



DRAFT MEDICAL CENTER AREA PLAN COMMENTS & RESPONSES

Overview

The following pages list public and stakeholder written comments responding to the draft Medical Center Area Regional Center Plan received by the Planning Department after to publishing the Administrative Draft Medical Center Area Regional Center Plan on April 30th, 2019. The Planning Department endeavored to use the comments to improve the draft Medical Center Area Regional Center Plan, while respecting the previous public input that originally informed the draft plan. The Administrative Draft of the Medical Center Area Regional Center Plan, published on or around April 30th 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
March 26th Public Meeting Comment Cards	
<p>Med Ctr NEEDS a playground, branch library, and green play space for kids, NOT JUST TRIALS</p> <p>Build a library, park, playground, in between Hamilton Wolfe, Bandera, 410 & Babcock. There is nothing within 5-7 miles</p>	<p>The plan provides land use recommendations for trails, greenspace, and connectivity with city owned right of way. Building civic buildings require feasibility studies and construction funds not addressed in this plan.</p>
<p>Add safe bike lanes to ride to school, work, shopping, etc.</p>	<p>While the plan does make recommendations for additional bicycle infrastructure, implementation is based on needs and feasibility.</p>
<p>Hamilton Wolfe Rd from Ewing Halsell to Fredericksburg Rd, my recommendation is consider widening Hamilton Wolfe, currently, there are medical office buildings and retail spaces and only 1 land to turn right.</p>	<p>Widening roads does not fall within the scope or overall goals of SA Tomorrow or the Medical Center Area Regional Center Plan.</p>
<p>The area needs a library.</p>	<p>Noted. The land use recommendations do not specify the types of civic buildings that will be added to the area.</p>
Existing Conditions Station	
<p>Need traffic light at traffic light Hamilton Wolfe and Cinnamon Hill</p>	<p>Mobility recommendation #1 identifies the need to continue the San Antonio Vision Zero Action Plan which includes evaluating and implementing best practices and potentially including traffic calming and complete streets principles.</p>
<p>Not all areas along Medical Drive have continuous sidewalks</p> <p>Sidewalks</p>	<p>Mobility recommendation #1 identifies the need to continue the San Antonio Vision Zero Action Plan which includes evaluating and implementing best practices and potentially including traffic calming and complete streets principles.</p>
<p>Street Capacity</p>	<p>Mobility Recommendation #3 strategies include evaluating street and intersection design for transit reliability chokepoints and prioritizing multimodal investments.</p>
<p>Lots of apartments with kids and no parks or rec centers</p>	<p>The Amenities section of the plan identifies the need and desire from the planning team and community to provide additional outdoor spaces.</p>
<p>Cleanliness</p>	<p>The plans Vision and Goals express the communities desire for a healthy community.</p>
<p>Wurzbach needs resurfacing</p>	<p>The mobility section provides recommendations for areas that will require studies for improvement.</p>

Shopping and better restaurants	The land use section encourages mixed uses throughout the area to attract commercial development.
<p>Need to have a barrier of sorts and signage:</p> <ul style="list-style-type: none"> • People drive against traffic when they leave the Valero station @ corner of Babcock & Louis Pasteur to get across to other side (towards Callaghan) • Need sign @ turnaround to cross Babcock Rd to go toward Louis Pastuer, starting not to turn into opposite side. Is not meant to be a turnaround there. Should go to corner of Baywater to turn across into Babcock toward Callaghan. • Need a time interval @ Babcock and Louis Pasteur to allow traffic turning into Baywater into neighborhood. Fast traffic @ peak traffic times on Babcock going straight and traffic turning left onto Babcock Rd. 	Mobility recommendation #1 identifies the need to continue the San Antonio Vision Zero Action Plan which includes evaluating and implementing best practices and potentially including traffic calming and complete streets principles, which improve pedestrian, bicycle and traffic safety to help achieve Vision Zero Goals.
Vision & Goals Station	
Widen Medical going toward I 10	The plan does not include the widening of roads, however a priority goal for the Mobility section is to establish a multi-modal network to provide additional forms of travel and alleviate traffic congestion.
More street lights on Hamilton Wolfe, its dark at night.	Streetscape improvements identified in recommendation #4 of the Amenities and Infrastructure section could include additional streetlights where feasible.
Please widen Hamilton Wolfe from Ewing Halsell, near the Health Careers High School.	The plan does not include the widening of roads, however a priority goal for the Mobility section is to establish a multi-modal network to provide additional forms of travel and alleviate traffic congestion.
Huge Medical building being constructed, sidewalks already developed and only 1 lane, 25-30 cars waiting to make right turn to Fredericksburg Rd...terrible.	Mobility Recommendation #2 is to complete the multi-modal network and trail system to provide alternate modes of travel to assist in alleviating traffic congestion.
Mobility for disabled is non-existent! Many barriers on 10' sidewalk.	The plan's Mobility section identifies the need for multimodal transportation options that consider ADA accessibility.



