

- The San Pedro Library is over-looked / neglected,  
It can be a great / better amenity.

To preserve "GREEN CANOPY"  
new development

- Sidewalk repair, build, upkeep -

- <sup>better</sup> Animal control for ~~etc~~ better control of dogs without owners

- some have formed packs -

- and better care for feral cat communities in Brackenridge Pk. - Trap, spay/neuter, release

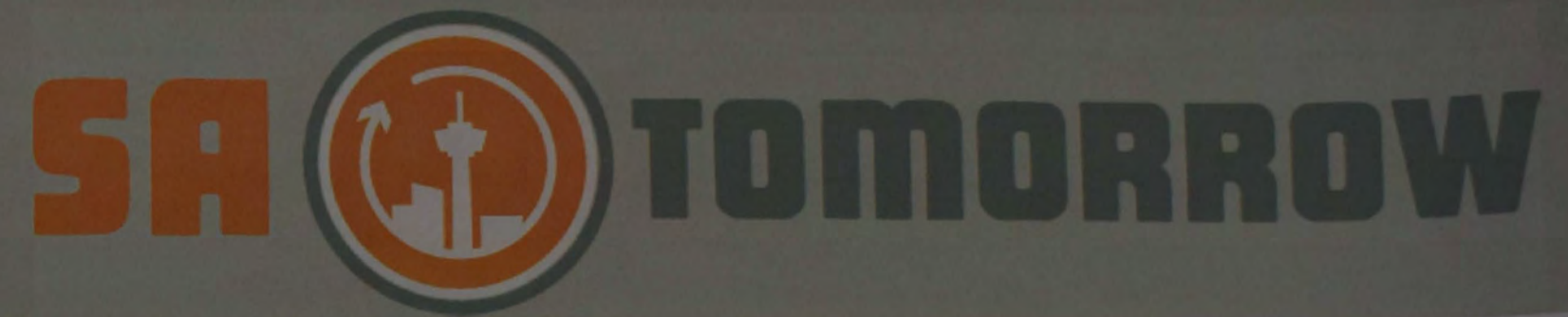
- please make sure everything flows. the city has plenty of bad examples of sidewalks that just end or are

Rec #5 - Grayson needs better lighting and <sup>clean</sup> pedestrian crossings  
also better <sup>enforcement of</sup> pedestrian, bicycle, and scooter behavior

- even VIA bus stops along Fredericksburg Rd need better lighting  
(esp. Fred Rd + Woodburn)

Do something about all the Bikes and UBER Red Bikes Bikes parked and Dropped everywhere - yes!





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!

...and feel that the  
new construction is not  
as good as the old  
as existing neighborhoods.

Thank you  
for your comments!

please

sidewalks that just end or areas that don't connect to anything





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!

## Amenities and Infrastructure Comments

Visit <https://Midtown.SacompPlan.com> to review and comment  
on the draft Midtown Plan

Please leave your comments here.



The San Pedro Library is over looked/neglected,  
It can be a great letter community.

dog run, build, upkeep

part  
with 1 for better control of dogs without owners  
some have normal packs

- more better care for animal control communication with PC, Trap, spay/neuter, release.

please more  
the city has plenty of bad examples of sidewalks that just end or areas that don't connect to anything

Rec #5- Grayson needs better lighting and <sup>clean</sup> pedestrian crossings  
<sup>enforcement of</sup>  
also better pedestrian, bicycle, and scooter behavior

- more v. A bus stop along Fzardsburg Rd need better lighting  
(es. Fred Rd + Nevada)

San Pedro along all the Bikes and other red bikes. Bikes parked and Dipped everywhere - grr.

To provide "transparency" to more citizens of allowing themselves to not even see what's for  
new developments. There is an ongoing "right" to "right" more if it's not there!

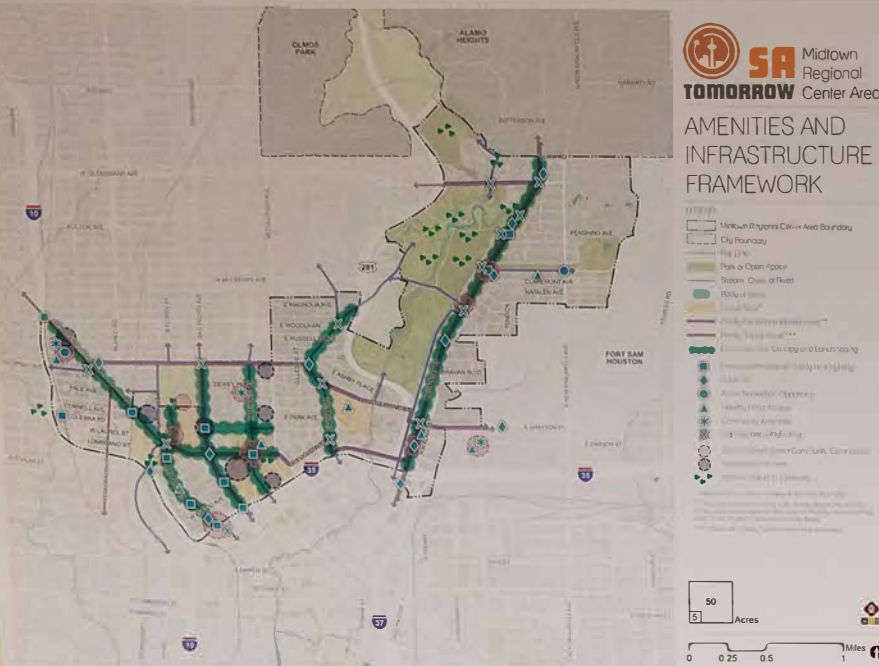


# (draft) AMENITIES AND INFRASTRUCTURE

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Midtown Area Regional Center Plan



## Amenities and infrastructure recommendations

### Amenities and Infrastructure Recommendation #1: Construct drainage improvements to reduce flood risk on and around the Broadway Cultural Corridor.

- Flood risk is a primary obstacle to achieving the Broadway Cultural Corridor vision. Much of the land adjacent to Broadway, in an arc from Carnahan Street south through Lion's Field is in the 100 year floodplain, posing hazards to life and property, and limiting the potential for redevelopment. Flooding in this area also impacts quality of life for neighborhood residents, as a hazard to some residences, and limiting transportation options during and after some large storm events.
- Previous plans such as the Midtown Brackenridge TIRZ Plan (2011) identified this flooding issue and potential solutions. Since then, the San Antonio River Authority (SARA) and City of San Antonio have continued evaluating alternative approaches to reducing flood risk on and adjacent to Broadway Street, eliminated several options that are not feasible, and identified a more promising alternative that involves a combination of grey and green infrastructure.
- Although structural flood risk reduction solutions cannot eliminate flood risk, they can substantially reduce it. This project would likely reduce enough flood risk that most areas adjacent to Broadway, between Carnahan and Lion's Field would no longer be part of the 100 year floodplain, thereby enabling them to redevelop towards achieving the Broadway Cultural Corridor vision.
- The Vision for the Broadway Cultural Corridor draws on a recent history of plan making and public involvement. The recommendations related to Broadway, found in several sections of this plan, are complementary parts that should all be implemented in order to make the others successful.

## Introduction

In the future, as more people live, work, and play in Midtown, quality of life should improve with better public spaces, better infrastructure, and more opportunities for people to make connections.

On the Broadway Cultural Corridor, at Brackenridge Park, and in Mahncke Park visions for improving infrastructure and amenities have been established by past plans. Here and elsewhere, such as N St. Mary's Street, Fredericksburg Road, and San Pedro Springs Park, 2017 Bond investments will make big leaps toward improving pedestrian streetscape environments and parks.

In the future, more improvements are needed. These will typically coincide with places where many people will most conveniently use them, such as along San Pedro Avenue in the vicinity of Cypress if high quality transit service is established and a transit station is located here. They will also typically coincide with places that will naturally draw people to use them, such as an improved and publicly accessible Catalpa Pershing Channel adjacent to a mix of uses and people using Avenue B. In Midtown, such opportunities are never far, so even those living in the middle of a traditional neighborhood should be able to access them without difficulty. As Midtown's multimodal transportation infrastructure continues improving, opportunity, amenities, and connections will become more in reach.

### Amenities and Infrastructure Recommendation #2: Restore ecological functions of and improve public access to Midtown's waterways.

- Midtown is home to the headwaters of the San Antonio River and San Pedro Springs Creek, priceless elements of our city's landscape and culture. Martinez Creek is within a few blocks of St. Ann's Neighborhood, to the west. San Antonio has demonstrated success in restoring ecology and improving public access to local streams, and there are opportunities to continue building on that success in Midtown.
- Restoring stream ecology means more than completing restoration project within and at the river's edge. It also means restoring the function of watersheds (see Amenities and Infrastructure Recommendation #3).

### Community Amenities

Regarding community amenities, the community expressed interest in new healthy food options, outdoor gathering spaces, and community recreation spaces. Specific ideas include more amenities for older adults and seniors, a recreation center, library and police substation, and a dog park. The majority of these opportunities were identified in the northern half of the Regional Center to serve existing residents, but it will be important that new development in the western and southern portions of the Regional Center include similar community amenities to keep pace with growth.

Sup. track park  
...  
...



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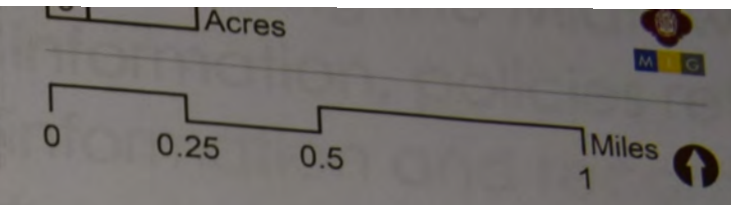
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### **Community Amenities**

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Senior oriented?





# Introduction

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Keep Brack Park available and open to traditional family gatherings (i.e. Easter) that are special to San Antonio



parking can be fit on the interior  
development adjacent to San Pedro  
the neighborhood or relegate  
th less people and fewer eyes  
illustrates how new development  
Pedro should be less dense  
development on the east side of San  
tion to the 5 Points neighborhood.

ut are comprised of smaller  
k. Some of these parts mimic  
residential buildings in 5 Points  
neously signals a transition to

label streets

San Pedro & Elmura

LOOKI

trees, and other amenities  
make San Pedro Avenue  
residents to spend time  
pass through on foot.

Achieving the vision for S  
mixed-use corridors in Mi  
Development Code ame  
to dedicate space for wi  
new development credit  
street tree planting.

This concept is meant to b  
who have described regu  
typically to use buses or a  
quality transit service, a tra  
development paired with  
area work better for them  
generations.

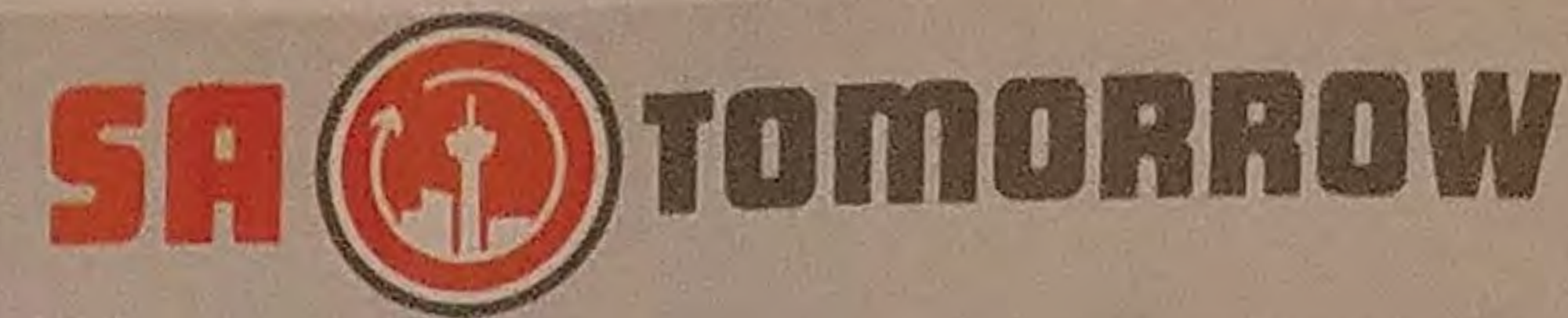
Concerned about  
1 lane : increased  
density





# (draft) CATALYTIC PROJECTS

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Midtown Area Regional Center Plan

## Introduction

Both of the catalytic project concepts for the Midtown Regional Center Plan are located next to San Pedro Avenue. They each show one scenario of what future development could look like in this area, how it could serve the community and complement the greater vision for improving quality of life in Midtown.

The locations were selected because of their proximity to local amenities such as Downtown and San Pedro Springs Park, their adjacency to a potential high quality, frequent, and reliable transit service that VIA is considering, and the interesting challenges and opportunities they each present. Pedestrians, development should integrate new buildings with existing structures, and businesses shall become a greater asset to the surrounding neighborhoods.

## Catalytic Project #1 - San Pedro Gateway

The San Pedro gateway site is comprised of two blocks straddling San Pedro Avenue, north of I-35. The current mix of uses includes vacant parcels, drive through dining, gas station, legal firm, a bar, and residential. At the time of the digital design charrette conducted for this site, the block on the east side of San Pedro Avenue included a large vacant lot. Since then, the property was sold and construction has commenced on a gas station and convenience store. There is a historic landmark building on the eastern block.

Both blocks present interesting design challenges. The block west of San Pedro Avenue is narrow, which would make it difficult to include a primary use serving many people, along with parking, in a format that is pedestrian-friendly and sensitive to adjacent neighborhood areas primarily zoned for multifamily housing in 5 Points Neighborhood.

### Vision for San Pedro Gateway

The vision for San Pedro Gateway is to support Midtown's need for more housing in areas with transportation choices and opportunity, in a design that reflects some historical building forms from the surrounding area. As discussed in other plan sections, not all blocks on all mixed-use corridors will be able to support a successful concentration of retail businesses, and not all properties in areas designated in the future land use map for high density need to have the highest density and largest buildings.

