

# 2018 Master Plan Public Feedback

Updated on 7/23/18 – 9:00 am

Purple = City of Boerne

Green = Kendall County

Blue = Bexar County

July 21, 2018

**glen hamner**

Bringing back to essence of downtown Boerne is the best part of all that this plan intends. Having Boerne's retail center returned to a two lane roadway is brilliant and encouraging. Finding a better way for vehicles to maneuver around the central business district should be your first priority, doing it right is not going to be a walk in the park. Looking forward to the proposed changes envisioned in this plan. This may be a day late and dollar short, but I appreciate the opportunity to put my oar in the water.

July 21, 2018

**Brad McFarland**

Please do not adopt the Kendall Gateway. This would disrupt quality of life for many families and protected bird species. We just purchased a home and land and found out it is less than 1 mile from the proposed Boerne Loop. Would never have bought a house or land that close to such a project.

July 21, 2018

**Denise Dever**

The Kendall Gateway Study Recommended Concept Road (KGS-RCR) Maps do not belong in the City of Boerne Master Plan Update in ANY Section. The is a Study with Recommended Concept Roads nothing is final or approved. Placing the KGS-RCR maps which have not been accepted/approved by any governing body is a definite harm to the landowners. If an KGS-RCR unapproved map is provided/utilized by the City of Boerne for Planning isn't that a legal statement of using the land marked on or near the concept road map for that purpose. Property owners would have their property marked as taken.

And the residents and property owners have not been heard by TXDOT, Kendall County or the City of Boerne there has been no Open Hearing.

July 20, 2018

**Sally Combest, MD**

This road will be less than 1/4 mile from my front door and have great impact in traffic, pollution, and noise. I would really like to see this at least moved further west into a far less populated area, but ideally, it would not happen at all.

July 20, 2018

**Lisa Barrett**

The first necessary step is to close the Chamber of Commerce, because it's clearly entirely unnecessary. The citizens are fed up with being continually sold out by greed. Overpopulation need not spill over into Boerne, but many have been pushing and overselling it to death!!! Long time Boerne residents don't want or appreciate all the city-type people and Californians who can now easily let their overpopulation spill over into Boerne, since you keep paving over all the wild places that had kept them away before. Also, what you want to do at the lake is utterly disgusting and I haven't been proud to live here, since the ramp up of city dwellers have moved into the most unsightly packed subdivisions that were forced upon us. This town is so overrun with greed that it's no longer appealing to any of the original residents. Are you happy with the job that y'all have been doing? I hope you wake up and realize that growth isn't imperative. Not at this rate. Stop encouraging overpopulation and stick to the strictest zoning you can, because your ruining our town and it doesn't have to go at a breakneck pace. We want to keep our wide open natural places!

July 20, 2018

**Dana Mathes**

Overall good plan, but not nearly forceful enough in synchronizing the timing of growth with adequate mobility infrastructure. We are now way behind on mobility. Traffic has suffered greatly over the past three years. Need to expand the control of zoning and architecture to protect appearance. I support concept 4 and would have it applied to all new commercial building regardless of where in town. Consider approach Greune, Texas has applied. Also, city needs to be much more forceful in protecting trees in developing areas. Herff road area is a prime example. Public input needs to be much more open and visible. The Bucee's project is case in point. Sadly, this will be a blight on our town - wrong business in the wrong place. City signage ordinance should be changed. Signage for all commercial development should be kept low and not more than 25' tall. Thanks for this opportunity to comment.

July 20, 2018

**Jonah Evans**

Please remove ALL references to the Kendall Gateway study. This study has not been approved by our city our county and many citizens are very concerned about it. This includes Figures 2.2, 4.1, 4.2, and 5.9

Please remove Goal 3.1.3 from Figure 6.2: "Continue to work in partnership with TxDOT, Kendall County, and other area partners to implement the applicable recommendations from the Kendall Gateway Study."

I would like to see mention in the document that imminent domain will not be used to manifest the cities thoroughfare plan.

Please edit Action 1.4.5 to be more binding. Perhaps say: "Modify the City's development ordinances to establish riparian buffers and low impact development as part of new development in sensitive areas."

Edit action 3.2.2 (Creation of bike lanes) from long term to short term. This is becoming a public safety issue and encouraging bike use will reduce the number of cars on the roads.

I would prefer actions 1.3.5 and 1.3.6 to include water conservation practices and gray water use to increase water treatment capacity rather than just expanding the infrastructure.

Action 2.2.3 is very concerning. Why would we want to facilitate the transition of existing single-family residential areas into higher density or neighborhood commercial? I doubt the people that live in these residential areas want high density and commercial uses as neighbors.

Please edit action 4.2.3 from long term to mid term.

July 20, 2018

**Hendricks**

"Consider" and "evaluate" are words I did not expect to find in Boerne's Master Plan. Those are not words of action. They do not protect our historic downtown, our Heritage Trees, our vistas or the quaintness of Boerne. Why does the Master Plan not state that we WILL IMPLEMENT modifications to development ordinances to protect riparian zones? WILL IMPLEMENT more LID practices? WILL MODIFY zoning to protect resources?

Over the last year, we have seen many reactive actions. Both changed ordinances and new ordinances. This Master Plan needs more defined preemptive actions and less long-drawn out evaluating that never goes anywhere. Boerne has been evaluated and we have a laundry list of studies to show for it. The Upper Cibolo Creek Watershed Protection Plan called for development and enhancement of riparian zones. Yet, we still have many developments pushing as close as they can to creeks as well as seeing massive amounts of runoff that should have been captured, rather than dumped into those creeks. RUDAT had an entire chapter on Community Preservation with a recommendation to reevaluate the Historic Preservation Ordinance. Yet, we woke up to CVS and the realization that our Historic District is only one street deep with 117 pages of Historic District Design Guidelines, rather than Historic District Design Ordinances.

Please, stop the evaluating. We need more X's in columns for ordinances to protect our Historic District, our water, our trees and our Hill Country lifestyle. We do not need to become another cautionary tale similar to Katy, Bee Caves, Helotes or one of the thousand other formally unique communities, now known only for what they used to look like. Boerne deserves better.

July 20, 2018

**Joan Nitschke**

None of the future developments are possible without water. The city does not seem to take this seriously, instead passing it along to future residents. When do citizens get a real Voice?! Decisions are made behind the scenes that jeopardize the character of Boerne, such as the latest proposal for the CVS Pharmacy in the Historic District. A real plan includes a balance, not just the ones who want to see development at any cost.....we don't want to be Fredericksberg!! Too many projects are decided upon

in secret, revealed only when it is too late to give meaningful input. Whoever is responsible for Buckees should be ashamed!!!!

July 20, 2018

**Bob & Linda Manning**

Boerne Master Plan Comments

1. Overall, the plan is good and complete. All of the important bases have been covered, especially the critically important Community Vision.
2. The next challenge for our community is how to implement the plan. Twelve years ago we also adopted a terrific master plan update, and the council tracked its implementation progress for some time. However, as time passed the close monitoring waned.
3. It might be a waste of time and resources, but if the action items in the 2006 plan were scored by an outside third party the results would probably not be overwhelming. For instance, how many citations have ever been issued for violations of the "dark sky" lighting ordinance, the sign ordinance, the tree ordinance, etc? Ultimately, day-to-day implementation is the responsibility of the city manager, and council should make it a fundamental part of his performance reviews.
4. As was the case 12 years ago, there will be arguments between large developers and long-time residents before the ink is even dry on this plan. There will be conflicts between narrow city interests and larger community interests about issues such as transportation and water. As this council and future councils deliberate the affairs of our town, it will be imperative that the voices of those who simply live here be heard and respected as much as the voices of those who benefit financially from rampant development.

