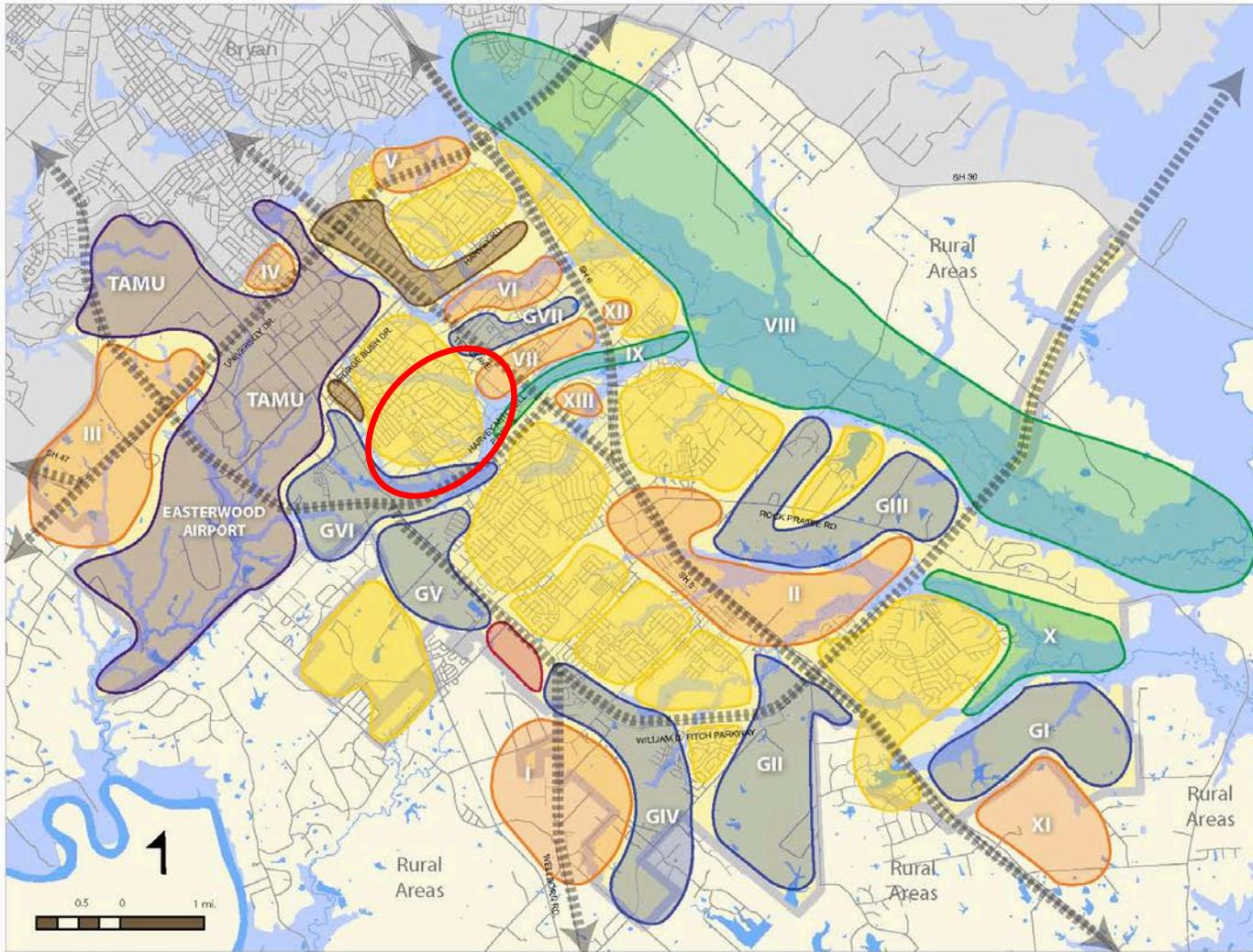




**SOUTH KNOLL AREA
PUBLIC MEETING SERIES – MEETING 3**

February 26, 2013



Map 2.1

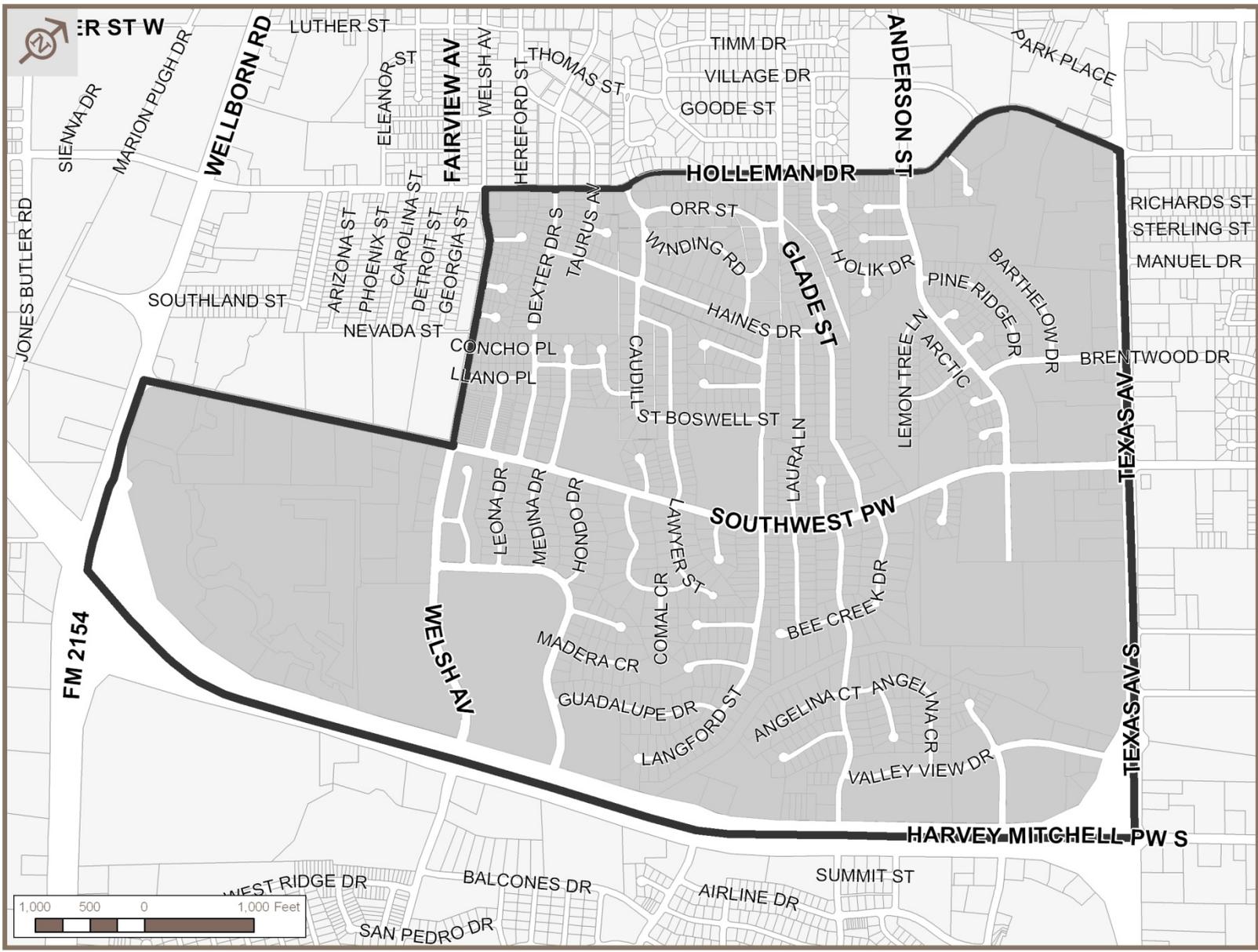
Concept Map

- Neighborhood Plans**
NEIGHBORHOODS & AREAS OF INFLUENCE
- District Plans**
WALKABLE, MIXED USE CENTERS WITH UNIQUE FOCUS
- Corridors**
IDENTITY CORRIDORS OR NATURAL CORRIDORS
- Redevelopment Areas**
REQUIRE CITY INTERVENTION
- Rural Areas**
SURROUNDING CITY, ESTATE WITHIN CITY