Stakeholder Comment	Planning Department Response
Focus Areas	
<p>Yes to healthier food options/fresh produce markets</p> <p>Recommendation #1, with ability to support farmers market</p>	<p>The focus areas concept is to identify areas where sound development could occur. Public health is a goal of the SA Tomorrow Comprehensive Plan.</p>
<p>Max building height near intersections could help with safety.</p>	<p>Maximum building heights were identified in the Focus Areas section and have consideration for safety and aesthetics.</p>
<p>Trail connectivity to Huebner Creek walking/cycling trails</p>	<p>The plans Mobility section provides recommendations for multi-modal transit which includes highlighting the desire for trail connectivity.</p>
<p>#1 & #2 Walking/use of medical center facilities does not allow for community use- seems for med students only.</p>	<p>The trail is managed by the San Antonio Medical Foundation, and is open to the public, it provides public access points in other areas within the plan boundary.</p>
<p>#3 what is the plan for the previous firehouse building?</p>	<p>The former firehouse building is not owned by the City of San Antonio, this plan does not include a project to alter the building.</p>
<p>More green areas. Not just rails, they are dirt. No greenery.</p> <p>More green areas.</p>	<p>Strategy 3.2 identifies the community and planning team's desire for additional greenspaces as well as trail connectivity.</p>
<p>Freds Rd/Wurzbach-why are trees allowed to be cut down?</p>	<p>Tree removal is subject to the city's Tree Preservation Ordinance managed by the Development Services Department.</p>
<p>LED lights are too dim</p>	<p>Amenities & Infrastructure Recommendation #4 identifies the need to increase lighting along main corridors.</p>
<p>Development of small apt buildings MF-33 in the Babcock/Hueber/Floyd Curl area would be very convenient.</p>	<p>Focus Area Recommendation #4 expresses the community and planning team's desire for mixed-uses with variety of housing types.</p>
<p>Need improved continuous sidewalks along Fredericksburg Rd.</p>	<p>The plan's mobility section suggests sidewalk connectivity throughout the plan area, where appropriate.</p>
<p>Light rail transportation within the center would be magnificent</p>	<p>The plan attempts to address traffic congestion through Transit Oriented Development and does not identify the feasibility of light rail.</p>

Focus Areas Continued:	
Why must residents have requests? Police have noted dark streets and criminals use dark areas. *reduce crime, few sidewalks and safer walking.	Amenities & Infrastructure Recommendation #4 is to increase pedestrian safety and lighting.
Remove curfews at trails and parks to allow people to use those public spaces for transportation 24/7	The existing trail is owned and managed by the San Antonio Medical Foundation and although available for public use, is subject to its own regulations.
I-10 and Parkdale needs work.	The Medical Center Area Plan's Vision includes creating a dynamic area that includes I-10 and Parkdale.
City/public access to apartment complex's playgrounds	Apartment complexes are privately owned and subject to the property owners rules or regulations on uses.
#2 is there identified rezoning in place already.	Any rezoning cases or projects, prior to official adoption of the Medical Center Area Regional Center Plan, are approved under the scope of the North Sector Plan.
#1 what is the plan to accommodate more traffic?	The mobility section identifies the need for multi-modal forms of travel to alleviate traffic congestion.
Can the city require residential developers (for non-commercial use) to include recreational amenities to encourage families to relocate. If not, charge them fees to be paid to the city for community recreational amenities.	The city cannot require private property owners to include recreational amenities. Funds for recreational amenities come from the tax base which residential properties pay.
The city should require multi-family properties to plan enough parking for residents so the streets are not lined with parked cars.	Minimum parking requirements for MF properties are established by the UDC and the Development Services Department.
Fix Bandera Road, 410 North	The Planning Department's current efforts include a Bandera Road Corridor Plan
Promote mixed-use development for retail and MF combined.	The overall goal for the plan is to facilitate mixed-use developments where appropriate.
Housing Station	
#2 please do not remove the trees. I know most are "trash trees" beneficial to birds-seeds and nesting. Putting back short shrub trees is not the best. There are several displaced birds in the area already.	Tree removal is subject to the City's Tree Preservation Ordinance, managed by the Development Services Department. The plan does not identify areas for tree removal.

Mobility & Infrastructure Station	
Protected bike lanes along all major roadways (Babcock & Huebner)	The plan’s mobility section identifies the need to study major roadways to measure feasibility for additional bike lanes.
Replace “suicide” lanes with barriers, ex. Babcock in between Wurzbach and medical.	Mobility Recommendation #1 includes incorporating best practices for safety and placemaking at this intersection (Strategy 1.2)
More “pedestrian only” traffic lights such as the intersection of Wurzbach and Merton Minter	Mobility Recommendation #1 is to continue implementing the Vision Zero Action Plan, which includes identifying areas for best practice improvements for pedestrians.
Implement more “road diets”; ex. Make lanes narrower, remove car lanes, and bike lanes	Mobility Recommendation #1 includes evaluating and implementing proven strategies and best practice improvements.
We need in this area: a branch library, playground, a green park for kids, not just rails.	The Amenities and Infrastructure section identifies the need and strategies for providing indoor and outdoor areas for social or community gathering.
Address traffic and congestions on Medical Drive- which has increased dramatically since the overpass on Fredericksburg Rd.	Mobility Recommendation #2 is to complete the multi-modal layered network and trail system to establish new connections- to address traffic congestion.
Beautify the traffic island at Babcock and Medical	Mobility Recommendation #1 includes strategies to study intersections within the area to identify the feasibility of intersection improvements.
There is no good mobility for disabled in streets of medical center. Have seen people in wheelchairs on streets (Babcock, Ewing Halsell, Wurzbach) because of narrow sidewalks and obstructions.	The plan’s Mobility section identifies the need for multimodal transportation options that consider ADA accessibility.
For non-protected bike lanes, enforce NO PARKING within the bike lanes 24/7	The plan does not have the authority to enforce no-parking areas.
The city needs to implement pedestrian training starting in elementary, middle and high school instead of blaming cars. Pedestrians are at fault. City (should) hand out bright vests besides bags, and rubber poops, bike safety with walking safety	A major component of the City’s Vision Zero plan is education. The Transportation and Capital Improvements Department hosts events to encourage pedestrian and bike safety.
“I DO NOT want a walking trail to go into Huebner Creek. It’s a good supported eco region.	The plan identifies the area as possibly supporting a trail in the future. Feasibility studies, including environmental studies, will be required prior to consideration.