Bob & Linda Manning

July 20, 2018

**Brad Gustin**

I believe that the traffic can be controlled without a massive loop and without taking large amounts of property from the citizens. The growth of our town is out of control and needs slowed to a snail's pace until a real plan can be agreed on. We are not low on water, we are OUT of water. That's why we have to buy it from Canyon Lake. Now we are not just destroying our town but those that live around Canyon as well. If you follow what TXDOT wants you will destroy us, they are not concerned about our town. Just as they were not concerned with our children when they wanted to widen Old San Antonio Rd to 4 lanes and make truck traffic go by BMSS. Lets not destroy Boerne for the sake of San Antonio!

July 19, 2018

**JOSEPH MACALUSO**

There are no provisions or suggestions that the city enact quality of life ordinances.

Also, there should be an emphasis on using quality of life bond issues to allow the city to buy land for green space/natural space, gardens & parks.

Lastly a loop roadway around BOERNE is not needed. A single bypass to connect 46 on the north side is sufficient to remove truck traffic from town.

July 19, 2018

**Kathy Grassie**

Besides the proposed road going over aquifer recharge areas, caves, historical cemeteries, it will devastate the beautiful hill country surrounding Boerne, wipe out multi generational ranches, and take our small but beloved 5 acres on Spring Creek Rd. This proposed road is a travesty because of all the destruction it will bring, especially when it is NOT needed! Plenty of existing roads to take care of the traffic from 46 to I-10. Scrap the Kendall Gateway Study and start over with existing roads.

July 19, 2018

**Amy Story**

Please reconsider the recommended concepts that came out of the KGS. After attending all meetings and listening to feedback from those in attendance, I was very surprised to see the recommended concepts. While transportation/mobility is clearly an issue in our community, this loop is not necessarily the solution. In particular, the Northeast loop seems like overkill and would dramatically alter the largely rural portion of our county. The need to divert traffic from 46 to I-10 toward Comfort/Kerrville does not justify this loop. I'm all for infill growth but let's not dramatically alter the landscape of our county.

July 16, 2018

**Donna Taylor**

Glad to see Boerne updating its planning process and being inclusive of community members. It is my hope that these comments are taken into considered in the scope of actions having to do with water. Both as a resource and as a component of flooding.

The comments submitted below are referenced to the appropriate actions as shown in Chapter 5 – Future Directions.

Action 1.3.7 It is terrific that Boerne has residential reclaimed water and it was very insightful for the city to enter into agreements, when the WWTRC was built, guaranteeing a minimum base flow of 410,000 gallons per day to maintain the ecological function of the creek. Although I essentially agree with the benefits as they relate to per-capita peaking numbers and decreasing need for plant upgrades as noted in this action, the city should not seek to only increase use of reclaimed water for new development, but also increase the allocation provided for ecological function.

First and foremost, groundwater and surface water may be governed differently, but they belong to one and the same water cycle. The water that enters Cibolo Creek enters recharge features which in turn

replenish the Trinity aquifer. The volume of output by the wastewater treatment plants is hardly insignificant at well over 3-acre feet per day (expected to increase). Considering much of the water used for landscape irrigation evaporates and is removed from the local water cycle, we should strongly consider alternatives that keep the water in the system.

Boerne recently took the move to increase its water allocation from the Canyon Lake Reservoir. What happens when the springs no longer replenish the flow in the Guadalupe River and therefore Canyon Lake? Or the springs that feed the Cibolo Creek are depleted which then depletes Boerne Lake? Any opportunity to replenish the aquifer should not be squandered, for it is the aquifer that supports the spring fed rivers and creeks of Texas.

#### Actions 1.4.1 – 1.4.6

As a downstream neighbor that lives on Cibolo Creek in Fair Oaks Ranch, I have seen firsthand how upstream development has impacted the flashy response of the creek during storms. Implementing LID widely by ordinance while protecting riparian buffers and restoring riparian buffers could have far reaching positive influence to reduce localized and downstream flooding.

Thank you for the opportunity to comment!

July 11, 2018

**Elvira Fuentes**

1) Action 1.3.3: A simple method to help secure our water supply is to consider require harvested rainwater inlet valves on all new construction. The cost to builders would be minimal and would allow homeowners and businesses to easily tie-in a rainwater harvest system. Ideally there would be 2 points to connect a rainwater system: a potable water line and an irrigation water line. This would significantly enhance the water security in our region.

2) Actions 1.3.3 , 1.4.2 & 5.1.3: Consider enabling homeowners who install rainwater harvest systems to pay less to treat their waste water, since that water originated from their rainwater harvest systems and will be adding to Boerne's reuse water supply.

3) Action 1.3.8 : Boerne currently imports its energy from outside of our region, making our region less energy secure and requiring the expense of transmitting electricity as well as a transmission substation. However, solar energy is quite affordable and would allow Boerne to generate its own electricity while reducing the need to import more expensive electricity. Surplus energy generated by these solar installations could be supplied to electric vehicle charging stations owned by the city utility and strategically located throughout the city. This would enable the Boerne Utility to generate revenue to maintain infrastructure while simultaneously helping to reduce electricity costs for Boerne Utility customers.

a) Installing solar on city government buildings could reduce city utility costs that are currently funded by tax-payers

b) Partnerships with big-box stores and other businesses with large roofs and parking areas could facilitate the installation of community solar fields on their roofs and solar shade structures while enabling Boerne Utilities to reduce electricity costs.

4) Action #1.4.5: Riparian Buffers should be sufficient to ensure ecological function and allow walking trails outside of the riparian zone (not on the riparian bank or in the floodway.) This will accomplish 4 beneficial outcomes.

a) Ensure adequate stream buffers that truly maintain the ecological function and health of the riparian zone.

b) Provide corridors for extending the trail system along riparian corridors.

c) Provide safe passage to pedestrians and bikers by moving them away from streets and road vehicles.

d) Provide ample exposure to the natural beauty of our region.

This would be a huge boost to the quality of life in our region!

5) Action 3.2.2: Consider a near-term installation of painted lines on roads to indicate bike lanes and then upgrade those features as funding becomes available through grants or is warranted by increased use of these bike lanes. (Thereby moving this from 6-10+ yrs. to 1-2yrs.) This could help make the case for grant acquisitions!

6) Action 5.1.3: Consider working with Kendall County to Implement the "Texas PACE Program" to make energy and water efficiency retrofits for local businesses more affordable. [www.texaspaceauthority.org](http://www.texaspaceauthority.org)

7) Page 1 of the "Plan Implementation" should include a bullet point for "Area Non-Profit Organizations" or something along those lines.

I offer my comments respectfully and with gratitude to our city leadership for ensuring that the citizens are well represented in our communities Master Plan. By embracing the wisdom contained in this document, Boerne will become a model city worthy of emulation throughout Texas.

July 10, 2018

**Ben Eldredge**

It's a good plan. I am appreciative of its contents. I really think it points Boerne in the right direction. With that said, I have a few suggestions that I hope will be incorporated.

1) Action 1.3.3: A simple method to help secure our water supply is to require harvested rainwater inlet valves on all new construction. The cost to builders would be minimal and would allow homeowners and businesses to easily tie-in a rainwater harvest system. Ideally there would be 2 points to connect a rainwater system: a potable water line and an irrigation water line. This would significantly enhance the water security in our region.

2) Actions 1.3.3 , 1.4.2 & 5.1.3: Consider enabling homeowners who install rainwater harvest systems to pay less to treat their waste water, since that water originated from their rainwater harvest systems and will be adding to Boerne's reuse water supply.

3) Action 1.3.8 : Boerne currently imports its energy from outside of our region, making our region less energy secure and requiring the expense of transmitting electricity as well as a transmission substation. However, solar energy is quite affordable and would allow Boerne to generate its own electricity while reducing the need to import more expensive electricity. Surplus energy generated by these solar installations could be supplied to electric vehicle charging stations owned by the city utility and strategically located throughout the city. This would enable the Boerne Utility to generate revenue to maintain infrastructure while simultaneously helping to reduce electricity costs for Boerne Utility customers.

a) Installing solar on city government buildings could reduce city utility costs that are currently funded by tax-payers

b) Partnerships with big-box stores and other businesses with large roofs and parking areas could facilitate the installation of community solar fields on their roofs and solar shade structures while enabling Boerne Utilities to reduce electricity costs.