- Redevelopment Area
- Neighborhood Planning Area
- Growth Area
GI - GVII
- Planning District/Corridor
 - I WELLBORN COMMUNITY AREA
 - II SPRING CREEK DISTRICT
 - III PRESIDENTIAL CORRIDOR GATEWAY DISTRICT
 - IV NORTHGATE DISTRICT
 - V HOSPITALITY CORRIDOR
 - VI WOLF PEN CREEK DISTRICT
 - VII MUNICIPAL CENTER
 - XI SPEEDWAY DISTRICT
 - XII COLLEGE STATION SCIENCE PARK
 - XIII HARVEY MITCHELL DISTRICT
- Natural Planning Corridor
 - VIII CARTER CREEK CORRIDOR
 - IX BEE CREEK CORRIDOR
 - X LICK CREEK CORRIDOR
- Business Park
- Texas A&M University
- Floodplain

Adopted May 28, 2009







TONIGHT'S AGENDA

1. On-Street Parking Information & Background
2. City's Policy on Parking Removal
3. Joint Neighborhood Parking Task Force Recommendations
4. Fire Department Safety Evaluations
5. Parking Previously Removed but not Signed
6. Add'l Streets Needing Evaluation & Other Safety Concerns
7. Neighborhood Plan Role & Recommendations

On-Street Parking

1. City does not say WHO can use the street, but does say how a street can be used, meaning number of travel lanes, sidewalks, bike lanes, parking.
2. City defines the number of parking spaces that new developments and re-developments are required to provide on site.
3. City enforces regulations the same for ALL residents and property owners.

PROS

- Provides buffer to children in yards
- Provides buffer to sidewalk
- “Calms” traffic and speed
- Additional Parking for special events
- Convenient
- Reduces pavement needed on each lot
- Visitor parking
- Crime prevention – perception that someone is at home

CONS

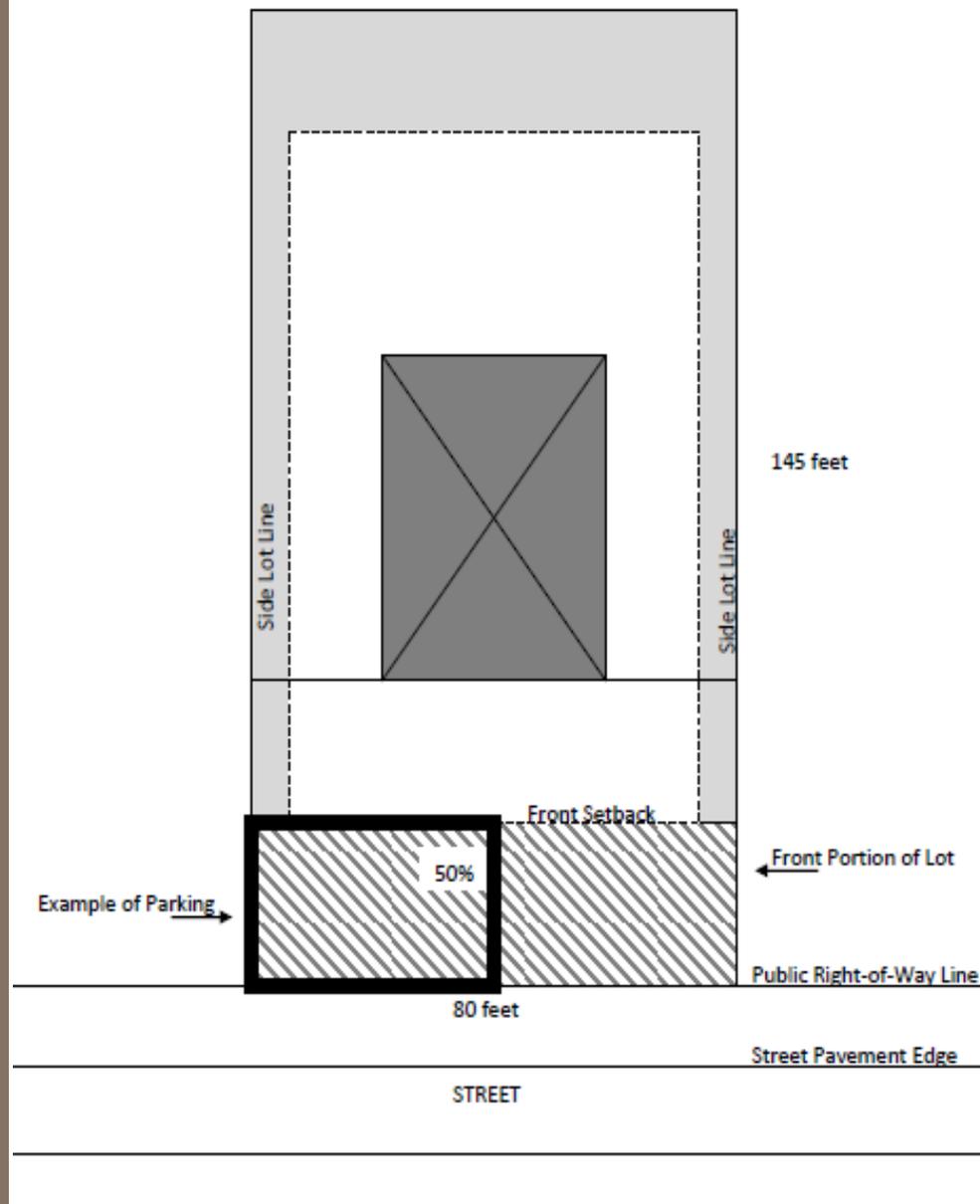
- Emergency Vehicle Access
- Aesthetics
- Incent multi-tenant occupancy
- Service delivery conflict (USPS, UPS, etc.)
- Blocked Driveways
- Reduced Visibility Sight-Distance Issues
- Children Crossing Street
- Reduced safety of other modes on road
- No room for bike lanes
- Impedes two-way traffic
- Restricts visibility of property