The vision for San Pedro Gateway reflects these realities, primarily offering housing for people that would want to stay in this area in both multifamily and townhome formats, while contributing to a population base that can support a high quality transit station and concentrations of retail businesses a few blocks away adjacent to San Pedro Avenue between Poplar and Evergreen Streets. The vision includes street facing uses on almost all portions of the site, primarily oriented to San Pedro Avenue. Design principles for each

block also include housing that faces Howard Street and Jackson Street, avoiding blank walls, exposed parking structures, and expansive service and delivery areas facing existing and potential future residential uses across those streets.

The concept for the lot between San Pedro Avenue and Jackson Street demonstrates how structured parking can be fit on the interior of a narrow lot, and that new development adjacent to San Pedro Avenue should not turn its back to the neighborhood or relegate Jackson Street to being a place with less people and fewer eyes on the street. Finally, the concept illustrates how new development in this area on the west side of San Pedro should be less dense and smaller scaled than new development on the east side of San Pedro, offering a reasonable transition to the 5 Points neighborhood.

The concept buildings are large, but are comprised of smaller parts that vary within a single block. Some of these parts mimic the proportions of historic two story residential buildings in 5 Points and Tobin Hill. The concept simultaneously signals a transition to downtown.

CURRENT



LOOKING



The vision for San Pedro gateway also offered the opportunity to consider what the San Pedro Avenue streetscape could look like in the future. The concept has not been studied for engineering feasibility, and is but one conceivable outcome; however it shows how a combination of wider sidewalks, street trees, and other amenities such as lighting or benches could make San Pedro Avenue a more enjoyable place for area residents to spend time outdoors, or a more enjoyable place to pass through on foot.

Achieving the vision for San Pedro Avenue, and several other mixed-use corridors in Midtown, would benefit from Unified Development Code amendments requiring new development to dedicate space for widening sidewalks, along with giving new development credit towards landscaping requirements for street tree planting.

This concept is meant to be responsive to many area residents who have described regularly using San Pedro Avenue on foot, typically to use buses or area restaurants and services. High quality transit service, a transformative street project, and new development paired with improved regulations can make this area work better for them and make it more useful for future generations.

Label streets  
San Pedro, Elmora

Concerned about  
1 lane + increased  
density



Considering offering higher quality transit service future on San Pedro Avenue, Cypress Street, and Locksburg Road, and may include a high quality transit at the intersection of San Pedro Avenue and Cypress the southeast corner of this catalytic site.

site, over 500 transit vehicle are washed, maintained, deployed every day, and hundreds of drivers, office staff, and technicians work to keep VIA's transit service running. The areas immediately surrounding San Pedro Creek on the eastern portion of the site are critical to VIA's operations for the foreseeable future. Some of the activities generate noise and light 24 hours per day. Areas around the site perimeter are more likely to be suitable for development that supports a more diverse mix of uses within the timeframe of the Midtown Regional Center Plan. However, rearranging or relocating any element of the operations would be complicated and costly.

Long term vision for this site includes developing the site for a mix of uses that includes dwellings for people in, high quality public spaces, a continuous creek side walk, and a park area.

## Vision for San Pedro Gateway

The concept presented here would support a vibrant pedestrian streetscape on San Pedro Avenue, with a mix of uses that would generate foot track at varying times of day. Such a mix would include housing in diverse formats for diverse users, some ground floor retail and dining opportunities, a priority community use such as a senior center, and some priority retail use such as a grocery. Some of the housing should be for low and moderate income households.

A public plaza at the terminus of Evergreen Street would be a focal point and gathering place for the long street segment between Laurel and Myrtle Streets, while also helping to define a connection to the vibrant street scene at Main Avenue and Evergreen Street a few blocks to the east.

Offices and classrooms could also be accommodated here. Although San Antonio College has substantial growth opportunity within its existing campus, some future expansion could be absorbed near San Pedro Avenue. Complementary education opportunities could include vocational training linked to VIA fleet maintenance,

student housing, or satellite classes for other schools that do not have a presence in the area, such as Texas Tech University. Shared parking facilities to efficiently serve the new users and existing local community users could be accommodated on this site in a way that does not compromise a comfortable and enjoyable environment on San Pedro Avenue.

Turning to the northern perimeter adjacent to Myrtle Street, housing would face and define an edge to San Pedro Springs Park across the street. The lowest intensity uses would be located on Flores, across from existing residential areas. Next to where San Pedro Springs Creek enters the site, new development would be set back from the creek sufficiently to provide for sunlight, trees, and green stormwater infrastructure, but would be partially oriented to the publicly accessible Creekside improvements such as a trail, benches, and light; signaling a potential future when the Creek would be daylighted and accessible to the public all the way from its springs to the 5 Points neighborhood.

When redeveloping areas near San Pedro Avenue, Cypress Street, or Fredericksburg Road, opportunities to incorporate water features into public spaces should not be missed. San Antonio River Authority has identified potential locations throughout this area where surface water detention facilities could be installed to improve water quality in San Pedro Springs Creek.

The process for developing this concept revealed the importance of design to mitigate noise and light, and to account for VIA's site circulation needs, while offering service and delivery areas for San Pedro-oriented development without compromising the San Pedro Avenue pedestrian environment. Dwellings and their windows could not be oriented to the site's interior where VIA operations would continue. Buildings would have to include features for dampening outdoor noise. Extending Jackson Street north from Laurel Street to Myrtle Street would accommodate some combination of service deliveries, VIA circulation, and potentially a bike route if it would be relevant to the larger bicycle network.

Even if the longer term vision of creek restoration, creek access and housing for people to live in near Flores Street proves elusive, implementing the primary concept would contribute to multiple Midtown goals, supporting access to nature and

CURRENT



Suggestion for  
next time —  
label the streets



"Uptown corridor has to  
be considered highly  
it has been neglected"

Concerned about 1 lane San Pedro  
and increased density.

## Economic Development Comments

Visit <https://Midtown.SacompPlan.com> to review and comment  
on the draft Midtown Plan



Economic Development

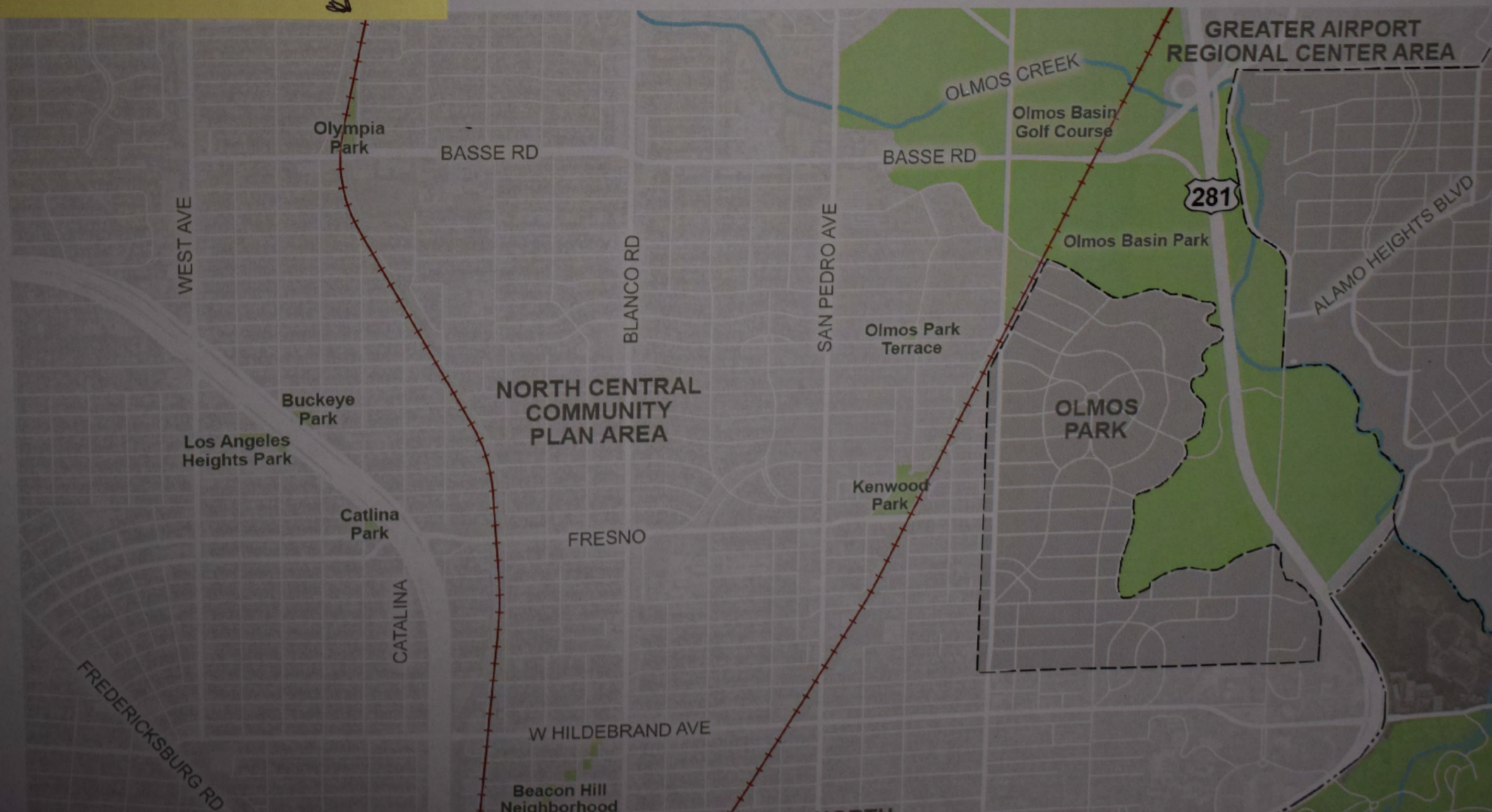
Please leave your comments here.

"Uptown corridor has to  
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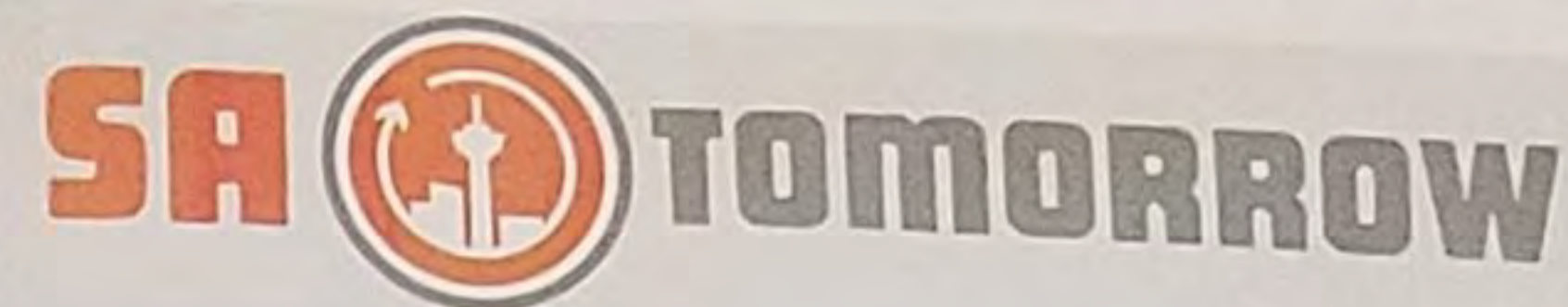
START WORKING NOW TO MAKE THIS A  
COMMUTER LINE. I HAVE HEARD THAT WHEN  
THE QUARRY (NOT THE STOPPING AREA) PLAYS  
OUT, THAT THIS MAY BE DE COMMISSIONED.  
THE PROPERTY ADJACENT THAT IS NOW  
LIGHT INDUSTRIAL WOULD BE PERFECT FOR  
APARTMENTS OR OTHER HOUSING/MULTI-USE  
CHOICES!