4) Action #1.4.5: Riparian Buffers should be sufficient to ensure ecological function and allow walking trails outside of the riparian zone (not on the riparian bank or in the floodway.) This will accomplish 4 beneficial outcomes.

a) Ensure adequate stream buffers that truly maintain the ecological function and health of the riparian zone.

b) Provide corridors for extending the trail system along riparian corridors.

c) Provide safe passage to pedestrians and bikers by moving them away from streets and road vehicles.

d) Provide ample exposure to the natural beauty of our region.

This would be a huge boost to the quality of life in our region!

5) Action 3.2.2: Consider a near-term installation of painted lines on roads to indicate bike lanes and then upgrade those features as funding becomes available through grants or is warranted by increased use of these bike lanes. (Thereby moving this from 6-10+ yrs. to 1-2yrs.) This could help make the case for grant acquisitions!

6) Action 5.1.3: Consider working with Kendall County to Implement the “Texas PACE Program” to make energy and water efficiency retrofits for local businesses more affordable.  
[www.texaspaceauthority.org](http://www.texaspaceauthority.org)

7) Page 1 of the “Plan Implementation” should include a bullet point for “Area Non-Profit Organizations” or something along those lines.

I offer my comments respectfully and with gratitude to our city leadership for ensuring that the citizens are well represented in our communities Master Plan. By embracing the wisdom contained in this document, Boerne will become a model city worthy of emulation throughout Texas.



July 9, 2018

**Steven G Lea**

The Boerne Master Plan includes numerous references to the Kendall Gateway Study and by inclusion of maps of the proposed Kendall Gateway, it is obvious the City of Boerne and TxDOT have already reached a conclusion on a proposed route without adequate consideration of the input by landowners who are potentially affected by the route. Much of the route and affected landowners are outside the city limits and are consequently, inadequately represented in the Master Plan.

July 8, 2018

**Kathleen de Leon**

Parallel parking in the Main St Historic District is dangerous. If this were eliminated these lanes could become bike lanes. Auto parking in public lots one block off Main should be provided. Preservation of the historic commercial buildings & the historic homes in the downtown area should be mandatory. Internal renovation could be allowed but discouraged. The upper floors of the historic commercial buildings could become residential providing living in the downtown district. It is my hope that the soon to be deserted City Hall will become a useful government or office building. I even see some City subsidy to help preserve some of the historic homes & stop their conversion to commercial use. New housing & commercial buildings on S & N Main should maintain the character of the buildings in the historic district. This preserves the German flavor of Boerne. Although I anticipate outraged opposition to the idea, I believe Veterans' Park should not have restrictions on its use. I seldom see it being used & it could be a better used city asset.

July 8, 2018

**Teresa Landers**

First I would like to commend the investment of time and energy to produce such a thorough document. I look forward to seeing commitment to this plan demonstrated by following through on the details in the last two chapters. One needs only to see the forest of signage along I10 to know that Boerne's sign ordinance has frequent variances granted to the point that it becomes meaningless. I was disappointed to see very little mention of building height limitations, signage control and support of dark skies. The existing situation chapter on waste water should be reviewed. The service area plainly does not cover the Boerne city limits.

July 8, 2018

**Carroll Shanks**

I imagine this will be redundant as to what has already been submitted but wanted to provide my input, hoping it to be of value.

When one talks about a 10 year plan, they should realize the plan will have drastic changes before the ink has dried. No one can possibly see what the future holds 10 years from now. Even doing a 5 year

plan is a stretch. 10 year sounds great but from an accuracy aspect, reducing the years will keep the focus on the target/goal and allow the community to better track and appreciate all that is being done.

I attempted to review the plan on my phone so I probably missed a great deal. Some of the key aspects I searched for were budget numbers (or are the costs free/paid by some unknown individual who had millions and decided to give to Boerne?). What is the estimated cost to the taxpayer? With any increase in population, there will be an increase in the negative aspects we all do not want - crime (all aspects of it), fire fighting capabilities, emergency response, hospitals, etc. You need to have an aggressive action plan to staff up in advance of the growth to hire more police officers, fire fighter, emergency response personnel, buildings to accomodate and hospitals. Safety comes first - all of our city needs to know and understand

Parks are a wonderful thing to have. At some point in time, you can add more parks once all businesses & population have moved to Boerne. Before doing so, focus on the infrastructure and get it right. Streets, plumbing, sewer, electrical, utilities, communication, all the action items needed to make our city strong/able to function/provide services. How many times have we all seen sections of a new highway be completed only to see some demolished due to an oversight where something was omitted - happens all the time. Do it right the first time. We have streets out in River Mountain Ranch that have not been striped in years (how much does paint cost?). Some of our streets are so rough one almost needs to place their vehicel in 4 wheel drive to travel to and from home. Be sure you put that in your plan to ensure the same does not occur on any new or revised streets.

I noticed in the introduction all was being worked from the 2006 Plan and a variety of other Boerne Plans (I think). Have you done any research as to what other cities in Texas or the US are doing that are going thru growing pains - same as us? Go outside of Boerne - look at smaller & larger cities who have been successful with their plans. Ask if you can obtain a copy and tell them you will recognize them if you do use any of their data. It is a wonderful thing if you can obtain 2 or 3 of these plans, have some of their representatives come to Boerne at critical times to provide input - everybody wins. I know it is a great deal easier working plans in this fashion (and much more successful) than starting from scratch.

If I think of anything else, I will try to update. Hope this has been of some benefit. If discussion will be of value, please call me at 281.889.9876. Thanks. Carroll Shanks

July 7, 2018

**JoAnn Boyuls**

Stop all this crazy development- sorry landowners - sorry developers IT Must STOP! The plan is NOT sustainable!!!

We do NOT have enough water & Canyon Lake water is NOT a never ending supply!!!

July 6, 2018

**Don Horton**

Having seen the proposed Kendall Gateway Study I reject the May 2018 proposed map route. The Proposed outer loop route on the February Map were more conservative in effecting residences. The May proposed Map is simple just to close to existing subdivisions of Lake County and Lake View Estates. The county atmosphere that the studies refer to and proposes to preserve will be more disrupted by moving the route closes in to existing subdivisions and will result in greater opposition.

July 6, 2018

**William Dever**

Please enter my comments as a Kendall Gateway Study Recommended Concept Roads impacted property owner. I do not believe that the City of Boerne Master Plan should contain the KENDALL GATEWAY STUDY (KGS) RECOMMENDED ROADS MAPS as this Joint TXDOT, Kendall County and the City of Boerne "Study" has not been voted on to be officially accepted by all parties. The City of Boerne has not officially seen the submitted comments from the public after the last TXDOT KGS Open House May 23, 2018, and as of July 5, 2018 the comments are unpublished on the KGS TXDOT website. The City of Boerne Master Plan website posted an extended deadline for the public comments but did not reschedule the presentation dates to the Planning and Zoning or the City Council. Any recommendation or vote can not be seen as completed in forthright transparent manner when all of the comments from the public have not been seen to be taken into consideration on the KGS or on this Master Plan.

Finally the KGS Recommended Concept Roads are not a solution to the transportation needs of the rural area which is outside the City of Boerne and it's ETJ. Providing a "designated Truck Route" connection to I-10 by building a 300 foot four lane US highway style road does not address Kendall County transportation issues but regional trucking and transportation issues mentioned in the Capital-Alamo Connections Study. Once Kendall Gateway Study Recommended Concept Roads maps are approved to be included in the City of Boerne Master Plan, the property outside the City jurisdiction will be marked as property the KGS will impact. The property owners will own property that will be marked as "taken" for "in the impacted area", prior to the completion of the full process of disclosure and approval.