CURRENT PARKING REMOVAL PROCESS

- Concern Initiation – Citizen Initiated or City Initiated
- Concern Evaluation – City’s Traffic Management Team (TMT) evaluates the request and the impact existing on-street parking has on public safety. If determined to impact public safety, the TMT will forward a recommendation to the City Council.
- Public Notice – Notices of a public hearing will be mailed to property owners and residents on both sides of the street where parking is proposed to be removed.
- Public Hearing – The proposal to remove parking will be presented to Council, followed by a public hearing where citizens can voice their opinions. The City Council will discuss and vote on the proposed parking removal ordinance after the public hearing.

JOINT NEIGHBORHOOD PARKING TASK FORCE

- ONLY pursue **neighborhood-initiated parking removal** when it is related to public safety – In all other cases, the individual neighborhood would need to address parking issues through a private process, such as deed restrictions and covenants.
- Increased **off-street parking requirements** for NEW and REDEVELOPED single-family structures
- **Maximum front yard coverage** for NEW parking areas



CURRENT PARKING CONDITIONS

- Where do people park and why?
- What parking needs or problems do you know of?
- Does the parking vary depending on time of day, day of week, or time of year?



REQUESTED PARKING SAFETY EVALUATIONS

- Boswell Street (morning)
- Caudill Street (7:45 a.m., 11:00 PM – 3:00 AM)
- Comal Circle
- Glade Street (11:00 PM – 3:00 AM)
- Guadalupe Drive
- King Arthur Circle
- Langford Street (11:00 PM – 3:00 AM)
- Laura Lane
- Lawyer Street (early morning, night)
- Lawyer Place
- Rayburn Court
- N. Ridgefield (11:00 PM – 3:00 AM)
- S. Ridgefield (11:00 PM – 3:00 AM)
- Shadowood Drive
- Haines Drive (11:00 PM – 3:00 AM)
- Winding Road at Holleman Drive
- Radius at CSISD Campuses (7:45 a.m. / 3:00p.m.)
- Entire neighborhood
 - (after 5:00 everyday)
 - (11:30 p.m. – 3:00 a.m. Weekends)
 - (Football games)