# (draft) EXISTING CONDITIONS

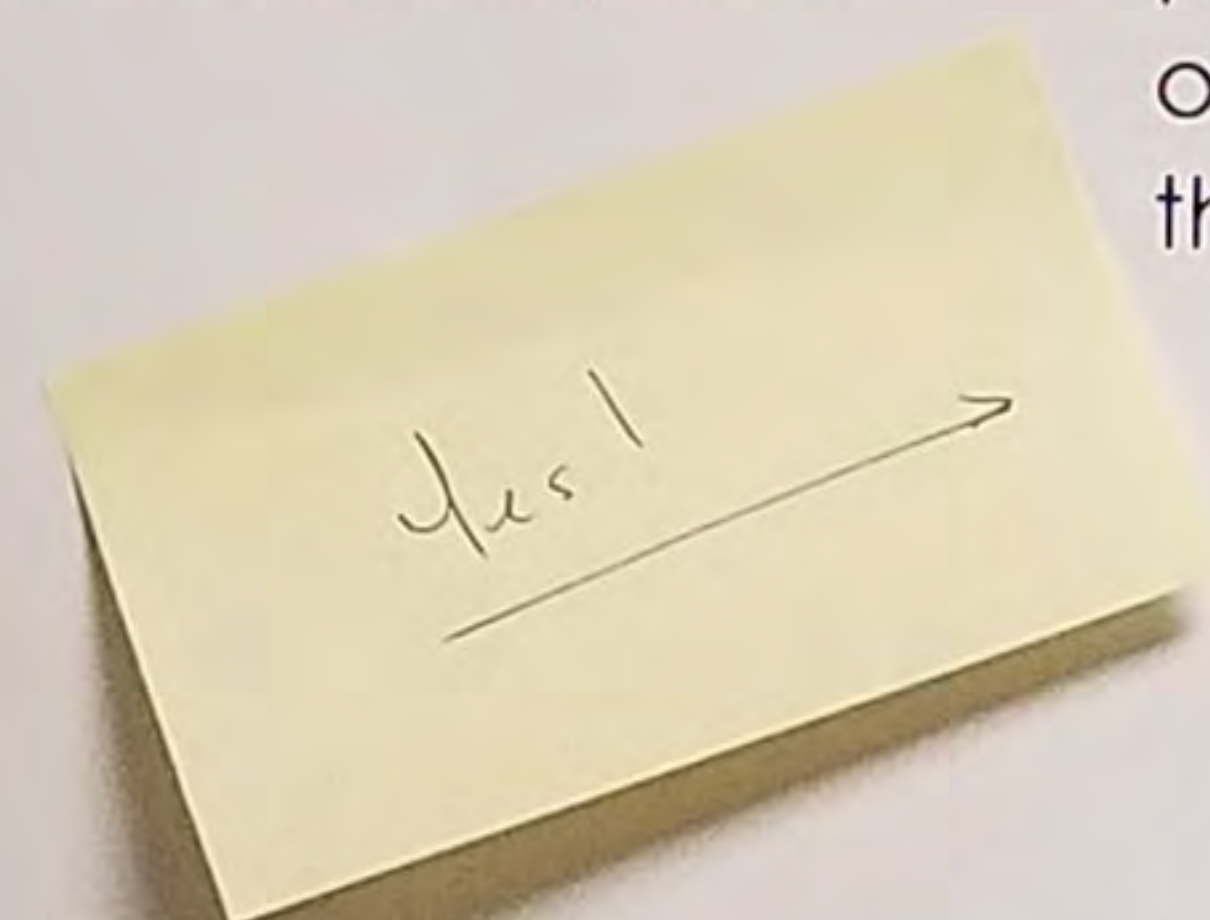
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Midtown Area Regional Center Plan

## Assets

Midtown is a place of choices. It's rich in rivers, trees, and parks. A diverse mix of housing types, including small to large apartment buildings, supports a diverse population. There are new shopping and restaurant clusters, traditional Mexican-American eateries and fruterías, specialty hardware stores, multiple museums and colleges, and San Antonio's primary cluster of LGBTQ nightlife businesses. Midtown's employers include large organizations like Metropolitan Methodist Hospital, and locally owned business. Midtown's residents and visitors can participate in its cultural heritage while contributing to the area's future. Midtown's strong social fabric and cultural roots will maintain an eclectic identity for the area as it adapts to changing times.

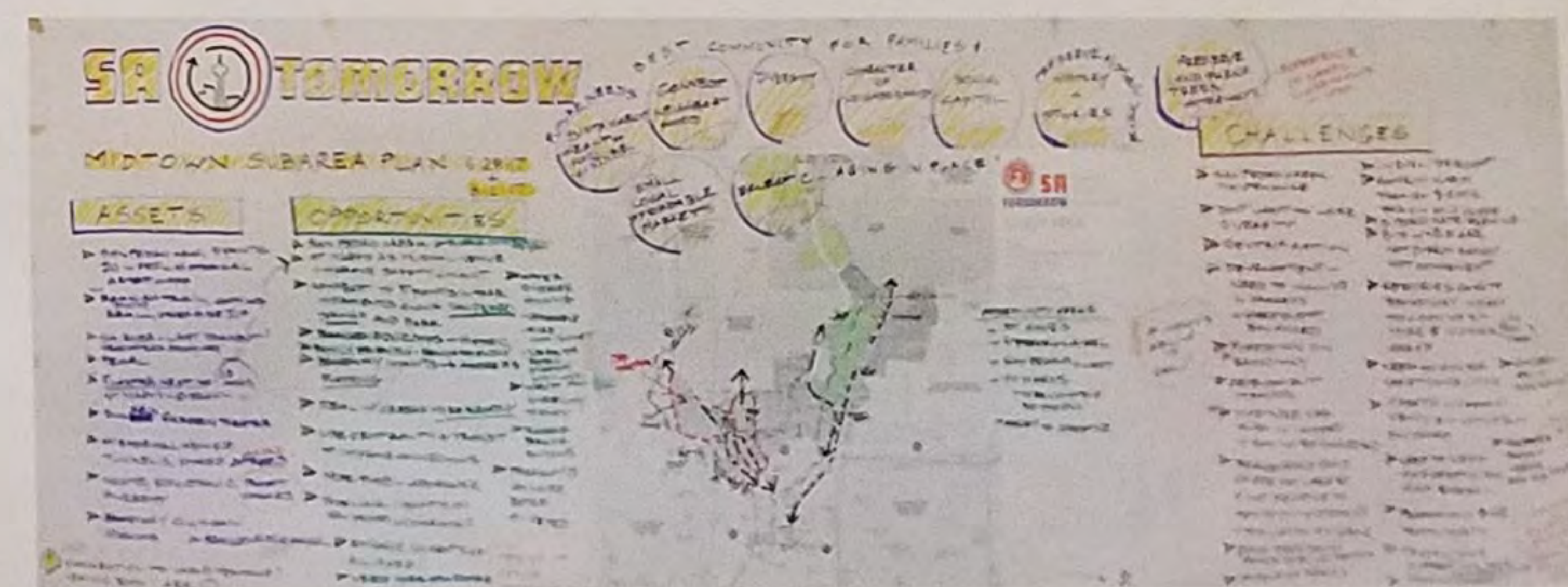


## Challenges

The places and neighborhoods in Midtown mean different things to different people. Midtown's transportation system is designed primarily for automobiles, but growing numbers need or want other convenient, reliable, and safe transportation options. Recent, new housing is not priced affordably for many people who already live here. Midtown is home to people and families with lifetimes of living room memories, and regional destinations like the museums and colleges that are important to all San Antonians. Midtown's places have unique identities, rooted in the landscape, buildings, and people. As Midtown continues building on its strengths, central challenges are to ensure that all people can participate in Midtown's future and improve quality of life, while maintaining the unique communities and cultures that comprise Midtown today.

## Opportunities

Midtown has room to grow. It can become a place of even more choice, with more options to live, work, and play. Midtown has housing that is diverse and affordable. We have an opportunity to maintain that diversity and affordability, and to create more. Midtown also offers a diverse base of employment and educational opportunities to local and regional residents. San Antonio residents should have the choice to live in centers of opportunity, such as Midtown and other regional centers. The historic grid street pattern, future high capacity transit options, and momentum from 2017 transportation bond projects on Fred Road, St. Mary's Street, and Broadway Street mean that Midtown can have a truly multimodal transportation system that is convenient and safe, and that will help San Antonio be more sustainable and healthy.



View the complete Existing Conditions Atlas online at <https://.midtown.sacomplan.com>



# (draft) EXISTING CONDITIONS

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**SA TOMORROW**

Midtown Area Regional Center Plan

## A history of the Midtown area

San Antonio's history is deeply rooted and woven with Midtown. Native Americans used areas near the San Antonio River for at least 12,000 years prior to European exploration, and were present when Spanish explorers and settlers began arriving in the 16th and 17th centuries. San Antonio's earliest permanent settlement, a presidio and mission, were probably founded in 1718 near San Pedro springs, though the exact location is unknown. When the settlement was moved farther south in the 1720s, the springs continued to provide water to the new community. In the 1720s and 1730s the Spanish constructed acequias to carry water south from San Pedro Springs and the San Antonio River for irrigation and household use. Several acequias including the famous Acequia Madre travelled through Midtown.



Brackenridge and San Pedro Springs Parks were originally protected as open space in the latter half of the 1800s, and began taking the form and programming of what might now be recognized as parks around the turn of the century. Given its long and varied use by different cultures over millennia, Brackenridge Park has been called one of the most, if not the most culturally significant parks in the United States.

After European settlement, most Midtown areas were farmed and grazed until residential development began in the late 1800s with some of the first streetcar lines, although University of the Incarnate Word had been established in 1869. Subdivision and residential neighborhood construction moved into northern Midtown neighborhoods in the early 1900s, along with the construction of streetcar lines on many of the north-south oriented primary streets. Midtown's neighborhoods and some main streets exhibit craftsmen homes and Spanish colonial revival style commercial buildings from the streetcar and post-streetcar eras. San Antonio's streetcar lines stopped operating by the middle 1930s.



STREET WORKING HARD TO MAKE THIS A COMMUNITY LINE I HAVE HEARD THAT WHEN THE QUEBEC (NOT THE SHOPPING AREA) PLAYS OUT THAT THIS MAY BE DE COMMISSIONED. THE PROPERTY ADJACENT THAT IS A LIGHT INDUSTRIAL WOULD BE PERFECT FOR APARTMENTS OR OTHER HOUSING MULTI-USE CHOICES!



Interstates 35 and 10 were built in the 1950s and 1960s, dividing neighborhoods and leading to disinvestment as the economics of transportation increasingly incentivized development farther afield. San Antonio College moved its campus between San Pedro Springs Park and Main Ave in 1951, and Trinity University, adjacent to the Midtown Regional Center, moved to its present day campus in 1952. The three post-secondary schools have risen to national prominence and together serve around 30,000 students in and adjacent to Midtown.

Slow and sporadic revitalization of some Midtown neighborhoods began occurring between the 1970s and 1990s. The Broadway Cultural Corridor's current evolution will leave a multi-generational legacy for Midtown and San Antonio. The more recent founding of the DoSeum, and major renovations and additions to the Botanical Garden, Witte Museum, Brackenridge Park, the San Antonio River, and the Broadway streetscape continue setting the area apart as a regional and national destination.

View the complete Existing Conditions Atlas online at <https://midtown.sacomplan.com>



**SA TOMORROW** Midtown Regional Center Area

### STUDY AREA

- LEGEND
- Midtown Regional Center Area Boundary
  - City Boundary
  - Road
  - Rail Line
  - Park or Open Space
  - Stream



# Please leave your comments here.

Mulberry is a Park road.

Mulberry is not a major priority transit route

Why Isn't the east side of  
Frederickburg considered  
in this development?

Businesses will be affected  
gradually, you can't just  
develop one side of  
a street and leave the  
other trashy.

Focus Area #3

Would Like to be Included

1942 N. St Mary

1916 N. St Marys

1924 N. St Marys

Health Care Use



Mulberry is a Park road.

Mulberry is not a major priority transit route

Why Isn't the east side of  
Frederick-Burg considered  
in this development?

Businesses will be affected  
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other trashy.

Focus Area #3

Would like to be included

1942 N. St Marys

1916 N. St Marys

1924 N. St Marys

Health Care Use

Focus Areas / Mixed Use Corridors

Comments

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on the draft Midtown Plan



Help develop Higgs Center and Long Academy Site.

There are no "For Sale" signs if it's  
for sale. Who do we contact about  
this property - Make it clear. THANK YOU.

There has to be focus on the  
east side of Fredericksburg also.  
Both side play and will play  
a big part in the development  
of the corridor at least up to  
I-10.

---

Clean up the area

Get rid of the Higgs center school

Focus Areas / Mixed Use Corridors

Comments

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GET the Higgs Cancer Building Torn Down  
DON'T WAIT FOR THEM TO DO IT

What is status on getting  
drainage for Broadway/Army?  
(water  
standing after  
rain)

Thank  
you-

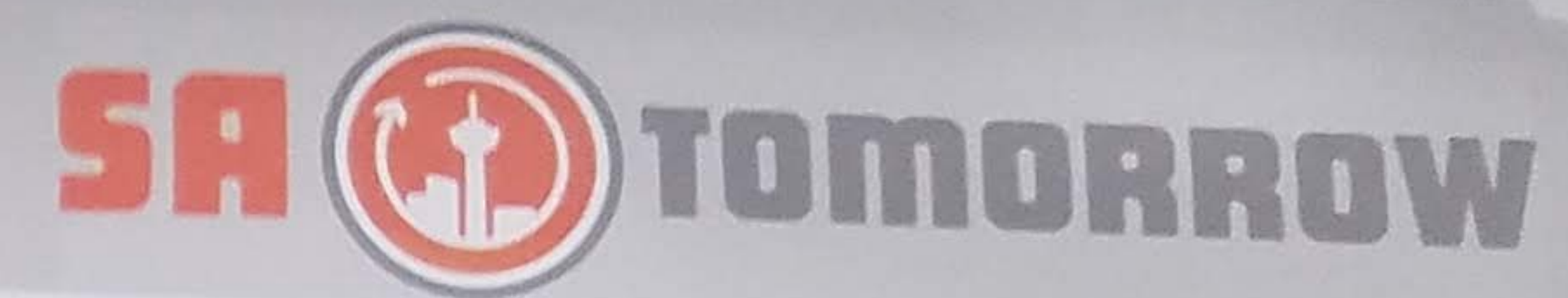
↑

Is this improvement part of the  
bond project?



Focus Areas

Please leave your comments here.



Have student Higgs Center and Los Arroyos Site.  
There are no "for sale" signs in its  
for sale. With to be covered about  
this property. Make it clear. Thank you.

There has to be focus on the  
east side of Fredericksburg also.  
Both side play and will play  
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I-40.

Clean up the area

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GET THE HIGGS CENTER BUILDING TORN DOWN  
DON'T WAIT FOR THEM TO DO IT

What is status on getting  
drainage for Broadway/Army?  
(water standing after rain)  
Thank you.  
↑  
Is this improved part of the  
land project?