A single road with overpass, cloverleaf or other engineered connection to I-10 in a modern design not the outdated loop is what rural Kendall County needs.

July 6, 2018

**Denise Dever**

Please enter my comments as a Kendall Gateway Study Recommended Concept Roads impacted property owner. I do not believe that the City of Boerne Master Plan should contain the KENDALL GATEWAY STUDY (KGS) RECOMMENDED ROADS MAPS as this Joint TXDOT, Kendall County and the City of Boerne "Study" has not been voted on to be officially accepted by all parties. The City of Boerne has not officially seen the submitted comments from the public after the last TXDOT KGS Open House May 23, 2018, and as of July 5, 2018 the comments are unpublished on the KGS TXDOT website. The City of Boerne Master Plan website posted an extended deadline for the public comments but did not reschedule the presentation dates to the Planning and Zoning or the City Council. Any recommendation

or vote can not be seen as completed in forthright transparent manner when all of the comments from the public have not been seen to be taken into consideration on the KGS or on this Master Plan.

Finally the KGS Recommended Concept Roads are not a solution to the transportation needs of the rural area which is outside the City of Boerne and it's ETJ. Providing a "designated Truck Route" connection to I-10 by building a 300 foot four lane US highway style road does not address Kendall County transportation issues but regional trucking and transportation issues mentioned in the Capital-Alamo Connections Study. Once Kendall Gateway Study Recommended Concept Roads maps are approved to be included in the City of Boerne Master Plan, the property outside the City jurisdiction will be marked as property the KGS will impact. The property owners will own property that will be marked as "taken" for "in the impacted area", prior to the completion of the full process of disclosure and approval.

A single road with overpass, cloverleaf or other engineered connection to I-10 in a modern design not the outdated loop is what rural Kendall County needs.

July 3, 2018

**Racene Feller**

I would like to comment on the Kendall Gateway Study and the proposal for the outer loop and say that I am against the location shown for the outer loop. It looks to me like it would cut Pfeiffer Road in half and separate our neighborhood. Even though on a map they are different subdivisions in reality with Pfeiffer being a dead end road it and all of the streets feeding off it feel like a little community. We all jog, bike and walk our dogs along all of the streets in the area and greet and visit one another when we meet. I have lived here for 34 years and have enjoyed the feel of this rural neighborhood and fear that intersecting Pfeiffer Rd would destroy what we have. Because it is a dead end road we are not plagued with traffic from outside the neighborhood and that would definitely change. I really think that exporting the traffic problems from the over development on the south side of Boerne to our area is not a solution but the beginning of even more problems. It only invites more development and more traffic to an area that has been spared the problems of the uncontrolled growth the south side has experienced. I am horrified at the prospect of having a 300 ft. road easement built less than 100 yards from my home. I ask that the participants in this part of the plan, to please reconsider how this will destroy the quality of life for all of the people that have made their homes in this area for so many years.

July 3, 2018

**Duane Van Dyke**

We need to moderate growth not encourage more. We live here because it is a rural community and beautiful. Colleyville was mentioned as a model city. I don't want to live in Colleyville. The city should not be trying to divert traffic through private, pristine hill country property by promoting an ill advised loop project. A simple bypass from hwy 46 to I-10 east is all that is needed. That will stop trucks from driving through Main Street.

Limit growth of new housing developments which strain our limited water resources. Keep Boerne a small idyllic town which is the whole reason people want to be here. Do not turn it into Colleyville or any other "planned" community. Just preserve what we already have.

July 3, 2018

Suzanne Young

All 6 goals are great! It reminds me of why I moved here and stayed for 25 years, and why we get so many visitors. So many of the descendants of the founders and early pioneers of Boerne live here and keep its history alive. We all enjoy escaping the overcrowded cities and their related problems. The people, rolling hills, fresh air and clean water make Boerne unique. Boerne began as a health resort and continues to be a health and fitness-friendly place that attracts young and old. Goal 1 can keep Boerne unique.

Goal 1: Accommodate anticipated community growth through smart growth principles and strategic investments in utilities while protecting the natural resources and small-town character of Boerne.

If we want to apply these smart growth principles, we will have to define some of the words used. I've highlighted the ones that I would like to have defined to better understand how they would be applied to Boerne.

Chapter 5 on page 99, there is a list of Smart Growth Principles but in no particular order.

Create a range of employment opportunities;

Make development decisions sustainable, predictable, fair, and cost effective;

Mix land uses;

Strengthen and direct development towards existing communities;

Take advantage of compact building design;

Preserve open space, farmland, natural beauty and critical environmental areas;

Foster distinctive, attractive, communities with a strong sense of place;

Encourage community and stakeholder collaboration in development decisions;

Create walkable neighborhoods and a range of housing opportunities and choices;

Provide in advance a variety of transportation choices, urban and social infrastructure based on population projections.

Action Item 1.1.1 reads: Proactively evaluate and implement Boerne's growth program in the context of smart growth principles.

I like the smart growth principles. It seems to me that if we apply it to all Goals, Objectives and Actions, then city planning should be less challenging and more satisfying.

"Preserve open space, farmland, natural beauty and critical environmental areas"

This is my main passion. I'm against unnecessary destruction of wildlife habitat and increasing the risk of flooding in Boerne. It is the wildlife that attracted me to Boerne and makes Boerne distinct and attractive. Open space and pocket prairies benefit wildlife and helps prevent flooding. Farmlands are typically adjacent to riparian areas and mostly in the floodplains; therefore, I would consider Farmland as critical environmental areas also.

Mixed land use and compact building design works where appropriate and needs to include shared common areas and open space that beautify and protect health and life investments.

The Gateway Thoroughfare Corridor destroys wildlife habitat and degrades our unique part of the Hill Country.

Goal 3: Proactively plan for a multimodal transportation system to reduce congestion, accommodate anticipated travel demand, and provide quality of life amenities.

Action 3.1.3: should read: Continue to work in partnership with TXDOT, Kendall County and residents to implement recommendations from the Kendall County citizens.

There are existing roadways that are currently being improved and others that can be improved on in the future to relieve congestion and send Interstate truck traffic away from downtown. Trucks wanting to avoid Loop 1604, also want to avoid a congested Hwy 46 and appear to be using FM 473.

Public transportation should be studied to see if there is a desire to "Park and Ride" a bus to SA. I would think that since San Antonio continues to have more and more Ozone Action Days and more pollution, they might collaborate with Kendall County in providing bus service.

The parks, open space, wildlife, clean water, clean air, healthy & fitness lifestyle are all part of Boerne's heritage and that which makes Boerne unique and a desirable place to live, work and play. The Gateway Thoroughfare destroys all those quality of life amenities.

July 3, 2018

**Richard A Reyes, II**

The new extension of Herff Road and its impact on traffic patterns are not included. Has the city not done any study on planned development parallel to this major artery? Since Herff intersects 87 Business (So. Main) which carries most of the vehicles the intermodal plan seems incomplete.

Are there any future plans for annexation that could be included?

Thank you for your service to us.

July 3, 2018

**Joni Schmidt**

The Kendall Gateway is somewhat reminiscent of Alaska's bridge to nowhere, IMO.

July 3, 2018

**Steve Young**

The new Boerne Master Plan (Plan) is great work. Now, we need to put it to work.

PREFACE

The American Planning Association Guide to Urban Planning in Texas Communities states that "... the comprehensive plan is the single most important document for managing a community's physical

growth"; and "... the plan belongs (predominately) to the citizens in the community, and not (only to) the staff, consultants, committees, or elected and appointed officials who prepared it."(Reference v & vi below).

I have one comment and four recommendations:

#### COMMENT

In my view, "The Boerne Master Plan 2018-2028" (our new comprehensive plan) is a "legal document"; it is a "requirement" as well as a "guide". Both P&Z and the City Council are required to base zoning decisions strictly on a formal analysis of the Master Plan, and to hold proper hearings in support of the plan analysis.