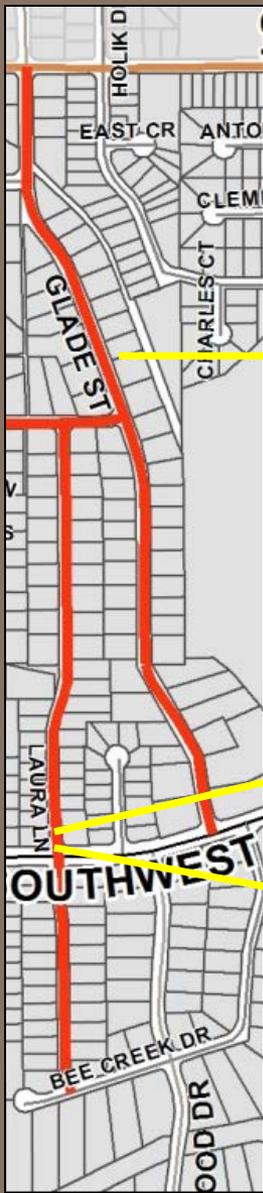


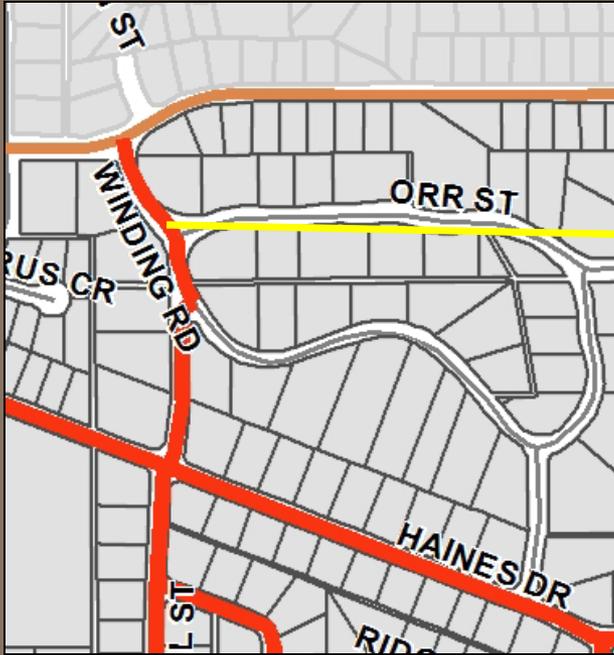


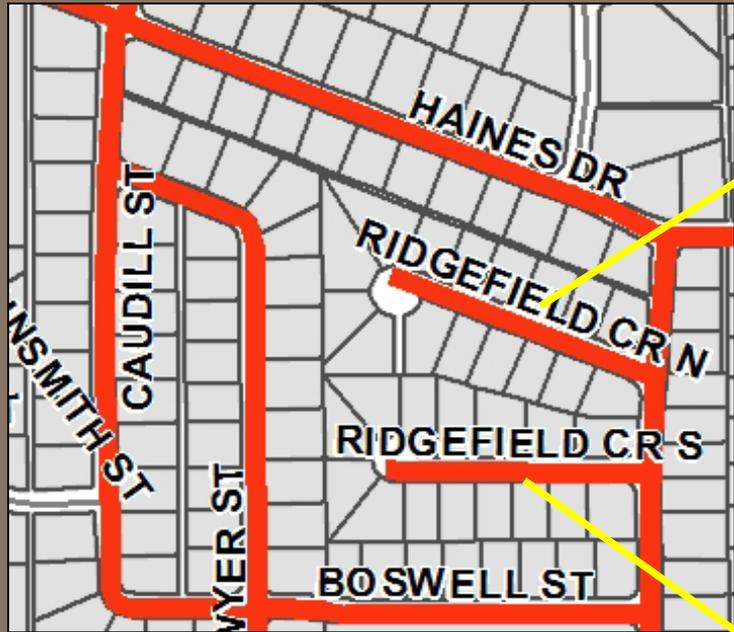
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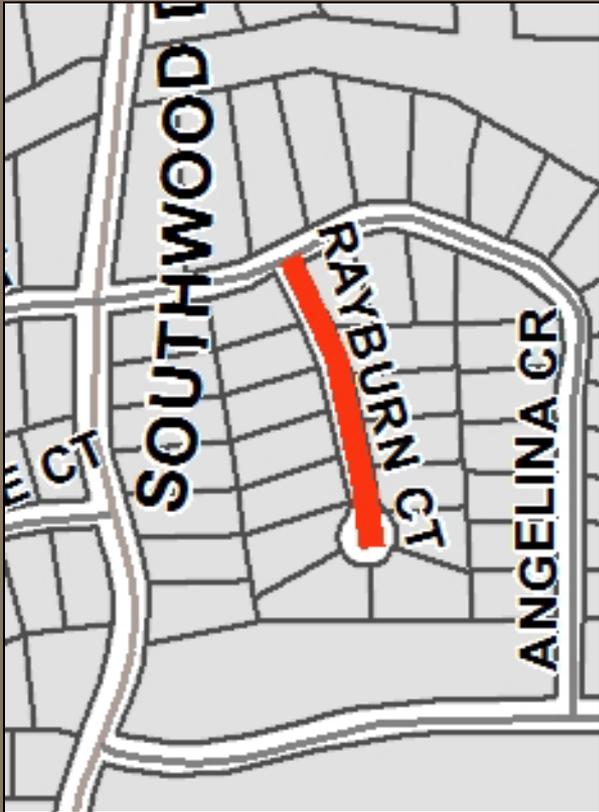


