussed whether there should be another Planning Team meeting, and whether such a meeting should be timed for planning team members to further inform the next revised draft. Based on the discussion, the Project Manager informed the planning team that a 10th Planning Team Meeting taking the form of an informational briefing would be scheduled after the next revised draft plan (the Administrative Draft) is published, with the purpose of informing planning team members of the how the draft plan was revised in response to public comments and the planning team’s discussion.</p> | <p>A 10th Planning Team Meeting taking the form of an informational briefing is scheduled.</p> |
| <p>Several Midtown Planning Team members commended Planning Department staff and each other for their contributions to the draft Midtown Plan and the planning process.</p> | |

| Stakeholder Comment | Planning Department Response |
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| <p>Comments Submitted by email and webpage comment forms</p> | |
| <p>Please include San Pedro Creek to Major Landmarks and Infrastructure on page 12.</p> | <p>San Pedro Springs Creek is already listed in the Major Landmarks and Infrastructure section of the Existing Conditions Atlas, in the bottom paragraph. San Pedro Springs Creek is also discussed at greater length in the Existing Conditions Atlas Natural Systems section. The Existing Conditions Atlas was finalized earlier in the planning process, and was not changed for the Administrative Draft.</p> |
| <p>5 Points is the only neighborhood in Midtown without historic or Neighborhood Conservation District designations. Will our current 5 Points plan still be a used as a guideline for future development and protections?</p> | <p>Tobin Hill, Uptown, and 5 Points do not have neighborhood conservation districts and historic districts throughout most of their respective neighborhoods. The City of San Antonio Unified Development Code and City of San Antonio zoning map will continue as enforceable laws regarding development in the neighborhood. The Midtown Plan will be the primary policy guiding zoning decisions. The Midtown Plan also includes recommendations for updating the Unified Development Code. Please see the Midtown Plan Implementation Section for information on how the Midtown Plan relates to other plans. Please see the Midtown Plan future land use recommendations and housing recommendations to learn how the plan will support stability in the neighborhood.</p> |
| <p>Transportation and Mobility on page 28: "San Pedro Springs Creek is accessible by pedestrians at San Pedro Springs Park at the 5 Points intersection."</p> <ul style="list-style-type: none"> ○ It's technically possible to get there, but it's dangerous and most avoid walking to these areas because of fast moving traffic and unsafe crosswalks. | <p>The Existing Conditions Atlas was completed earlier in the planning process, and was not changed for the Administrative Draft.</p> <p>The Midtown Plan mobility map identifies the 5 Points intersection as a pedestrian crossing to be improved. The intersection is included in the 2017 Bond program for improvements.</p> |
| <p>What kind of high capacity transportation is being envisioned for Midtown?</p> | <p>More information on VIA Metropolitan Transit Service's ongoing rapid transit planning is available at https://www.viainfo.net/rapidtransit/. The Midtown Plan Mobility section includes more information about how such a service relates to Midtown and the Midtown Plan.</p> |

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| <p>Amenities and Access- Opportunities to improve amenities: <u>We would like to add the following to this section:</u></p> <ul style="list-style-type: none"> ○ Improving public access to San Pedro Springs Creek and San Pedro Spring Park ○ Improving public access to downtown from neighborhoods ○ Invest in public art projects to connect people to downtown and Midtown ○ Improve lighting and signage that highlight neighborhoods and landmarks. ○ Improve the San Pedro Creek in Midtown (Located in 5 Points) | <p>The Existing Conditions Atlas was completed earlier in the planning process, and was not changed for the Administrative Draft.</p> <p>Other sections of the Midtown Plan include multiple related recommendations.</p> <p>The 5 Points Neighborhood Profiles and Priorities section includes a recommendation to improve the public space around San Pedro Springs Creek at the 5 Points intersection.</p> <p>The 5 Points Neighborhood Profiles and Priorities section and Amenities and Infrastructure section includes a long term vision to make Camaron Street more bicycle and pedestrian friendly and use it connect the San Pedro Creek Culture Park with more northern sections of San Pedro Springs Creek.</p> <p>The Catalytic Project recommendations for the San Pedro VIA Site include a long term vision to daylight the creek from the Park to the 5 Points intersection, and provide continuous public access along the creek between these two points.</p> <p>The Midtown Plan mobility map identifies the 5 Points intersection as a pedestrian crossing to be improved. The intersection is included in the 2017 Bond program for improvements.</p> <p>The 5 Points Neighborhood Profile and Priorities Section includes a priority for installing decorative acorn street lighting on Flores Street.</p> <p>The 5 Points Neighborhood Profile and Priorities Section includes a priority for artistically illuminating and decorating the Flores Street/I-35 underpass. Amenities and Infrastructure Strategy #5.5 addresses activation of underpasses between Downtown and Midtown with art, light, and a dense mix of adjacent uses to generate foot traffic and eyes on the street. Amenities and Infrastructure Recommendation #6 calls for using public art to reflect local culture and landscape to create unifying identities for unique places in Midtown.</p> <p>A recommendation was added to the 5 Points Neighborhood Profiles and Priorities section regarding showcasing the historic acequia route when public improvements are made on or around Flores Street.</p> |

| Stakeholder Comment | Planning Department Response |
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| <p>On page 36, under focus areas, what are preliminary opportunities for the VIA site? What makes an area eligible as an "Opportunity Site"?</p> <p>Please add N. Flores as an opportunity site</p> | <p>The Existing Conditions Atlas was completed earlier in the planning process, and was not changed for the Administrative Draft.</p> <p>The preliminary opportunity areas on page 36 of the Existing Conditions Atlas were identified based on an analysis of vacancy, redevelopment feasibility, and public ownership. The Midtown Planning Team at Planning Team Meeting #3 identified the San Pedro VIA site and surrounding areas (including the 5 Points intersection and adjacent properties as a preferred Focus Area. Accordingly, a section of the plan in the Focus Areas chapter was dedicated to this area.</p> <p>The Midtown Planning Team at Planning Team Meeting #5 identified the San Pedro VIA site as appropriate for creating a Catalytic Project Concept. Accordingly, a project concept is provided in the Catalytic Projects sections.</p> <p>Finally, the Focus Areas and Mixed-Use Corridors section of the Plan includes additional recommendations related Flores Street from I-35 to the 5 Points intersection, under the heading "Flores Street Mixed Use Corridor."</p> |
| <p>Is it possible to include page numbers on all pages for easier reference?</p> | <p>The Planning Department added page numbers and a table of contents to the Administrative Draft.</p> |
| <p>We appreciate the opportunity to provide comments, but believe more participation and feedback could be gathered if the two-week review period was extended.</p> | <p>The Planning Department continues welcoming comments, as described on the "Get Involved" page of the Midtown Plan webpage (https://midtown.sacomplan.com/get-involved/) . Comments will be compiled, published, and considered for opportunities to improve the plan, until the City Council adopts the Plan. The February 17th deadline for public comments was a deadline to submit comments that would be used to improve the Administrative Draft.</p> |