#### RECOMMENDATIONS

- 1: The City Council should adopt the Plan by ordinance.
- 2: The City Council should define by separate ordinance , the relationship between the Plan and development regulations (the Zoning District Map in particular).
- 3: The City Council should enact by separate ordinance , standards for determining the consistency required between the Plan and the development regulations?
- 4: The City Council should require that all Planning & Zoning Commission recommendations be made in accordance with the Plan.

#### REGULATORY BASIS

Along with the TEXAS LOCAL GOVERNMENT CODE (LGC), the Master Plan gains its regulatory standing from a combination of our Home Rule Charter, and its own mandatory association of zoning districts and future land use classification.

First, Boerne's Home Rule Charter specifically requires certain actions to be taken by the Planning and Zoning Commission and the City Council (see Reference i below). In particular, the City Council is required to:

- (1.) adopt a comprehensive plan,
- (2.) determine how zoning ordinances relate to the plan,
- (3.) implement the plan using development regulations.

These provisions direct the City Council to enact by ordinance the enabling laws provided by the TEXAS LOCAL GOVERNMENT CODE (Reference ii). Adoption by ordinance confers to the Plan the "weight of law".

Then, zoning regulations must be adopted in accordance with the Plan (Reference iii).

Finally, the Plan itself explicitly links zoning district definition to the planned land use classification. Because the zoning district map is a legally enforceable document, it requires development to take place according to both the district designations on the zoning map, and the associated land use classifications defined by the Plan (v, vi).

In a relevant court case, "... the court ruled that zoning changes should conform to the comprehensive land use map, if a city has such a map as part of its comprehensive plan and has adopted the plan by

ordinance." Further, "... a city is well-advised to have a comprehensive plan preceding the zoning ordinance;" and, "...the presence of a good comprehensive plan would seem to be not merely advisable, but legally indispensable to the survival of almost any Texas community"(v, vi). Using compatible zoning districts, the Plan provides an administrative mechanism to enforce conformance with future land use classifications.

Recent opinions published by land use attorneys reinforce the view that the Plan has significant legal standing:

"If a city has adopted a comprehensive plan, it must follow it when making zoning decisions...".

"Due to the requirements of state law that all zoning must be in accordance with a comprehensive plan, we personally view a comprehensive plan as far more than a "guide".

"It is our opinion that, due to the requirements of the Texas Local Government Code, a comprehensive plan is a legally binding document that a city must follow". (Reference vii).

The APA Guide recommends that municipalities "... Use the goals, objectives, policies and other elements of the comprehensive plan (long-range) to evaluate (short-range) planning elements such as zoning requests, subdivision plats, site plans, and other development proposals." This keeps the plan alive and implemented through continual (real-time) utilization.

#### OPERATIONAL IMPLICATIONS

The Plan makes zoning functionally dependent on planned land use classification. When creating or amending zoning districts; an analysis of the plan must come first. If any particular zoning request is inconsistent with the plan, the request must be denied, or the plan must be revised to accommodate the request. For example, if a new zoning district is required, it must be compatible with at least one land use classification in the plan. This procedure enables P&Z and City Council to conduct separate hearings based on an integrated view provided by the plan. The Plan is revised by ordinance (Reference iv).

#### REFERENCES

##### i. BOERNE HOME RULE CHARTER VII. - PLANNING AND ZONING

Section 7.01 - Planning and Zoning Commission.

Consistent with all applicable Federal and State laws with respect to land use, development and environmental protection, the City Council shall:

1. Establish a Planning and Zoning Commission to carry out the planning function and such decision-making responsibilities as may be specified by ordinance;
2. Adopt a comprehensive plan and determine to what extent zoning and other land use control ordinances must be consistent with the plan; and
3. Adopt development regulations, to be specified by ordinance, to implement the plan.

##### ii. TEXAS LOCAL GOVERNMENT CODE TITLE 7. SUBTITLE A. CHAPTER 213. MUNICIPAL COMPREHENSIVE PLANS Sec. 213.002. COMPREHENSIVE PLAN.

(a) The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality.



A municipality may define the content and design of a comprehensive plan.

(b) A comprehensive plan may:

(3) be used to coordinate and guide the establishment of development regulations.

(c) A municipality may define, in its charter or by ordinance, the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations.

iii. TEXAS LOCAL GOVERNMENT CODE TITLE 7. SUBTITLE A. CHAPTER 211. SUBCHAPTER A. Sec. 211.004. COMPLIANCE WITH COMPREHENSIVE PLAN.

"(a) Zoning regulations must be adopted in accordance with a comprehensive plan..."

iv. Sec. 213.003. ADOPTION OR AMENDMENT OF COMPREHENSIVE PLAN.

(a) A comprehensive plan may be adopted or amended by ordinance following:

(1) a hearing at which the public is given the opportunity to give testimony and present written evidence; and

(2) review by the municipality's planning commission or department, if one exists.

(b) A municipality may establish, in its charter or by ordinance, procedures for adopting and amending a comprehensive plan.

v. American Planning Association 2008, Guide to Urban Planning in Texas Communities.

vi. American Planning Association 2013, Guide to Urban Planning in Texas Communities.

vii. Terrence S. Welch & Robert F. Brown, Brown & Hofmeister, L.L.P., "COMPREHENSIVE PLANS".

July 3, 2018

**Resident**

The only reason you need a loop on the East side is that the city allowed developers to come in and build without regard to the community (building too many houses), greed by both Boerne city and Kendall county officials, and developers. There is no need to build a loop on the west side, if it is built it will be to allow developers to ruin the rest of the Boerne Hill County.

July 3, 2018

**Tory Hendry**

Please incorporate set backs so Boerne doesn't become a concrete mass! Keep the beauty and integrity of Boerne by implementing these set backs where the concrete is hidden with trees grass etc from roads! See Barton creek Texas! Also, to keep its quaint small town feel...building codes that implement old German town architecture should be imposed! Believe me businesses will still come and our precious town will keep what has made it so wonderful! Thank you!

July 2, 2018

**Bill McNaught**

Dear Sir or Madam,

This is to voice opposition to the latest proposal for the Northeast Gateway I-10 to HY 46 Concepts for NE Outer and NE Middle Concepts that are set out in the Boerne Master Plan.

The project as reflected on the Maps has serious flaws and problems: The proposed beltway:

1. cuts through many established neighborhoods;
2. would require significant eminent domain procedures and costs;
3. involves serious disruption to many estates, properties, established families and livelihoods in its path;
4. would cause political havoc in Kendall County with voters displacing County Commissioners and Council Members based on their willingness to support these concepts;
5. would cause significant depreciation of property values all along the Northeast sector;
6. does not address the fact that the largest percentage of participants use Highway 46 for shopping and running errands, or for: commuting to and from work, and for other undisclosed reasons. Almost 60 % of the use of the SH 46 would NOT be affected by the Concepts.
7. The Gateway North Concept would disproportionately impact property values in one sector, the Northeast, to accommodate concerns in another sector, downtown and along SH 46. That is not fair on the face of it.
8. Since this project benefits the City of Boerne, let the City also bare the burdens of displacement and degradation. Don't push the burdens to the County residents or the suburbs
9. Most new homes and traffic are along the SH 46 corridor and that level of traffic would increase substantially because of developments, not traffic coming from I-10 West. Restrict developments to preserve our character.
10. There is not enough water to develop this area residentially. The beltway infrastructure for future development is not appropriate given the water challenges the County is facing. The Beltway is not the solution.
11. The Gateway Concepts will not resolve the problem downtown or on SH 46 sufficiently to justify the enormous costs to Kendall County residents.
12. Longer term impact studies are required to determine the impact on the disproportionate share of residents who would suffer under current plans; This is to solicit additional
  - a. Traffic Study (the assumptions and projections of vehicles on I-10 going to and from Comfort are NOT supported by previous studies.)
  - b. Environmental Studies to assess the feasibility of the project;
  - c. cost analysis and/or risk management factor;