Economic  
Development  
Comments

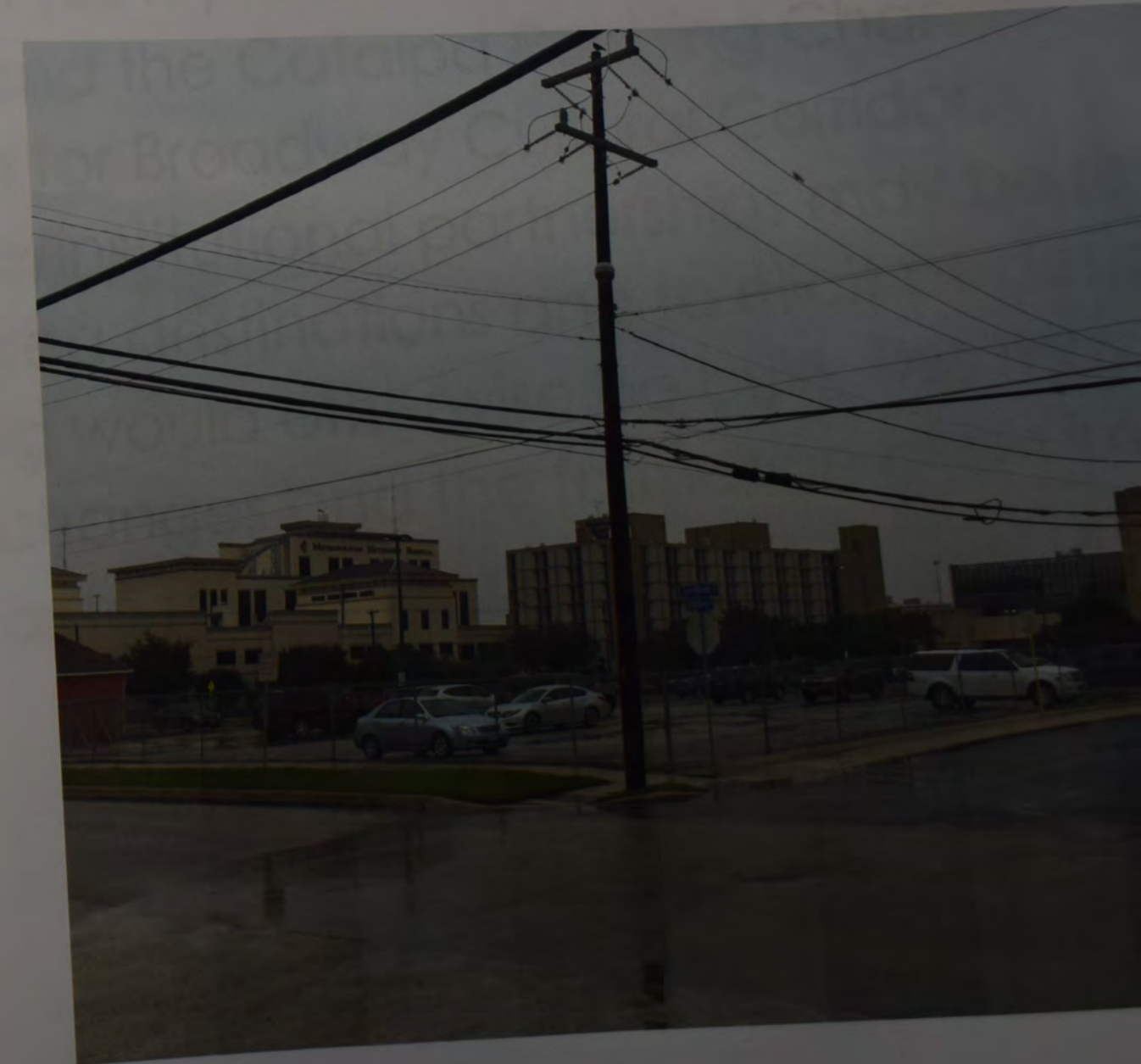


## Regional Center Plan.

Implementing the Midtown land use plan will require a coordinated approach to updating multiple sections of the Unified Development Code and to updating the zoning map in regards to mixed-use corridors and focus areas. New mixed-use and revised transit-oriented zoning districts should be written into the Unified Development Code and the City should lead in rezoning selected portions of focus areas and mixed-use corridors using these new zones. The new transit-oriented and mixed-use zoning should encourage vertical mixed-use development, with public-facing commercial activity on ground floors, and offices and/or residences above. Automobile-oriented uses and site designs should be prohibited in these

Drive through business  
not auto oriented business

Successful and vibrant corridors should be creating significant pedestrian activity and a diverse mix





## (draft) FOCUS AREAS

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Midtown Area Regional Center Plan

### Focus Area #1: San Pedro Springs Focus Area

San Pedro Springs Focus Area is centered on San Pedro Springs Creek, next to San Pedro Springs Park and San Antonio College, 5 Points Neighborhood, and Alta Vista Neighborhood. It includes VIA Metropolitan Center and primarily auto-oriented development and street environments on San Pedro Avenue, Fredericksburg Road, and Cypress Street, with an abundance of surface parking and driveways. San Antonio's 2017 Severe Pedestrian Injury Areas Report indicates that this area has Midtown's highest concentration of serious and fatal pedestrian-automobile accidents.

Surrounding areas include Temple Beth-El, College Park and Villa Tranchese housing for seniors and people with disabilities, Esperanza Peace and Justice Center, and a construction supply and light industrial area to the west. VIA is considering substantial improvements to transit service on San Pedro Avenue, Fredericksburg Road, and Cypress Street, and the City of San Antonio's and Alamo College's 2017 bonds will fund several projects in the area.

San Pedro Springs Focus Area should be a place for people to live, work, play, shop, and connect with each other, San Antonio's history, and San Pedro Springs Creek. It may include places to make and experience arts and culture, complementing studios, craft businesses, and theatres in the surrounding area. Development should relate to enhanced transit service on San Pedro Avenue, Cypress Street, and Fredericksburg Road.

Areas near the intersections of Cypress/ San Pedro, and Fredericksburg/ Flores should be particularly transit-oriented and transit supportive. Streetscapes should be unique, comfortable, and enjoyable places to spend time. In the northern portion of the focus area, development should relate to and help define the edge of San Pedro Springs Park from the south side of Myrtle Street. A range of building sizes are contemplated for the area, similar to surrounding areas that include a diverse range of building heights, including tall buildings such as the Aurora building and Park View Apartments and finer grained streetcar era development on small lots. In limited instances, sites next to San Pedro Avenue may have buildings up to ten stories. Most development should be substantially shorter and should occur in smaller increments on smaller lots. This focus area includes redevelopment sites large enough for mixed-use development that includes a full service grocery. Catalytic Site Concepts for areas near San Pedro Avenue and San Pedro Springs Park illustrate what the area might look like in the future.

Areas immediately surrounding San Pedro Springs Creek are critical to VIA's operation in the foreseeable future. However, the long-term Midtown Plan vision for this focus area includes restoring ecology and public access to the creek, and orienting additional buildings and open spaces to the Creek so that more San Antonians can enjoy it together. This longer term vision not only supports a unique, nature-oriented place, but also should contribute to continuous north-south pedestrian connections between the headwater springs in San Pedro Springs Park and the San Pedro Springs Creek Culture Park downtown, and east-west connections to other open and natural spaces such as San Antonio College campus, Crockett Park, and the San Antonio River to the east. Nearer term development and public space improvement opportunities next to San Pedro Springs Creek (at Fredericksburg Road and at Myrtle Street), should contribute to the longer term nature- and creek-oriented development and public space vision described above.

The focus area includes southern portions of Fredericksburg Road Mixed-Use Corridor, including a brownfield site bounded by Laurel, Fredericksburg, Culebra, and Comal Streets. The brownfield

site, which offers commanding views of the Downtown skyline and is within one block of an important transit service intersection and San Pedro Springs Creek, should be redeveloped to serve more people and contribute to the vision for this area.

### Focus Area #2: Main Avenue Focus Area

Main Avenue Focus Area which is centered on Main Avenue and Crockett Park, is next to the City's most vibrant LGBTQ culture area, San Antonio College, and Methodist Hospital. The focus area is part of Tobin Hill neighborhood; however the remaining streetcar era residential area is to the east and northeast.

The focus area includes two pockets of historic landmark sites, and other individual landmark sites. Most of the area is occupied by surface parking lots and driveways. There is an assortment of uses and building types, such as small apartment buildings, multistory mid-century office and medical buildings, restaurants, bars, lodging, and a retail bank, among others.

Main Avenue Focus Area should be a place for people to live, work, and play. The focus area includes a diverse employment base, with Methodist Hospital and associated health care businesses around the hospital, and south of the focus area across I-35 in downtown. Additional households, workers, and public amenity improvements should support growth in the Main Avenue retail area to the north and its expansion into the focus area south of Crockett Park.

Development should relate to Main Avenue, McCullough Avenue, and Cypress Street and should define an active urban edge to Crockett Park. New above ground pedestrian tunnels connecting buildings across streets should not be allowed, and instead pedestrian comfort and safety investments should be focused on the public streets. Growth in the medical sector, new high density residential or mixed residential-commercial development, enhanced transit service and continued growth in Downtown's River North District may catalyze further growth and amenity improvements in this focus area.

Two pockets of historic landmarks centered at the intersections of Lewis/Poplar and Euclid/ Baltimore and other landmark sites, should be preserved and will contribute to a fine-grained historic character and variation in the built environment. Buildings heights surrounding Crockett Park should reflect those of the Tobin Lofts and the Metropolitan Professional Building, while closer to downtown one or more buildings exceeding 10 stories is encouraged. As with other parts Midtown, it is important that any buildings occupying whole blocks or large footprints be complemented by finer grained development in the immediate vicinity. A greater mix of uses and larger numbers of people using areas near I-35 would contribute to connecting Midtown with Downtown. This focus area includes redevelopment sites large enough for mixed-use development that includes a full service grocery.

So VIA has no plans to relocate operations at present?





Don't provide public support  
for new construction that doesn't  
have public benefits - e.g. no to  
high cost apartments, yes to retail,  
grocery etc.

Prevent gentrification -

Tax rates are not increasing but

House values are increasing sharply

Causing property owners to pay

higher & higher taxes each year.

~~Keep~~ Have <sup>property</sup> tax relief for  
current homeowners earning less  
than 60% of Area Median Income.  
Increase loans for maintenance for  
this same population

## Housing Comments

Visit <https://Midtown.SacompPlan.com> to review and comment  
on the draft Midtown Plan



HOUSING

# Please leave your comments here.

Don't provide public support  
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## Housing Comments

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electronically at  
<https://Midtown.sacomplan.com>



THIS IS A PROPOSED  
TO COMMUNITY INP  
ADMINISTRATIVE REV  
REPLACED BY THE FI  
BY THE CITY COUNCI

just over 6,000 households and is growing faster than the  
almost 800 households since 2010. The average annual  
faster than the City-wide average of 1.0%. Midtown has a  
750, which is lower than the city-wide average, partly due to  
collection of public housing units in the Midtown area  
ge, with 17% of Midtown households being renters. The high  
e large number of recent projects. However,  
significant number of housing units being used as short-term

The median household income should continue to rise as San Antonio continues to attract new companies

mixture of housing types, age and quality. The housing stock  
older and much newer homes. Since 2010, there have been  
500 apartments developed in Midtown.  
n of renters than the City as a whole, with 75% of occupied  
47% across the City. Most of these rentals are in low-density  
buildings with 4 or fewer units.

terms of "cost burden" or the share of income paid  
a household spends more than 30% its income on  
a "cost burdened" household. Generally, the percentage of owner  
in the Midtown area; however, renter households face lower  
affordability. The average household income in 2017  
9 percent annually over the last 5 years. As have basic  
burdened, paying over 30% of income on housing, a  
ge. However, this percentage has increased from 17% to

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

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HOUSING S

Total Populat  
14,443

Total Househo  
6,087

is growing concern. The average rent for apartments in



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the County's average increase. Cost burden is a  
dtown, with 74% of renter households earning less  
s earning between \$20,000 and \$35,000 spending  
higher number of renters in single family homes which  
of residents as lower income renters in single family  
of rising rents and property value.

### Regional Center

has rapidly become one of the fastest growing areas  
umbers of San Antonians. In the Central City area  
es, there is a significant increase in the population  
as mostly renter-occupied housing units (with many  
ldings with 2 to 4 units). This high percentage of  
le family homes, makes these households more

We are willing to protect low income housing, but not the history of San Antonio's oldest neighborhoods ???

HO
Total
14,44
Total
6,087
Annual
Growth
2.3% (C
Average
Size   2.3
(COSA
One-Pers
Househol



ain challenges in Midtown related to housing are:

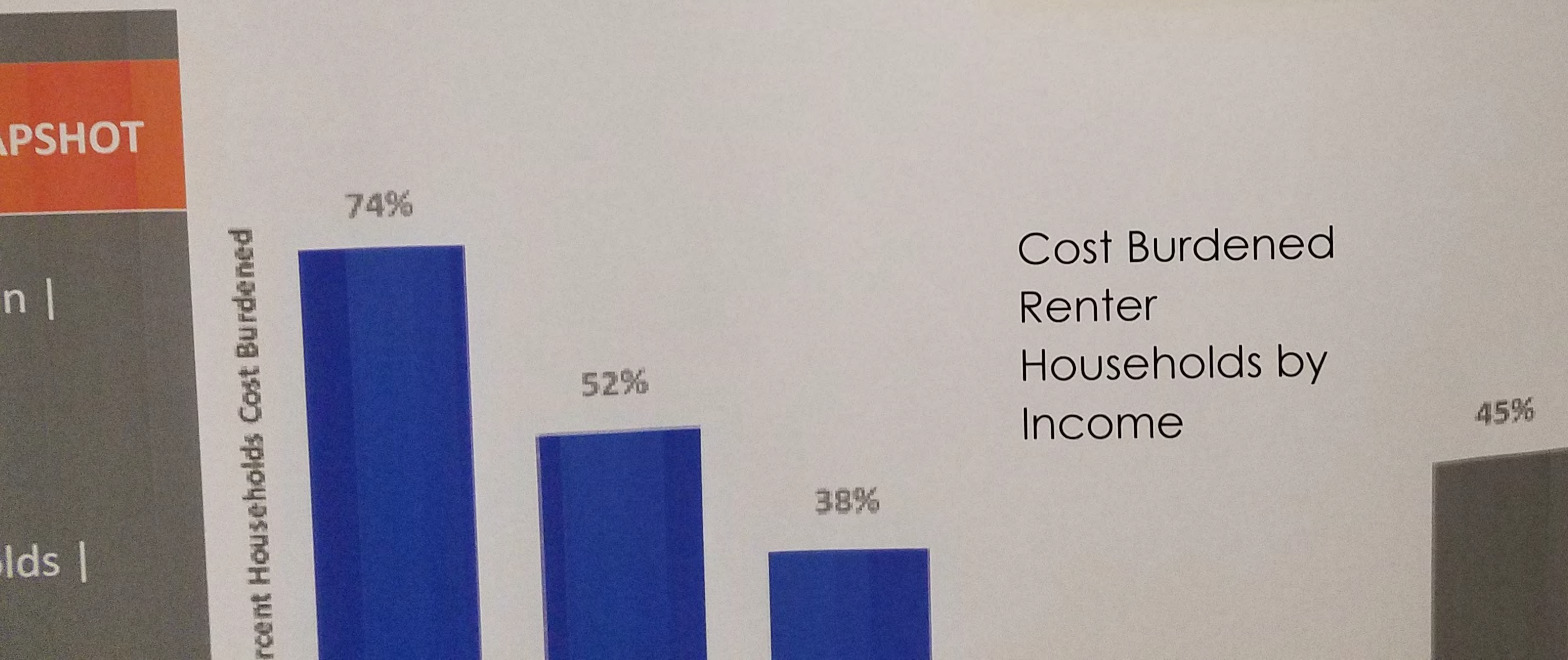
**or Displacement of Existing Residents:** Rising rental rates, property values, prices will make it harder for lower income residents to remain in the area. This will particularly affect renter households.