13. A better approach is to declare Kendall County a Beltway free zone to protect citizen's rights and property values.
14. Throwing serious money at the Northeast gateway will not solve the congestion along 46. County and City Residents will be extremely unhappy once it pans out that the enormous expense for the Gateway North Concepts did not ease traffic on 46 or downtown. There will be a lot of angry citizens and the sensible legacy of current City and County leaders would be ruined.
15. The new beltway would be a blemish on the character of our City and County as a quiet Hill Country Community, further depressing property values in the county and consequently tax revenues. A supplemental road like this should not cut through the middle of quiet rural areas that would be ruined by this project;
16. Look at other options to widen existing corridors to manage the traffic issues in a more comprehensive and sensible manner;
17. Consider a new corridor for trucks & thru traffic beginning in Welfare/Comfort and move away from critical residential areas north of Boerne;
18. There is NOT a lot of truck traffic during normal business hours
19. Current Gateway proposals do NOT keep local culture in tact but will destroy the character of the Hill Country setting; These study shows that the cultural character of Boerne/Kendall County/ & preserving Kendall Nature & natural resources, are more important for local residents;
20. It is clear from the participants in the study that Kendall County citizens want to avoid degradation of open scenic views throughout the county;
21. The Concept does not fit into the Boerne Master Plan for development and preservation of our area;

#### Summary:

The best approach is to avoid the degradation of our scenic areas and NOT building any Gateway north of the city limits.

If this project is to benefit the City of Boerne, let the City also carry the burdens of displacement and degradation.

The equalization of benefits and burdens is a "fairness factor" that has yet to be part of your considerations.

#### Action Plan

I look forward to your efforts:

1. To engage in additional studies for updated and correct data: including...
  - a. New Traffic Study (the assumptions and projections of vehicles on 1-H 10 going to and from Comfort are NOT supported by previous studies.)
  - b. New Environmental Studies to assess the feasibility of the project;
  - c. New cost analysis and/assessment of risk management factors;

2. To pass Resolutions that would:
  - a. Prohibit use of Eminent Domain/Condemnation to take property to build the unnecessary Beltway on the North side;
  - b. Prohibit conversion of this Beltway into a Toll Road;
  - c. Prohibit excessive growth based on limited Water supplies for our county;
  - d. Engage in additional Cost Analysis for this project;
  - e. Declare Kendall County a Beltway free zone to protect citizen's rights and property values
  - f. Involve other options to widen existing corridors to manage the traffic issues in a more sensible manner

Thank you,  
Bill McNaught

July 2, 2018  
**Tiffany Tillman**

We are in opposition to the inclusion of the Loop concept plan around City of Boerne. This is a conceptual plan that has not been accepted by the County/City. Specifically, the NE/NW quadrant loop is not necessary or solve the overall regional traffic issues South between Boerne and San Antonio. We are part of a group of citizens urging the recommended concept be limited to a Bypass to minimize negative impact to the Hill Country and to private landowners who have yet to relinquish property to the powers that be. The current concept Loop traverses over historical property markers as well as critical waterways. It also grabs land of private home and landowners who live out of the City by design. City of Boerne should not look to the Kendall County residents to solve mobility problems that have been created by a City Council and Planning commission that seems to operate without borders. Growth is inevitable but the City has done NOTHING to do address smart growth. While we can create Master Plans ever so often with grand plans this still does not solve our critical water issues. Given the recent backlash to a CVS on the corner of River & Main, citizens are fed up and seem to have decided that we are not going to stand idly by while the "powers" that be continue to destroy what is left of this part of the Hill Country. The only hope is that next election proves the citizen's frustration by voting out those currently "serving." I will certainly be casting my vote where possible.

July 2, 2018  
**Cleo and Sharon Gibbs**

It is a terrible thing to think of a freeway to be practically right in my back yard and ruin the peace of the homes in Lakeview and all this side of town!!!! We absolutely will protest it to the end!!!!

July 1, 2018

**Becky Wright**

Lots of work has gone into this but I also think there has been work to gloss over or make some of the controversial changes hidden. I'd like more detail about the business loop. How it will impact those areas that are now quiet but are proposed as truck routes. The maps of the new routes need to be clearer

July 1, 2018

**Kay Hemmick**

I have serious concerns putting this loop around West Boerne, Upper Cibolo Creek area. With KB homes coming in on Ranger Creek Road at Boerne Lake and a Loop that lets traffic off on Ranger Creek, there is going to be a major traffic jam on Ranger Creek Road, especially in the mornings and afternoons. Also by projecting the growth of Boerne around the Boerne Lake Area, you are polluting the city of Boerne's water source, septic tanks around the drinking water to your city. You will be poisoning your own residences with their water source! I am against this loop coming in, a BIG mistake!

July 1, 2018

**Mark Mason**

Community Vision Section (at least) identifies "Kendall Gateway Thoroughfare Corridor" This is incorrect and misleading. Furthermore since this document will be seen/used by many in the years to come including property buyers, it should be corrected to read "Kendall Gateway Study Recommended Concept". This affects many people's property values and must be addressed. It is in several places in the document and I respectfully request this be corrected in all locations.

In addition, I think there is an error in the TXDOT traffic count data. It does not make sense that more westbound through traffic from E46 went N than S. This is counterintuitive for people who live here and needs attention. It does not pass the common person test - ie what folks who live here actually experience so justifies further scrutiny. For your consideration, there is a slide for current and projected traffic volume 2040. There is no document from TXDOT that addresses the impact 'the loop' might have on this critical part of Boerne's Mobility problem, so much is left to discuss here as regards Boerne's bigger traffic problems. I would like to sit down with you to discuss these concerns, but do not think they directly affect upcoming PZ and CC matters of approving the MP - they have more to do with the next phase of Thoroughfare Plan. Thanks!

June 30, 2018

**Cody Hess**

This is uncontrolled growth and needs to be checked. There is no good justification for having a large road through all this beautiful land in and around Boerne and Kendall county. Just because there is potential growth in these rural areas doesn't mean that every ranch is going to sell out and justify this disgusting "gateway". Who is paying for this? Are you going to pay the property owners the responsible amount for their property? What about the surrounding properties for the loss of value and space we paid for? We didn't move to Boerne so we could be surrounded by more roads and highways.

June 30, 2018

**Andrew Sengler**

We need the loop.

June 30, 2018

**Melissa**

Destroying Boerne. Making it town you don't want to live in. Leave it alone

June 30, 2018

**Robert Calhoun**

Downtown growth should be restricted to conform to historical preservation.

June 30, 2018

**Toni Lott**

As far as the new gateway plans it seems like more of an intentional pathway for more growth than an actual need. Creating these new roadways only allows for more places for developers to insert more housing with zero requirements for urgently needed water resource conservation. With more impervious cover, more concrete plants coming to our area, with an impending water scarcity crisis on the horizon building these highways is irresponsible without first addressing these issues with state lawmakers.

June 29, 2018

**Michael Bowie**

No high density developments above our Lake/water supply.

Make the Western Loop wider than Busby Road....this will play into greedy developers hands.

June 29, 2018

**Stacey Schill**

Can we not allow for growth by building out instead of cramming as much growth in a small area as possible? I live in the downtown area and it is next to impossible to find a large home suitable for a large family that is affordable in this area. If anyone is looking for a small house or apartment- that is easy to find and yet all the growth seems to be apartment buildings, multi family housing, condos etc. any large family is forced to look on the outskirts of the city or buy a cookie-cutter house with no yard. Cramming growth into the downtown area is destroying the city. We have lived overseas for six years in various places around the world and the best cities to visit were always the ones that had historical

walking areas in the downtown district. And yet our city plan turns our downtown district into an auto friendly commercial zone. Why would we not encourage a neighborhood commercial zone in an area that is known for its beautiful neighborhoods? Have you looked at other cities in Texas that have experienced growth the way Boerne has? I grew up in Allen Texas which was very similar to Bernie 30 years ago. Now it is a gigantic suburb of Dallas with plenty to offer but not a lot of character. McKinney Texas which is just up the road from Allen, also has experienced tremendous growth. They restored their downtown area and turned it into a walking zone and it is one of the coolest places to hang out. You make mention in the plan of preserving our parks in areas like river park along Cibola creek. However nobody wants to visit Parks if they are in an auto friendly commercial district. People want Parks in unique areas with lots of trees and spread out growth, not apartment complexes and multi family housing. Filling in the downtown Boerne area is a huge mistake and it will destroy Boerne's character.

June 29, 2018

**Carolyn Evans**

Respondent entered address but did not provide feedback

June 29, 2018

**Jennifer Wyle**

I question the need for a loop the size of 1604 around the northeast side of Boerne. Many properties will be ruined and our property will be less valuable when our view of the hill country is replaced by a view of a 4 lane road.

Have you considered utilizing existing roadways? If the true agenda is to get cars from 46 to Comfort, then expand 1351 to Kendalia and then 473 to IH10.

The road easement is wide enough for expansion, why not use what we have.

Lastly, we bought acreage in the hill country to have privacy and peace, the last thing anyone on Pfeiffer road wants is to live next to a highway lined with development.

June 28, 2018

**Patricia Porter**

It starts with an overpriced city hall we don't need and ends with the taxpayers paying for new roads to alleviate traffic and then the city selling land it claims right of way of to developers who in turn build more developments and make traffic worse.

June 28, 2018

**Isabel Grigsby**

We are excited about the loop and new businesses coming into town. Can't wait for the growth of major streets and industry.

June 28, 2018

**Sally Combest**

The idea of the proposed loop was a complete surprise to me.

The NW portion will parallel my portion of Lakeside Circle and appears to be less than 1/4-1/2 mile from my front door. Please can this be moved further west into more sparsely populated countryside and away from existing homes/neighborhoods. This is really just too close to homes.

June 28, 2018

**Hadassah Regier**

I hear people say all the time that they want to live in Boerne. My experience has been that they really don't want to live in Boerne. They want to live in northside San Antonio where every single corner is a Starbucks or an H-E-B or an AutoZone or Target. It's time that people realize that if we are going to call ourselves "unique" or "small-town" then we are going to have to fight to preserve that. Quit going for the quick money! All of the major tourist attraction cities in America have one thing in common. They were exclusive! They fought to preserve the natural Landscape. They fought to preserve what made them beautiful! They make people drive the extra mile so that their city isn't crammed full of box stores and apartment complexes! They saw the value of green space and recognized it's psychological benefit for the residents of their community! Quit trying to soft sell me on a lesser San Antonio. I moved FROM there so that I could have a garden and chickens and a place to walk with my children on Main Street. Something else to consider, a lot of us middle income families are dependent on San Antonio. This is the furthest we can drive out and still get a country feel without making our husbands work from home which some husbands can't do. Please help us stay in Boerne.

June 28, 2018

**Colleen Klaus**

There is no need for a loop around Boerne, TX...The community doesn't want more traffic and people going through and around the city. We love to small city it is and want to keep it that way. Again-NO EXPANSION OR LOOP



June 28, 2018

**Mary Himlin**

"master plan", "sustainable", "walkable cities", "mixed use development" - the City of Boerne officials are walking, either blindly or not so, which is it, into the Agenda 21 minefield. Let's add to the mix "road diets", "toll roads", cutesy "bike paths" (my favorite, sarcasm intended), and we have our futuristic scheme. Are you taking your marching orders from the Urban Land Institute's "Building Equitable Cities"? A copy is available for your perusal at the local library. People live here, people migrate here (I am in the latter category) because of the relative quiet, simple charm of Kendall County life. Now, here is the evil plan to make it another San Antonio. Thank you for listening, for what this is worth.

June 28, 2018

**Beverly Pellin**

As a resident of The Woods of Fredericks Creek my only area of concern was the noted proposed increased growth areas along both Johns Rd and Old San Antonio Rd. In order to exit our community I normally do so on Johns Rd to take my grandson to school at Fabra. It is often quite challenging to say the least to safely make a left turn from Latimer onto John Rd given the current traffic flow. I always depart very early to avoid heavier traffic. I cannot imagine what it will be like in a few years. Traffic lights may well be a necessity in order to avoid collisions.

June 28, 2018

**Wendy Cole**

I and my family strongly oppose the loop. One proposed route is right in the back yard of many families in my neighborhood. Wildlife, historic areas, and quality of life will be negatively impacted with your proposed routes. There is a reason we live where we do. We chose this area to stay away from the busy areas. With roads will come stores, gas stations, businesses that are unwanted in this area. Stay away and help preserve the beauty and quality of life we have.

June 28, 2018

**David hierholzer**

Plain and simple if this plan to distory these old subdivisions happens for sure I will vote against you year after year.

June 28, 2018

**Marie Holly**

These are good goals for the future. I have some concerns for the future growth of Boerne and Kendall County. One concern is with all of the growth and the knowledge that we have a very good school district, I hope that the city planners keep in mind the quality of education being "watered" down by too many students before much needed schools could be built. My grandchildren will be attending BISD schools and I want to make sure the quality of the current education system is maintained for them. My other concern is TOO much growth TOO fast. Texas 46 traffic is horrible. It took me one day coming

from Herff Ranch to my house in Saddlehorn 45 minutes to drive the 3 miles. The traffic has gotten worse since I moved here 4 years ago and I cannot see why there are many more homes being built on 46 East which will make the traffic even worse. Why didn't someone think about that situation before approving all of the homes being built? My other concern is about the advertising that the City of Boerne does inviting people to visit our "small town" which will not be that flavor if something serious is not done to preserve the historical buildings and the small town feel. My husband has a business on Main Street and we would like to keep people coming to visit. Boerne will be long gone if something is not done now. Thank you for listening to my concerns.

June 28, 2018

**Jennifer Brock**

I think the infrastructure needs to be improved prior to adding new housing. Let's not lose the old town feel that's draws people to come and shop and stay.

June 28, 2018

**M Sherman**

Depending on which tab you click on, you get two different areas which indicate possible highway corridor development. Several show alternative proposals indicating using Adler and cutting across existing neighborhoods to link to I-10. One diagram indicated the Kendall County corridor to go through more underdeveloped areas of the county around Boerne. Which diagram is the one being considered?...and if you are going to dissect neighborhoods with a 4 lane highway, would it not be beneficial to indicate which existing roads will be effected? How can having a 4 lane road be a great idea in front of the YMCA, Sheriffs Department and Currington Elementary be what's best for the community? Your diagrams on your website don't indicate precisely where the expansion will be located and I believe those of us who will be living near these areas need to know and how the decisions are being made as to location.

June 28, 2018

**Jamie Holmes**

I am not pleased at all with the prospect of pushing Boerne north out onto ranch lands and other private lands that have been in families for decades. The entire point of our purchasing property in this area was to be outside of the city. Do this another way.

June 28, 2018

**Janette Couch**

I am not in favor a the proposed loop around Boerne that seems to the be the one favored by TxDOT. The proposed loop appears to be excessive for what is needed to move traffic from IH 10 to Hwy 46. I live in an area that would be negatively affected by destruction and division of properties, damage to and loss of impermeable cover, removal of trees, negative impact on wildlife, truck traffic, noise and pollution. My property is not currently in the city limits so I feel that I don't have much of a voice in

what happens especially after Vulcan bulldozed the rural residents on Hwy 46 but I will express my opinion to my county commissioner. This will shove the results of years of lack of planning and rampant growth down the throats of rural residents who just want to live on and preserve our little pieces of the precious Texas Hill Country.

June 28, 2018

**Jennifer Hernandez**

It's ironic that the first sentence of the vision statement is Boerne - As unique as our name. Everything that is unique about Boerne is disappearing and this master plan only speeds up the process. Once the Kendall Gateway loop is complete, Boerne will be just like any other suburb, just like any another stop along the interstate. Everything anyone could need is only 20 minutes away in San Antonio, Boerne doesn't need every fast food chain or every retail store. As more and more open space is developed, the charm that brings visitors is destroyed.