**g Historic Character and Reinvesting in Older Housing Stock:** The older housing Midtown amazing character, but will be difficult to maintain due to costs of nt and development pressure

**ing Opportunity for All Househ** MILLIONS of \$\$\$ are lived in these homes Midtown: The cost of opment and demand for hou being invested in this area? al generations and es for new - and ng - homes harder for lower income residents to be protected instead

How is this "difficult to maintain" with MILLIONS of \$\$\$ being invested in this area? 100% to disagree

allowing investors to destroy the cultural integrity of an established neighborhood.





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## Midtown Area Regional Center Plan

development has attracted new residents to the area who can support the current market rental rates and home prices. While existing and long-term residents have so far been able to remain in the area, the increasing financial pressure on these households from rising rental rates and property taxes may make it hard to remain.

The three main challenges in Midtown related to housing are:

**1. Potential for Displacement of Existing Residents:** Rising rental rates, property values, and home prices will make it harder for lower income residents to remain in the area. This challenge will particularly affect renter households.

**2. Preserving Historic Character and Reinvesting in Older Housing Stock:** The older housing stock gives Midtown amazing character, but will be difficult to maintain due to costs of reinvestment and development pressures.

**3. Maintaining Opportunity for** new development and demand even existing – homes harder for

How is this "difficult to maintain" with MILLIONS of \$\$\$ being invested in this area?  
100% to disagree

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.

**Midtown:** The cost of new – and



(draft) HOUSING

Housing Snapshot

The Midtown Regional Center has just over 6,000 households and is growing faster than the City of San Antonio overall, adding almost 800 households since 2010. The average annual household growth of 2.3% is much faster than the City-wide average of 1.0%. Midtown has a median household income of \$30,750, which is lower than the city-wide average, partly due to a large student population and collection of public housing. There are currently 7,340 housing units in the Midtown area, which is much higher than the City average, with 17% of Midtown housing units vacant. The high vacancy rate may be driven by the large number of recently completed projects. However, it may also be an indication of a significant number of housing units being used as short-term rental units.

The housing stock in Midtown is a mixture of housing types, age and quality. The housing stock in Midtown is split between much older and much newer homes. Since 2010, there have been 192 for-sale homes built and over 1,500 apartments developed in Midtown. The area has a higher concentration of renters than the City as a whole, with 75% of occupied housing units rented, compared to 47% across the City. Most of these rentals are in low-density housing; 57% of rental units are in buildings with 4 or fewer units.

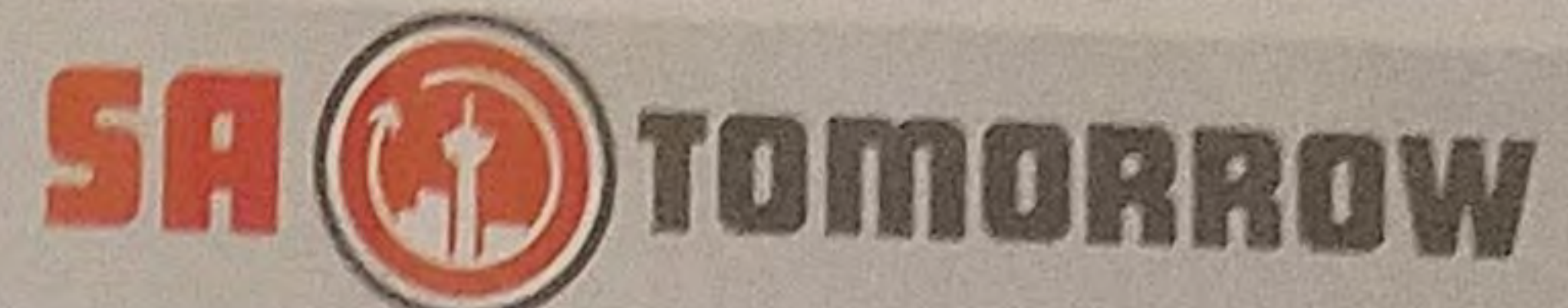
Housing affordability is measured in terms of "cost burden" or the share of income paid towards housing costs. In general, if a household spends more than 30% its income on housing costs it is considered to be a "cost burdened" household. Generally, housing affordability is not a significant issue in the Midtown area; however, recent market changes are impacting homeowner affordability. The average home price in Midtown was \$358,000 and has increased by 9 percent annually over the last five years. Overall, 24% of homeowners in the area are cost burdened, paying over 30% of their income towards housing, a figure on par with the County average. However, this percentage has increased from 17% to 24% since 2000.

The affordability of renting in Midtown is growing concern. The average rent for apartments in the Midtown Regional Center is \$1,276 per month and average monthly rents have increased by \$650 since 2010, which is almost twice the County's average increase. Cost burden is a growing issue for low-income renters in Midtown, with 74% of renter households earning less than \$20,000 and 52% of renter households earning between \$20,000 and \$35,000 spending over 30% of income on rent. There are a higher number of renters in single family homes which raises concerns of potential displacement of residents as lower income renters in single family homes are the most vulnerable to impacts of rising rents and property values.

Housing Challenges in the Midtown Area Regional Center

The Midtown area is growing quickly and has rapidly become one of the most active areas in the City in which to live for increasing numbers of San Antonians. As the area grows, a diversity of housing types and incomes, there is a significant portion of the population that are lower income households as well as mostly renter-occupied housing units (with many in single family homes or smaller buildings with 2 to 4 units). This high percentage of renters, particularly the large portion in single family homes, makes these households more vulnerable to displacement as new development occurs and market values increase.

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development has attracted new residents to the area who can support the current market rental rates and home prices. While existing and long-term residents have so far been able to remain in the area, the increasing financial pressure on these households from rising rental rates and property taxes may make it hard to remain. The three main challenges in Midtown related to housing are:

- 1. Potential for Displacement of Existing Residents:** Rising rental rates, property values, and home prices will make it harder for lower income residents to remain in the area. This challenge will particularly affect renter households.
- 2. Preserving Historic Character and Reinvesting in Older Housing Stock:** The older housing stock gives Midtown amazing character, but will be difficult to maintain due to costs of reinvestment and development pressure.
- 3. Maintaining Opportunity for All Households:** New development and demand for housing is increasing, making it harder for lower income residents to find affordable housing.

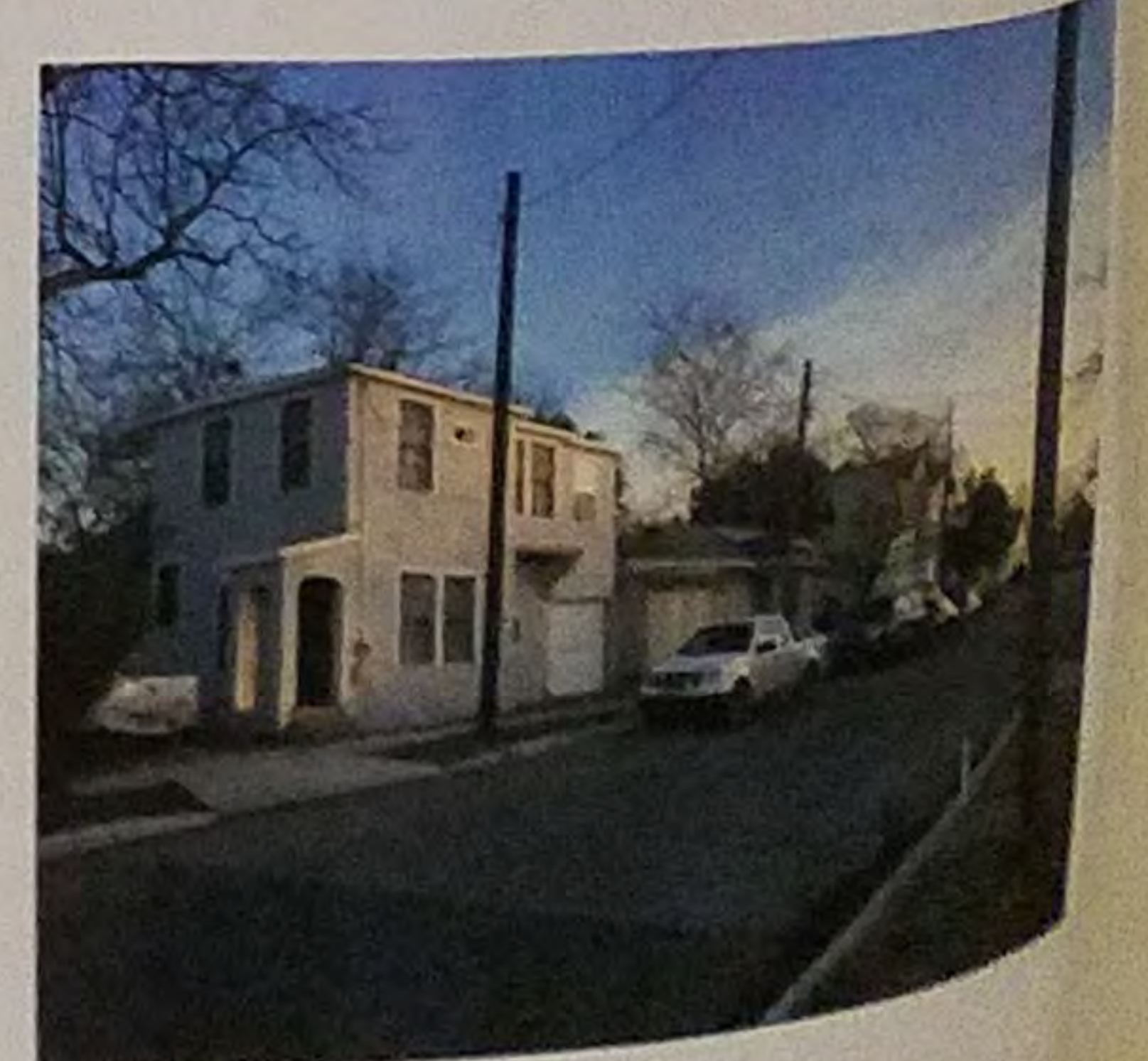
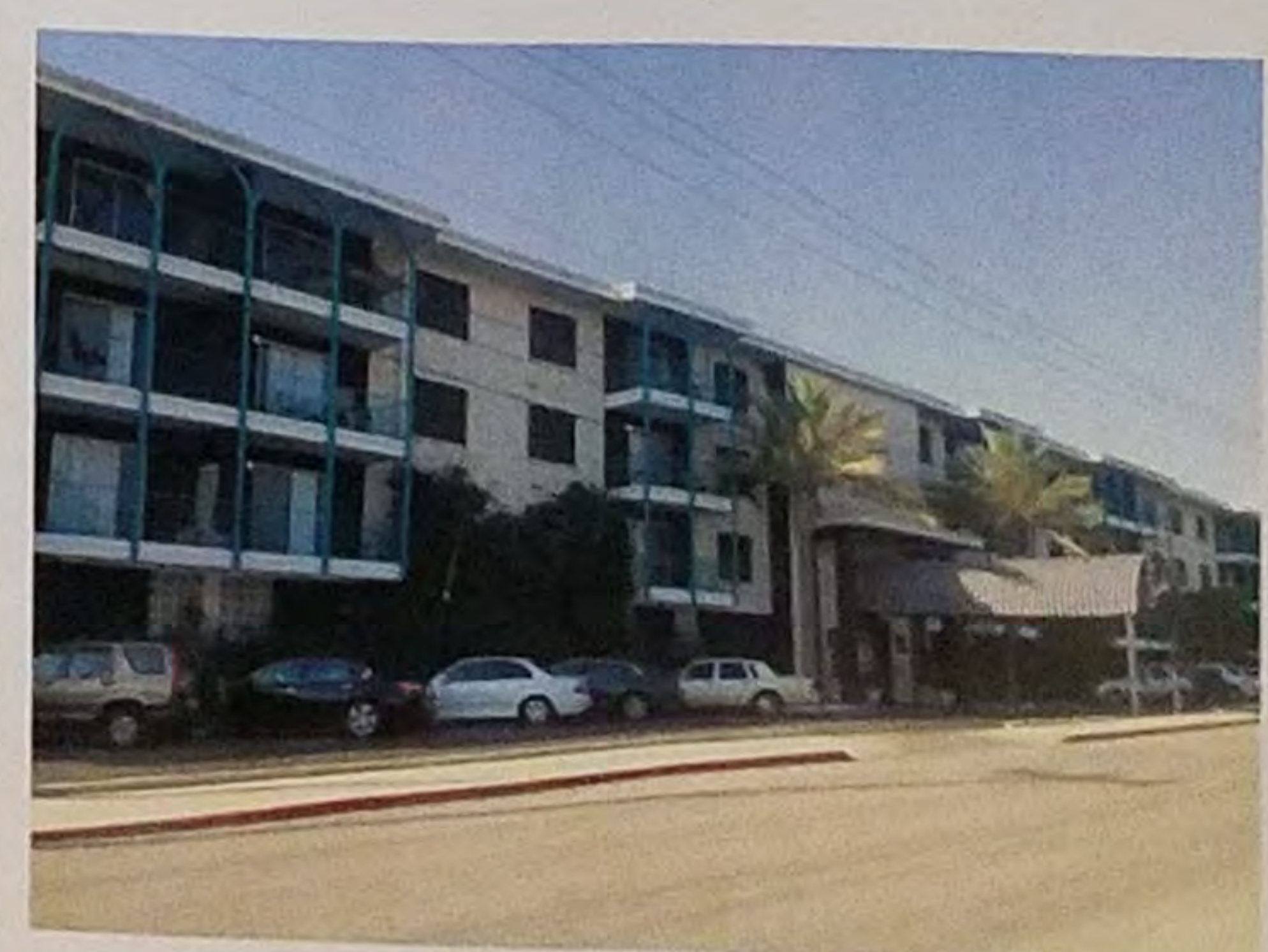
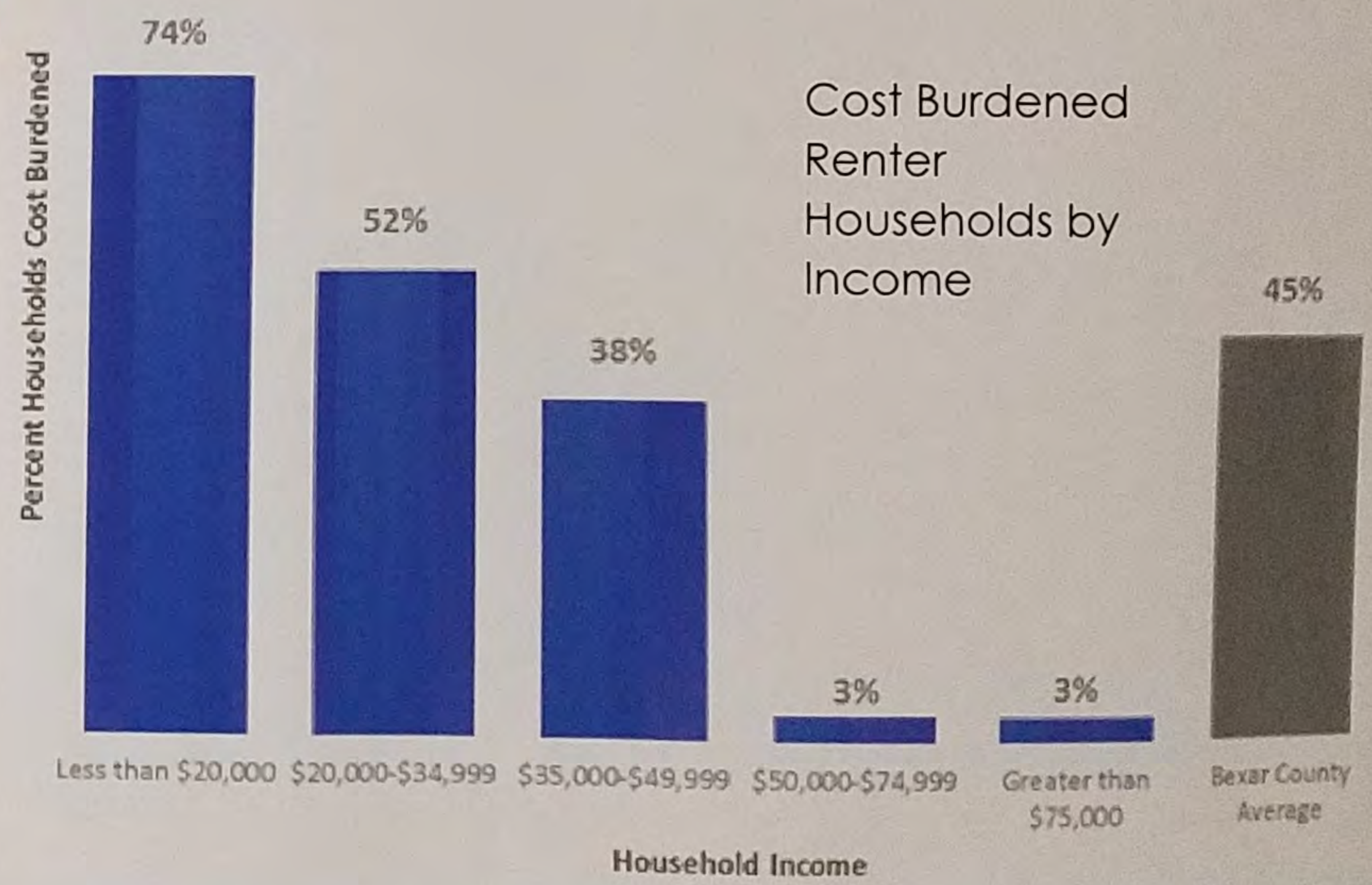
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How is this "difficult to maintain" with MILLIONS of \$\$\$ being invested in this area?

we lived in these homes for decades and are protected instead of allowing investors to destroy the cultural integrity of an established neighborhood.

HOUSING SNAPSHOT

- Total Population | 14,443
- Total Households | 6,087
- Annual Household Growth, 2010-2016 | 2.3% (COSA | 1.0%)
- Average Household Size | 2.13 persons (COSA | 2.73)
- One-Person Households | 51% (COSA | 28%)



We are willing to protect low income housing, but not the history of San Antonio's oldest neighborhood.



When increasing density (e.g. Claremont)  
require that new construction provides  
access to utilities

UPTOWN "LIGHT" COMMERCIAL CENTER  
COULD ALSO BE CONVERTED INTO A  
VERY GOOD RESTAURANT AND PARKS AND  
BE VERY CLASSY AND UPSCALE LIKE SO MANY  
OTHER PLACES IN DOWNTOWN.

APARTMENTS

→ AFFORDABLE

Living -  
warehouse

style  
living - very cool  
with some  
small shops + bars.

West of Euclid =  
neighborhood! Not light industry;  
offices - "Employment/Flex Use"

## Future Land Use

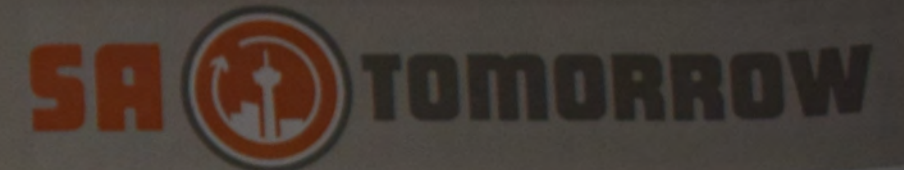
### Comments

Visit <https://Midtown.SacompPlan.com> to review and comment  
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Concerned about increase density while downsizing Broadway 4 lanes instead of 6!  
→ = 20 story building + 10 story building + 6 story building!



Please leave your comments here.



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Keep the historic look. New construction,  
with it's modern architecture, 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.

growth/density  
along corridors

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## Economic Development Comments

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is here.

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## Economic Development Comments



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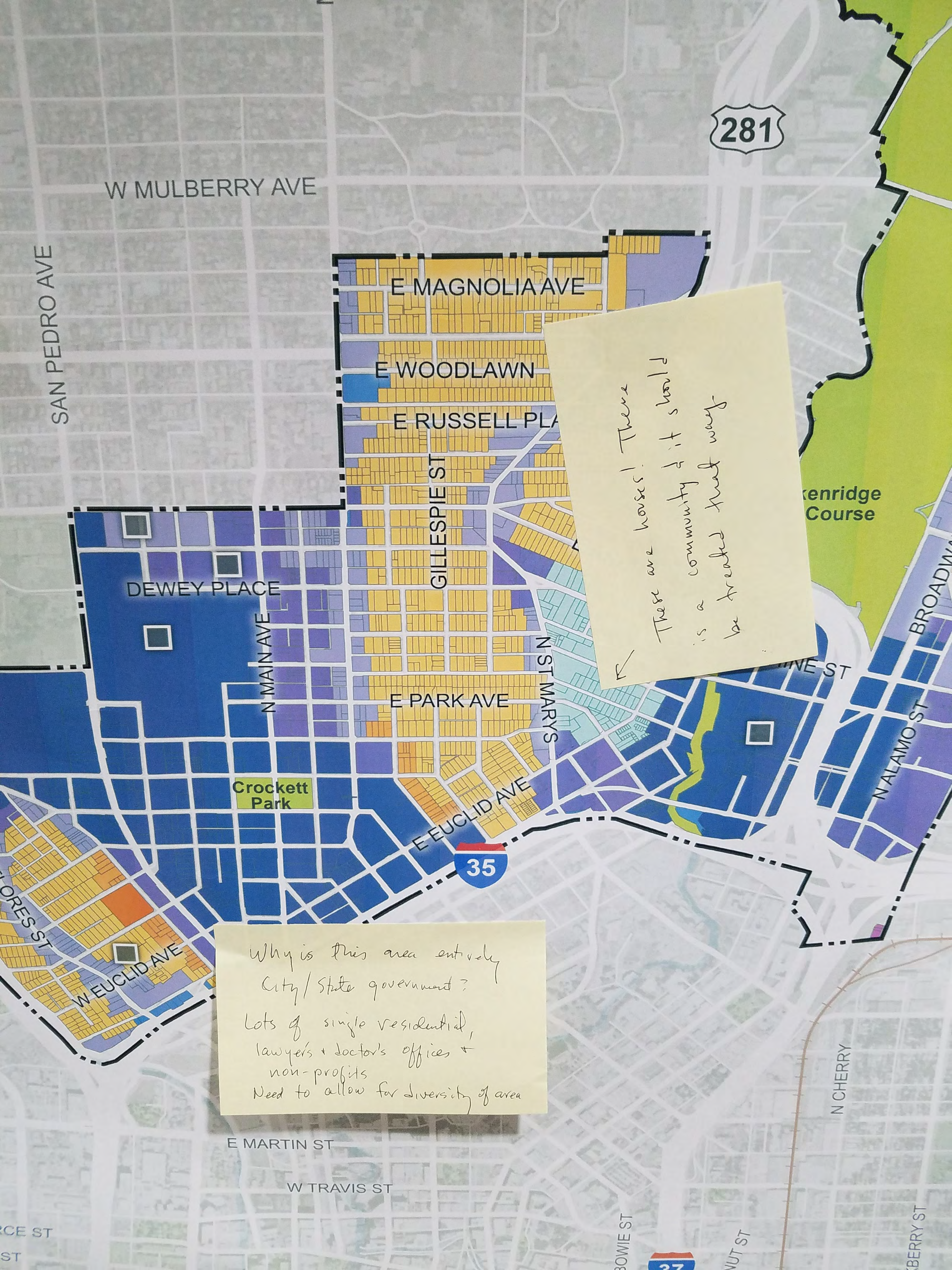
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281

W MULBERRY AVE

SAN PEDRO AVE

E MAGNOLIA AVE

E WOODLAWN

E RUSSELL PL

GILLESPIE ST

DEWEY PLACE

N MAIN AVE

E PARK AVE

N ST MARYS

Crockett Park

E EUCLID AVE

35

Kenridge Course

BROADWAY

N ALAMO ST

N CHERRY

E MARTIN ST

W TRAVIS ST

BOWIE ST

NUT ST

BERRY ST

These are horses! There is a community & it should be treated that way

Why is this area entirely City/State government?  
Lots of single residential, lawyers + doctor's offices + non-profits  
Need to allow for diversity of area





STANLEY RD

NAVY  
BLUE

-  Neighborhood Mixed-Use
-  Urban Mixed-Use
-  Regional Mixed-Use
-  Employment / Flex Mixed-Use
-  Light Industrial
-  Neighborhood Commercial
-  City / State / Federal Government
-  Parks / Open Space

Civic Locations

-  Educational Facility

Dark Blue - Regional  
Mixed  
Use

N WALTERS ST



W HILDEBRAND AVE

10

I live on Cornell street - The next street over is Culebra Road - You need more lighting, ~~you~~ You need sidewalks on Culebra Road, ~~clean~~ clean up the warehouse are put a bike station. That leaves all the UBER bike left everywhere. The warehouse that are closed should be torn down - stop the homeless living

in my area. Turn and Broken down Buildings Put something nice for dev area - Better lights sidewalks. fix the street to make it safer for both people to ride bike want people waiting for the bus.

CINCINNATI AVE

FREDRICKSBURG RD

YALE AVE

CORNELL AVE

CULEBRA RD

W LAUREL ST

LOMBRANO ST

N COLORADO ST

LAREDO ST

N FLORES ST

W EUCLID AVE

SAN PEDRO AVE

DEWEY

Rental uses by Colorado I-10.

Abandoned clothing warehouse nearby.