June 28, 2018

**Bob Grassie**

We strongly oppose the proposed routes around Boerne from Hwy 46 to I10. While it might relieve some of the downtown traffic issues we feel the same can be accomplished by utilizing existing roads that can be updated, widened or extended more economically, quicker and with little or no burden on existing ranches, land owners and families. Disrupting lives and families, not to mention property values, historical markers and the environment is a high price to pay when it is not necessary as the road framework is already in place. I would like to submit that there be an open hearing instead of an open house on the above Kendall Gateway Study proposal. I also need a clearer understanding of the traffic studies that show more Hwy 46 eastbound traffic going north to Comfort than south to San Antonio. This finding does not seem logical. A breakdown by hour might help it make more sense. Maybe a new survey using different methods of measurement might be in order.

Bypass roads tend to spur residential and commercial growth and historically leave the downtown area wondering "what happened to everybody who used to come down here?" What are the future plans to supply water for this growth? Will the NE route which bisects my residence affect my and my neighbor's water quality and supply as most of us are on private wells? Thank you for requesting and reading my and many of my neighbor's concerns. I look forward to hearing from you.

Sincerely, Bob Grassie [bobgrassie60@gmail.com](mailto:bobgrassie60@gmail.com) 210-965-3873

June 28, 2018

**Audra Miller**

The size is very disturbing especially proposed truck route. I would rather see existing roads widened and updated then taking the land from homeowners just to open up more land for developers.

June 28, 2018

**Skip Griffin**

There is no need for a Northwestern or a Northeastern outer loop and no Environmental Study has been done. Impacted ranch land, water shed, wildlife habitat has not been addressed. Property rights have been ignored, cemeteries have been ignored, historically important areas have been ignored. The proposed loop is too close to homesteads, schools, etc.

June 28, 2018

**Maryanna Pearson**

Grave concerns about the need, purpose, and intent for a traffic loop. According to the plan it seems that existing roadways can be enhanced to move traffic from 46 east to I-10.

June 28, 2018

**Holly Kallemyn**

I understand that growth is inevitable due to our proximity to SA and our great schools and community but the loop is a little ridiculous. I don't see how it will alleviate the traffic in town because eventually, everyone will converge there anyway. Also, it runs the back of Ranger Creek, my subdivision, goes near schools and over waterways and is not the smartest, best use of land and traffic control. I did read through the MP and understand there are businesses, hotels, etc that want to come here and that's great but our historic district needs to be better defined. I am not against chains coming to Boerne but our "Hill Country Mile" is what makes this town special and unique. If we allow the start of chains to take over that space it will look like The Rim and all charm is gone.

June 28, 2018

**Becky Krock**

Slow down the growth!!!! We will ALL be out of water soon if you keep this up! And make the southeast loop go down Ralph fair. The roads already there! Why ruin yet another rural section of Boerne?! As well as damaging cascade caverns!

June 28, 2018

**Johnnie Hierholzer**

I appreciate the hard work by all involved on the Master Planning. My primary concern is the NE loop proposal. The need for this loop is uncertain and will pass through many historical properties, such as the Bergman property, and close to numerous schools and waterways. The proposal for the crossing of Pfeiffer Rd brings a 4 lane crossing to the center of a neighborhood and pastureland. Please reconsider the need and placement of this loop. Would the city of Boerne be better served by the preservation of green areas and water systems? The answer in my opinion is yes. This loop will not just destroy green areas, but will bring noise, hitchhikers, businesses, et al to the backyards of people's homes that have lived there for 40+ years and will forever change the landscape of our community. Please reconsider and

before any more subdivisions are built, feasibility studies on projected traffic issues should be resolved at the time of development, not as an afterthought. Thank you.

June 28, 2018

**Jessica Touron**

I oppose the loop around boerne and the development on the lake. Traffic and noise has already been bad on John's road with M5. We need to Preserve our lake. Neither one of these are good options for boerne!!

June 28, 2018

**Natalie Fischer**

I am opposed to the loop in the Northwest quadrant as it is currently planned to cross within about 1000-1500 feet from my house, ending the Hill Country peace and tranquility that we have been enjoying for so many years in addition to (most likely) reducing the value of my property. I am also opposed to high density developments in environmentally sensitive areas, such as the proposed Shoreline Development on Boerne City Lake. Why the city will not protect their own drinking water is beyond me. This is the water we will be drinking in our community and the water our children will be drinking at school. Please take this into consideration before these projects come to fruition. I appreciate you listening to our feedback.

Sincerely,

Natalie Fischer

June 28, 2018

**Heather Harper**

The northeast quadrant is not needed as a help to relieve Boerne of local congestion on

HWY 46, we do not want a Regional Bypass near our schools, our homes or

through historic places (cemetery) and over waterways that pass under our schools. All this will accomplish is the movement of truck traffic to the pristine area left in Boerne. There will be consequences to the way of living, environment and the wildlife. The traffic is heading to San Antonio there needs to be a single bypass from 46 to I10 east

June 28, 2018

**Pauline Royer**

Access to I10 from East to West is already there - it already exists. Why go to the trouble/expense of creating a new path? It just needs to be widened/enhanced. No need for an expensive, invasive northeast loop. Projected growth in Boerne will be limited due to need for water.

June 28, 2018

**mary pratt**

The master plan includes the proposed routes of TxDots Kendall Gateway Study. The county has not formally acted to accept or reject this plan. The northeast part of the loop travels through areas of proposed low growth potential per your plan. It is unnecessary. The transportation plan does not solve the east to west congestion on 46 nor does it solve to the majority of cars traveling from 46 south and east towards San Antonio. I object to this part of the KGS and Boerne Master Plan. This section of the loop passes over the beginning of Brown Creek that a high school and elementary school are built on, over an historic cemetery and across an historically designated area the Malakopf.

June 27, 2018

**Chris Bruce**

I don't believe a major highway through the Boerne area so close to town is beneficial. Its two miles from the 2 High Schools, two elementary schools, and will run over Brown creek that two schools are built on and through historically designated parcels. It runs next to spring Creek Estates, Friendly Hills and other established neighborhoods.

The Kendall Gateway Loop has not been accepted by the county. Furthermore the northeast quadrant is not needed as a help to relieve Boerne of local congestion on HWY 46, We do not want a Regional Bypass near our schools, our homes or through historic places and over waterways that pass under our schools.

I believe a Boerne bypass south of town, further away from our schools and city center is all that is needed to relieve traffic coming into Boerne. I believe the traffic study used for the Kendall Gateway concepts was flawed in that it did not take the new Herff Rd. into consideration as it was completed before the road was opened. The study also does not show a break down of traffic by the hour or what types of vehicles. For example, we were told 6000 cars come through, but when? What time of day? What amount of vehicles passed through, when, what size and type, etc.?

Please do not accept the Kendall Gateway concepts. They are not needed! We do not want and do not need a major 4 lane highway running all the way around Boerne. A single bypass south of town would be sufficient, leaving no need to disturb historic land, waterways, schools with additional traffic. Save the money, save the land, save the schools, save the waterways, save the neighborhoods, save Boerne!

June 23, 2018

**Ted**

Definitely in favor of the May 2018 Kendall Gateway Alignment over the 2015 Boerne Thoroughfare Master Plan. Gateway "ring" relieves transient, construction, and large/heavy equipment traffic away from and around Boerne downtown and neighborhoods; and with easy access to I-10. Will definitely decrease east and west bound traffic along Highway 46. Further making Copper Creek a "primary collector" into Boerne/Highway 46 will only add more congestion and traffic directly through residential area.

June 23, 2018

**Paula Beaton**

Is there a way I can get a hardcopy of this plan? It's a lot of data to go through. I want to share with my neighbors as well. Thank you.