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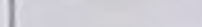
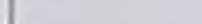
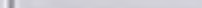
Midtown Area Regional Center Plan



SA  
TOMORROW


Midtown  
Regional  
Center Area

### LEGEND

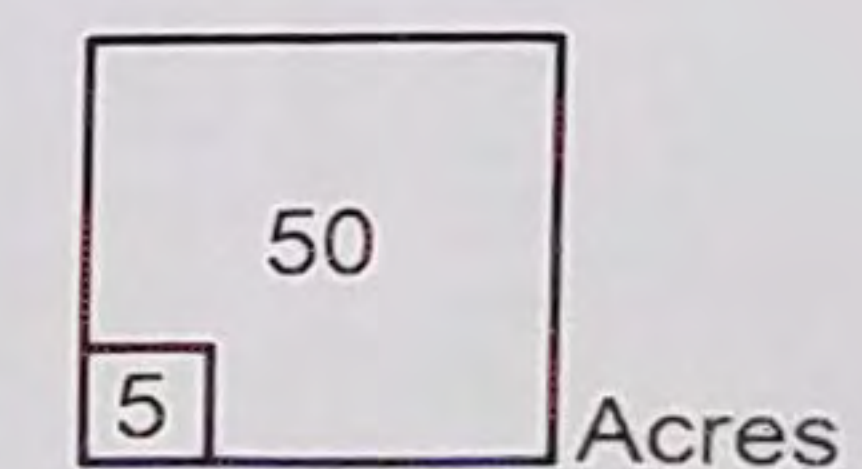
-  Midtown Regional Center Area Boundary  
 City Boundary  
 Rail Line  
 Parcel

## Land Uses

- 
- |   |                                   |
|---|-----------------------------------|
|    | Urban Low Density Residential     |
|    | Medium Density Residential        |
|    | High Density Residential          |
|    | Neighborhood Mixed-Use            |
|   | Urban Mixed-Use                   |
|  | <del>Regional Mixed-Use</del>     |
|  | Employment / Flex Mixed-Use       |
|  | Light Industrial                  |
|  | Neighborhood Commercial           |
|  | City / State / Federal Government |
|  | Parks / Open Space                |

-  Educational Facility

Dark Blue - Regional  
Mixed  
Use





West thoroughfares.

AND OFF FREDERICKBURG RD

trails  
age.

el

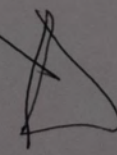
ees

## Mobility Comments

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- + concern re= parking near St. Mary's strip and surrounding streets
- esp parking for businesses
- b/c residential driveway all being blocked, + limiting emergency vehicle access
- ? pooled parking solutions?
- ? neighborhood parking permit program

+ Need need a trail connecting Olmsted Park to midtown/Brackening  
Area + onto Riverwalk



Similar concern for northern  
Mahanoke Park. Will parking  
passes or something similar to  
King William be available?

Mulberry St. at Broadway is a dangerous right turn (off B'way onto  
Mulberry) This desperately needs to be reworked

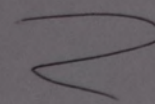
Bike station close to corner ST

~~cul-de-sac~~ <sup>is a</sup> Danger Zone Bikes  
needs lights, Bike station UBER Bikes  
In uptown, side walk, lights  
safety

Pathways for Bike rides safety issues uptown  
use the small creek would be nice.



need more frequent buses to all stops esp on B-way  
trolley might work if it has a desirable northern terminus (airport?)

deduction of priority bicycle lane  - esp. east/west thoroughfares.

ADD SIGNAGE SPECIFIC TO UPTOWN ON N. COLORADO ST., CINCINNATI, BRAZOS AND OFF FREDERICKBURG RD

- ☐ ~~St. Ann's~~ St. Ann's area generally needs better sidewalks and connectivity to regional trails <sup>Culbra</sup>
- ☐ Improved pedestrian crossing needed @ Colorado + I-10 + better lighting + signage.

~~Since~~

Use A larger post cards with large print for this event

include A map

Realize that Howard St + Lewis St Run parallel  
on both sides of the campus and therefore  
there is no corner.

Not everybody knows where the NURSING center is  
located

Not everyone know whether the parking requires  
permits or not.

better food would be nice, since this is my  
first chance for food today

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ADD SIGNAGE SPECIFIC TO UPTOWN ON N. COLORADO ST, CINCINNATI, BRAZOS AND OFF FREDERICKBURG RD

□ ~~Mulberry~~ St. Ann's area generally needs better sidewalks and connectivity to regional trails  
+ better lighting + signage

□ Improved pedestrian crossing needed @ Colorado + I-10

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+ concern re: parking near St. Mary's strip and surrounding streets  
- esp. parking for businesses  
- b/c residential driveway access blocked + limiting  
- ? pooled parking stations? emergency  
- ? neighborhood parking permit program vehicle  
access

+ Hwy. need at least connecting drive park to midtown/brickyard  
Area + onto Riverwalk

Similar concern for northern  
Mahachke Park. Will parking  
passes or something similar to  
King William be available?

Mulberry St. at Broadway is a dangerous right turn off Bway onto  
Mulberry. This desperately needs to be reworked.

Bike station close to corner st

~~at~~ Culbraz <sup>is a</sup> Danger Zone Bird Bikes  
needs lights, Bike station UBER Bikes  
In uptown, side walk, lights  
safety

Pathways for Bike rides safety issues uptown  
use the small creek would be nice.



se people  
constructed  
should be  
ch as  
VIA  
w residents

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bike  
ng and  
sidents can

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uth Texa  
ment  
pedes  
ention  
menties will

PATH DOWN Kensington  
RD IN UPTOWN  
SO WE CAN HAVE  
Access to the River  
without having to use  
Major RD. Areas





## Background and transportation vision

In 2016 the City of San Antonio adopted the SA Tomorrow Multimodal Transportation Plan, to make our city's transportation system "sustainable, safe, convenient, efficient, and inclusive of all modes." The plan adopted by City Council established "a shift in focus from moving vehicles to moving people," in order to manage traffic congestion and improve transportation choices. The plan identified two primary and interdependent methods for managing future traffic congestion:

Develop a land use pattern and policy to promote local trips

Provide transportation options in addition to vehicles that connect Regional Centers

SA Tomorrow Multimodal Transportation Plan acknowledged that we cannot build our way out of congestion, and that the Comprehensive Plan, and associated land use plans, are a primary opportunity to improve mobility in San Antonio. By welcoming more people to live, work, and play in urban centers, regional centers, and transit corridors, we can shorten trip lengths, offer more transportation choices, and improve quality of life.

Affordability, diversity, and transportation choices are important elements of the Midtown Vision and Goals. The combined costs of housing and transportation (commonly referred to as H+T) are often a large portion of a household's budget, with experts recommending the combined total not be more than 45% of household income. In the Greater San Antonio Region that total on average is 53%. Walkable communities that provide great transit options can reduce the household transportation costs for the average person, because if people have an alternative to driving alone, transportation costs can be stable even when gas prices rise. By providing transportation options, as some people choose to go to their destination on foot, bicycle or transit, the number of cars on the road will be minimized, reducing traffic delay for those people that choose to drive.

Multimodal infrastructure investments to transform streets into great public places, such as additional bicycle and pedestrian resources, as well as rapid transit investments from VIA Metropolitan Transit, are needed to better serve existing residents, accommodate new residents and effectively connect the Midtown area to the greater San Antonio region.

Safety is central to the mobility vision for Midtown. Previous development that focused on prioritizing automobiles leaves many parts of the area with incomplete sidewalks, few bike facilities, and poor access to parks. With a focus on improving safety for people walking and bicycling, Midtown will become a more healthy and connected area, where local residents can access destinations near their homes without having to drive.

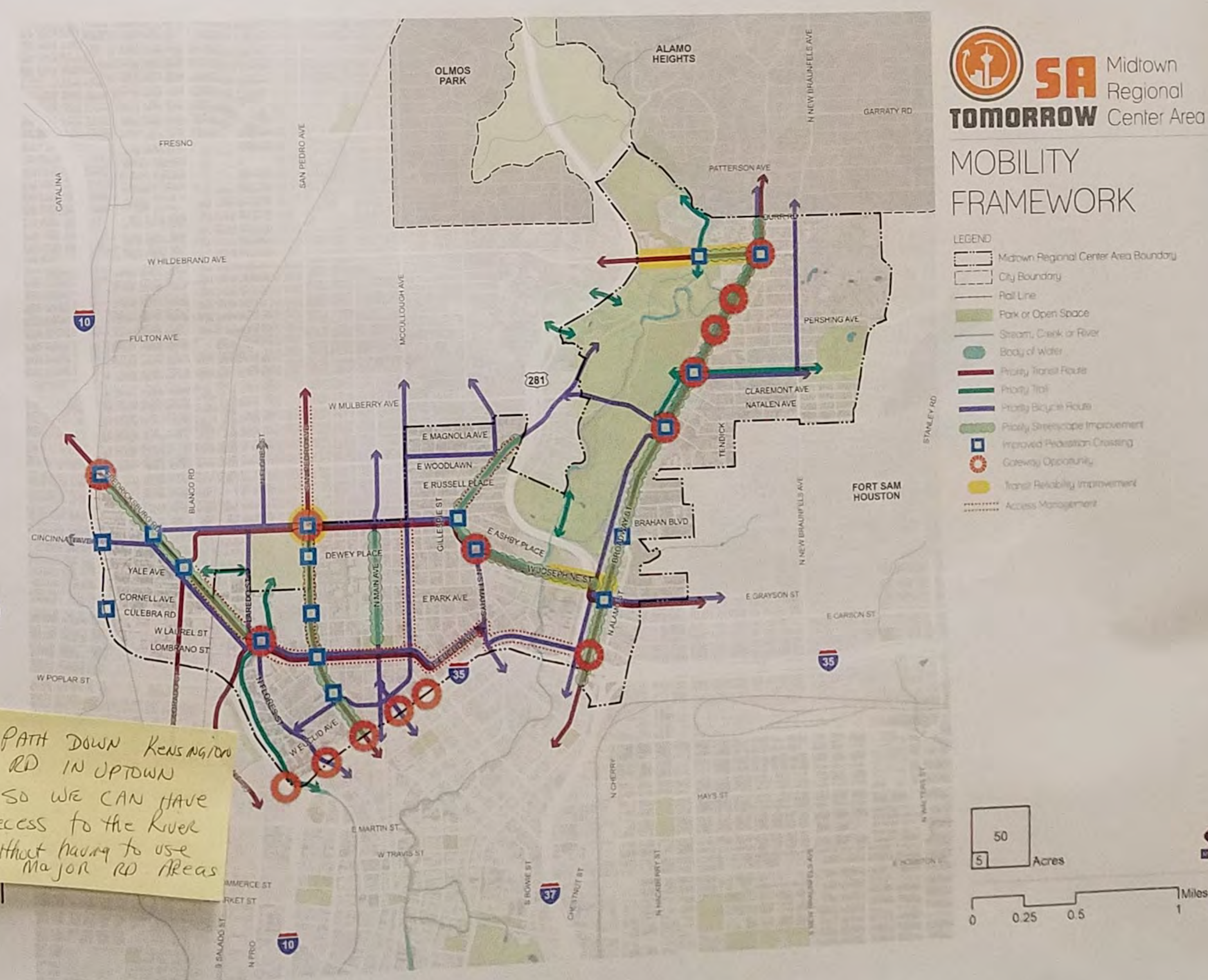
VIA Metropolitan Transit's Primo and Rapid Transit Corridors are expected to provide frequent, reliable service to connect Midtown with the economic activity of Downtown, the South Texas Medical Center, the Airport Regional Center, and other regional housing and employment centers. Improved sidewalks and intersections, along with streetscaping that prioritizes pedestrian safety and comfort will support people using transit to and from the Midtown area. Attention to design priorities like wider, protected sidewalks, street trees, and seating and shade amenities will improve last mile connections between transit stations and destinations.

## Midtown's mobility needs:

Midtown has long been a critical gateway to the city center, is home to thousands of people, and has many destinations. Key transportation needs identified for this Midtown include the following:

- Safety on the transportation network for all modes, but especially pedestrian and bicyclist safety;
- Multimodal improvements - transformation of the transportation network to serve people choosing to walk, bicycle, scooter, take transit, rideshare, or travel in their own vehicle;
- Ensure that the mobility network supports, responds to, and directly implements the future land use plan; and Congestion reduction in key hotspots.

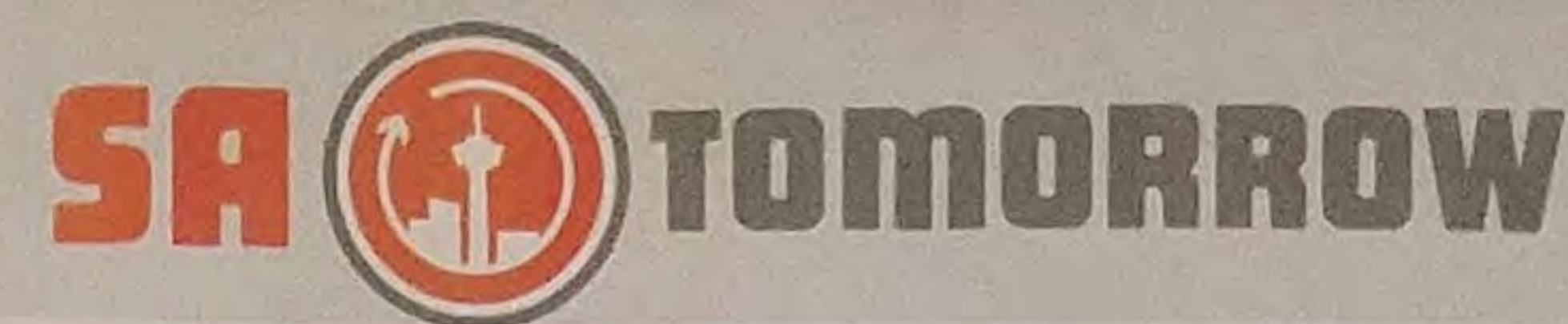
To address the mobility needs in the Midtown study area, a set of high level recommendations has been developed with input from the Midtown Area Regional Center Planning Team and community stakeholders, and a set of strategies have been identified to implement the recommendations through projects, policies and partnerships.





# (draft) VISION AND GOALS

THIS IS A PROPOSED DRAFT SUBJECT TO COMMUNITY INPUT, LEGAL AND ADMINISTRATIVE REVIEW AND WILL BE REPLACED BY THE FINAL PLAN ADOPTED BY THE CITY COUNCIL.



Midtown Area Regional Center Plan

## What is a vision statement?

A vision statement describes the desired state of a place in the future. With community support, an effective vision can influence decisions and inspire action to move toward that idealized future. Goals further describe the outcomes that will support the realization of the vision. These, in turn, are supported by more specific recommendations and strategies that will implement the bigger-picture vision and goals. These strategies will involve specific proposed projects, programs, policies, and other means of achieving the community vision.

The Midtown Regional Center Vision and Goals were developed with input from residents and community stakeholders through an iterative process of developing and refining these concepts. During preliminary community engagement efforts, community members articulated important values and identified Midtown's assets, challenges, and opportunities. This community input became the basis for Midtown's Vision and Goals, which were refined with feedback from the Planning Team and participants at a second Community Meeting.

## Vision for the Midtown area

In 2040, Midtown will reflect the diversity of San Antonio's people and families. Historic neighborhoods, rooted communities, iconic waterways and parks, and places of culture and learning will continue to characterize the area.

Unique destinations will each include an abundance of places to live, work, learn and enjoy, yet each will have a distinct character, featuring—and growing from—local culture and landscape.

Midtown's neighborhoods will continue to convey historic character, and will have affordable homes and apartments for a diverse population. People of all ages and circumstances will be able to choose, stay, and call Midtown home.

Midtown's multiple-purpose streets, trails, and public places will offer comfortable and convenient choices for walking, biking and transit riding, and make it easy to get exercise, socialize, and experience nature in a healthy environment.

## Goals for the Midtown area

### Goal 1: Preserve Midtown's Distinct Character

- Preserve Midtown's essential character-defining elements: the diversity of people and the unique character of individual places and neighborhoods.
- Maintain buildings with exemplary historic character.
- Highlight the history and heritage of the area and share stories through urban design, public art, and cultural events.
- Continue to nurture Midtown's identity as a welcoming place for diverse families.

### Goal 2: Connect Neighborhoods and Destinations

- Improve sidewalks and trails to safely connect regional destinations, neighborhoods, transit, employment, shopping, schools, and green spaces.
- Improve connections across busy roads like San Pedro and highways like I-10, and make walking comfortable with lighting, trees, and slower traffic.
- Make biking safe and enjoyable for people.

This definition of addressing transportation is very vague. I believe a better definition would be helpful. Traffic in this area has become increasingly worse.

### Goal 3: Support Great Transit

- Capitalize on Midtown's central location, potential for comfortable walking, and concentration of housing, jobs, and destinations.
- Build high capacity transit service and provide regular service improvements within Midtown and to destinations such as Downtown, Medical Center, UTSA, and Brooks.

### Goal 4: Support Unique, Mixed Activity Areas

- Foster an appropriate mix, density, and orientation of uses in each part of Midtown to maintain the character of unique places, such as the North St. Mary's Street music culture.
- Accommodate growth while preserving distinct characteristics of each part of Midtown and providing thoughtful transitions between uses.
- Support unique district cultures in Midtown, such as LGBTQ areas on Main Street.

### Goal 5: Broaden Housing Choices

- Offer a range of housing types and price-points to meet the diverse needs of residents such as, seniors, students, families, and others.
- Conserve existing affordable housing and the existing diverse mix of housing types, and expand affordable housing options.
- Rehabilitate or redevelop housing that is in poor condition.
- Focus most new housing development close to transit corridors.

How do you plan to encourage conservation and rehabilitation versus demolition?

### Goal 6: Improve Pedestrian- and Transit-Oriented Retail and Services

- Building on the unique character and strengths in each retail corridor, support more diverse options, including small-scale markets, affordable healthy food, entertainment, and other amenities for Midtown's diverse residents and visitors.
- Encourage building maintenance and renovations to beautify commercial corridors and create walkable, active street areas next to buildings.

### Goal 7: Stimulate a Thriving Economy

- Create more employment opportunities to continue attracting a diverse residential population.
- Leverage existing robust employment anchors such as University of Incarnate Word, San Antonio College, and Methodist Hospital.
- Continue to improve Midtown's great assets and public spaces, such as the Broadway Cultural Corridor, to attract more employers.
- Cultivate target markets related to arts, culture, entertainment, technology, and wellness.

### Goal 8: Improve Outdoor and Nature Experiences

- Integrate nature and green space throughout Midtown, using creek-side trails (e.g., along San Pedro Springs Creek), Latin American-inspired plazas with vegetation, park-like streets, or other innovative spaces that include nature.
- Sustain large canopy trees and mature landscaping as defining features of Midtown's neighborhoods.

### Goal 9: Promote Health and Sustainability

- Improve access to affordable, healthy foods.
- Encourage concentrations of places to live, work, and play.
- Design streets and public places to make being outdoors delightful.
- Achieve multiple community goals with green infrastructure: use large trees, landscaping, and stream restoration to clean stormwater, reduce flooding, make great public spaces, improve walkability, reduce urban heat, and leave a great legacy downstream.

### Goal 10: Pursue Transformative Projects

- Elevate Midtown's aesthetic appeal, stimulate economic growth, and meet local needs by transforming vacant properties and older buildings through re-use, redevelopment, or new development.

### Goal 11: Grow Unique Destinations

- Fortify Midtown destinations with complementary uses: recreation, employment, entertainment and transit.
- Reinforce the Broadway Cultural Corridor, historic parks, San Antonio River, and San Pedro Springs Creek as places familiar to all San Antonians and welcoming to the world.
- Support other thriving retail, entertainment, and cultural destinations that already have a community and successful identity, such as the Pearl District, St. Mary's Street, and Main Street.
- Support other corridors (such as Fredericksburg Road, San Pedro Avenue and McCullough Avenue) in building on their best qualities.

The goal of preserving character? Transformative projects seem a little at odds. Can you do both?



Please share your comments and ideas below

The contaminated site should be  
redeveloped as industrial, transit  
station, ~~mini mall~~, clean energy,  
technical school, construction science  
or technology training. Texas Tech?  
nanotechnology.

ARK                      #10  
The                      site should be  
redeveloped as industrial,  
transit station, mini mall,  
clean energy, technical school  
construction science, or technology  
training Texas Tech?  
Nanotechnology.  
No bike lanes on Fred Road.



Please share your comments and ideas below

Dockless Scooter Parking  
areas in Uptown St. Ann's.



Please share your comments and ideas below

Community Center or  
Senior Center, including  
information on senior services  
like under 1 roof and  
~~senior~~ senior homestead  
exceptions.





Please share your comments and ideas below

Please get rid of the Biggs Centre  
Mans

⑥



Please share your comments and ideas below

clean up the area  
on Cuellar Road,  
Colind's street has too many  
buildings that have cars be  
parked in Property Buildings  
that they are suppose to  
a car lot but not be  
sitting there for years

Building owners need to  
clean up there mess. we  
pay alot in Property taxes for  
a clean area





# TOMORROW

sub area planning

Please share your comments and ideas below

ON ANOTHER NOTE ☺

IN LOOKING @ 5 POINTS

CHALLENGES - PARKING IS

A PROBLEM - I WONDER

IF LONG TERM I

COULD TURN 1570 & 1506

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 UP

THE CITY TO PROVIDE THIS

ALONG ON SVC -



Eugene Herrera

NPP



TOMORROW

sub area planning

Eugene Herrera

Please share your comments and ideas below

When emphasizing Flores Street  
~~and Cameron Street~~ to  
improvements incorporate historical  
monumentation to the historic  
accolia



Please share your comments and ideas below

Bike LANES

SHOULD BE WIDE

in COLOR

(HELPFUL FOR AUTOMOBILE  
DRIVERS, TOO)



Please share your comments and ideas below

Repair Howard Str.



Please share your comments and ideas below

Uptown needs to have  
more input into the  
final plan. We did not  
have adequate representation  
in the 1<sup>st</sup> Round. We are  
having a meeting in February  
Please see our facebook  
page at [SA facebook/uptown](#)  
SA

Please let our neighborhood  
have direct access to the  
River like all of the other  
Midtown areas do.  
Need a path or something  
from the river to the river



Uptown

SA



Hannah  
TOMORROW

sub area planning

Please share your comments and ideas below

- Alley Improvements near Culcra
- Sidewalks on north-south streets
- Drainage on Brazos all the way through
- Sidewalks on Culcra/Brazos/Colorado
- Kensington as a north south corridor
- Emphasis on bicycle connectivity
- Consider Colorado as priority bike





**TOMORROW**

sub area planning

Focus Area

Please share your comments and ideas below

S. St. Mary's could support other  
uses related to hospital.



**SA****TOMORROW**

sub area planning

Please share your comments and ideas below

North Broadway Focus Area?

Has the potential to be a hub for family recreation (parks, playgrounds, zoo, museum etc). The primary set back being mobility. One should easily walk/run/bike from the different attractions in the area. It is currently not as walkable as it should be.



Please share your comments and ideas below

Public transportation to Midtown residents.  
Fast single transit that moves between points  
of interest. Recreation focused.



Please share your comments and ideas below

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.

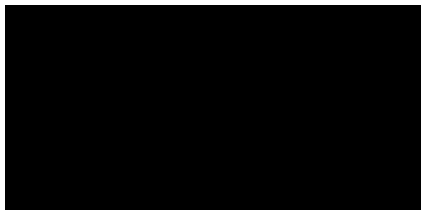
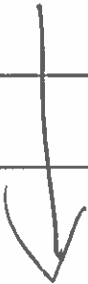


Please share your comments and ideas below

When, or Before the City of San Antonio

approves the scooter program -

\* Limits should be placed 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 reasons listed on back of page





## "Unsafely"

1. Scooters are literally "stacked" amongst each other.
2. Scooters are thrown/lying all over the street corners, ~~on~~ at Mid-street.
3. Scooters are sometimes thrown on the street.
4. Some individual "Scooter Design" is unsafely like the "BIRD BLACK" Scooters

## "Dangerous"

1. Scooter Riders don't obey speed limits and other rules of the road.
2. Have seen scooter riders carrying small children on shoulders while riding.
3. People walking can/have tripped or fallen over scooters laying on the ground.
4. Scooters interfere with Vehicle "Right of Way".
5. Street (Some) not large enough to allow safe access for simultaneous "Vehicle, Scooter, Bicycle, Pedestrian" traffic



Please share your comments and ideas below

Amenities - keep near major  
commercial streets

B way needs parking other  
than surface lots

Footway - impact on  
plan to adjacent  
woods



Please share your comments and ideas below

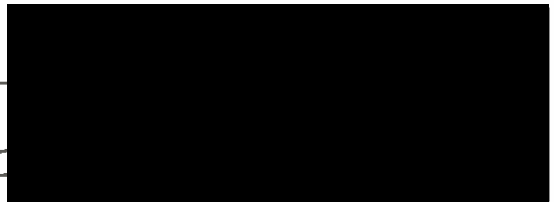
More detailed way to

view individual parcels

on land use map.

Add street names in  
zoomed in views.

Higher resolution map





Please share your comments and ideas below

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.



Please share your comments and ideas below

BROADWAY NORTH OF PEARL  
CONCERNS ABOUT

① PEDESTRIANS CROSSING  
B'WAY, AGAINST TRAFFIC

② CARS PULLING OUT WHEN  
TRAFFIC IS MOVING



Please share your comments and ideas below

- 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)

• Holistic approach to transit -  
not piece-meal.



Please share your comments and ideas below

its probably too late but  
whats with the crazy boundaries  
why ~~arent~~ dont the boundaries  
have a more logical border?



Please share your comments and ideas below

Concern regarding  
pedestrian crossing

Broadway / Army or  
BRAHAN

(now) we have to walk  
to Cunningham or  
Brackenridge stop lights



Please share your comments and ideas below

Property on St. Marys on  
West side between Euclid  
& Josephine Allow for  
A commercial corridor  
with ~~consistance~~ use  
as seen north of  
Josephine with A+E  
E use allowed A+E



Please share your comments and ideas below

General Comments heard by 5 Sayers

- release all comments online due to new city information ordinance
  - Vision statement and entire plan is "too vague" - "what will this plan do."
  - This will only increase my property taxes
  - Frustration with lack of more meetings
  - Frustration that "Mahnke Park section" of plan was not printed largely ( seemed to think that was key part of plan)
  - glad to see Beacon Hill school included in Uptown section
- 
- 
-



Please share your comments and ideas below

FLORES ST. MIXED USE CORRIDOR

- I RECENTLY PURCHASED

AN EXISTING DUPLEX AT

1510 CAMARON ST AND

THE ADJACENT BAR (VIC

ZAVALA ICE HOUSE) AT

1506 CAMARON. I WOULD LIKE

TO HAVE THE LAND USE CHANGED

FROM 'DRAFT' URBAN LOW

DENSITY TO A DESIGNATION

WHICH COULD ALLOW ME TO

CONVERT THE BAR TO AN

ART STUDIO OR SIMILAR

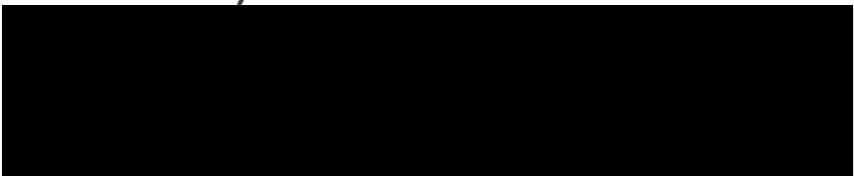
BUSINESS. I THINK THIS

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.



The duplex would also  
make a great historic  
law office, etc.



**SA TOMORROW**

sub area planning

Please share your comments and ideas below

Minimize public support  
for private construction -  
focus on ensuring good  
public infrastructure  
\* put funds into affordable  
housing.





Please share your comments and ideas below

Roundabout at Spoint

Repair & Repave Howard St



Please share your comments and ideas below

B-way discourage  
surface parking!

Streets are very narrow in  
Mahncke Park area - discourage  
public parking along those streets.



Please share your comments and ideas below

You do not mention any  
changes etc for areas N of  
35 up to Orockett Park.

1. E. poplar, Euclid St  
Areas





Please share your comments and ideas below

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. ~~Just for the safety of our cars~~ from what 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 find the issues that  
need to be addressed.



Please share your comments and ideas below

Re mobility: current crossing  
stand is dangerous, esp for  
outbound traffic (lights are hidden)  
→ use traffic signals at  
all intersections, normally  
green for B way. Include  
pedestrian all way cycle.

minimum wide sidewalks 98"?