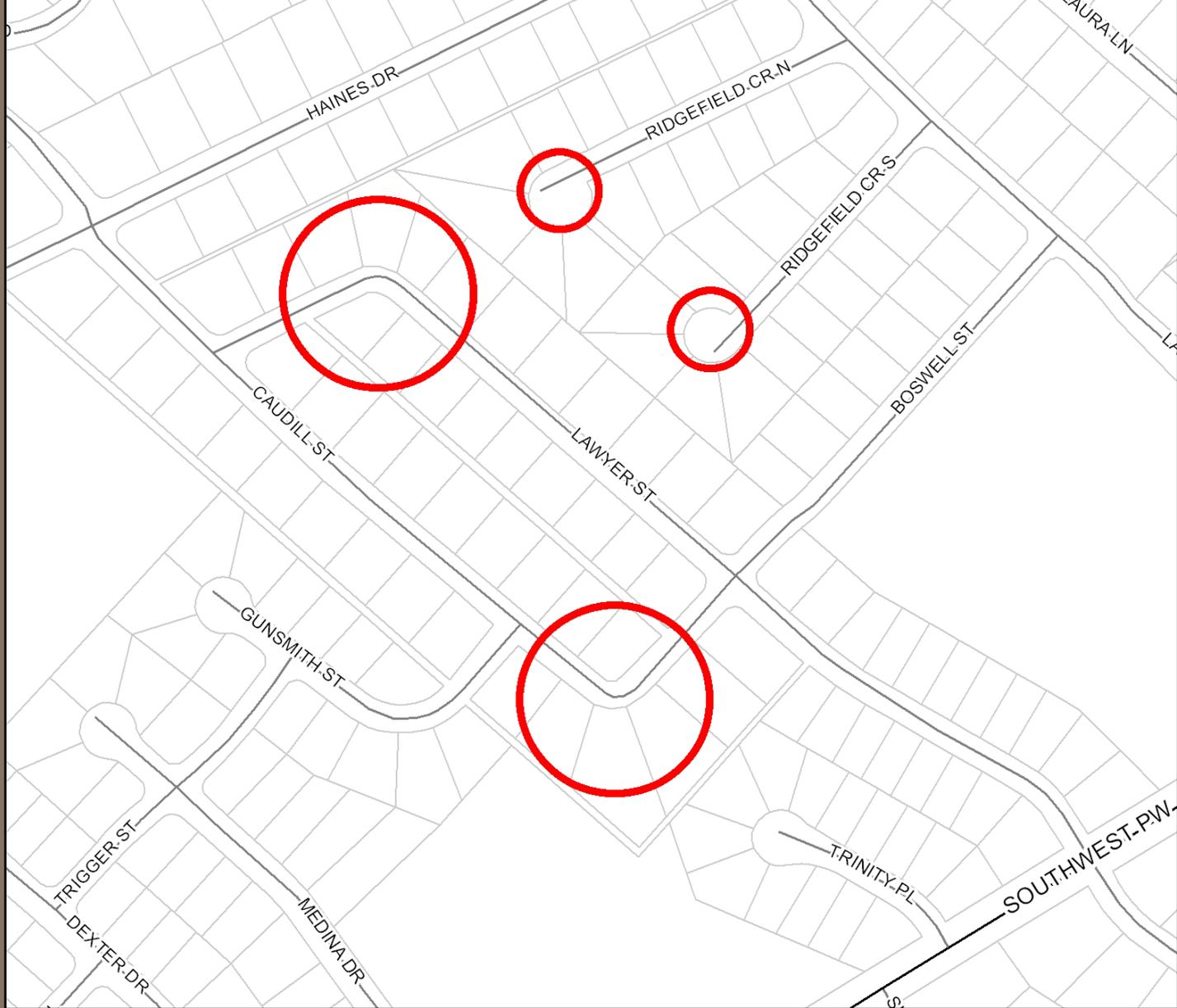




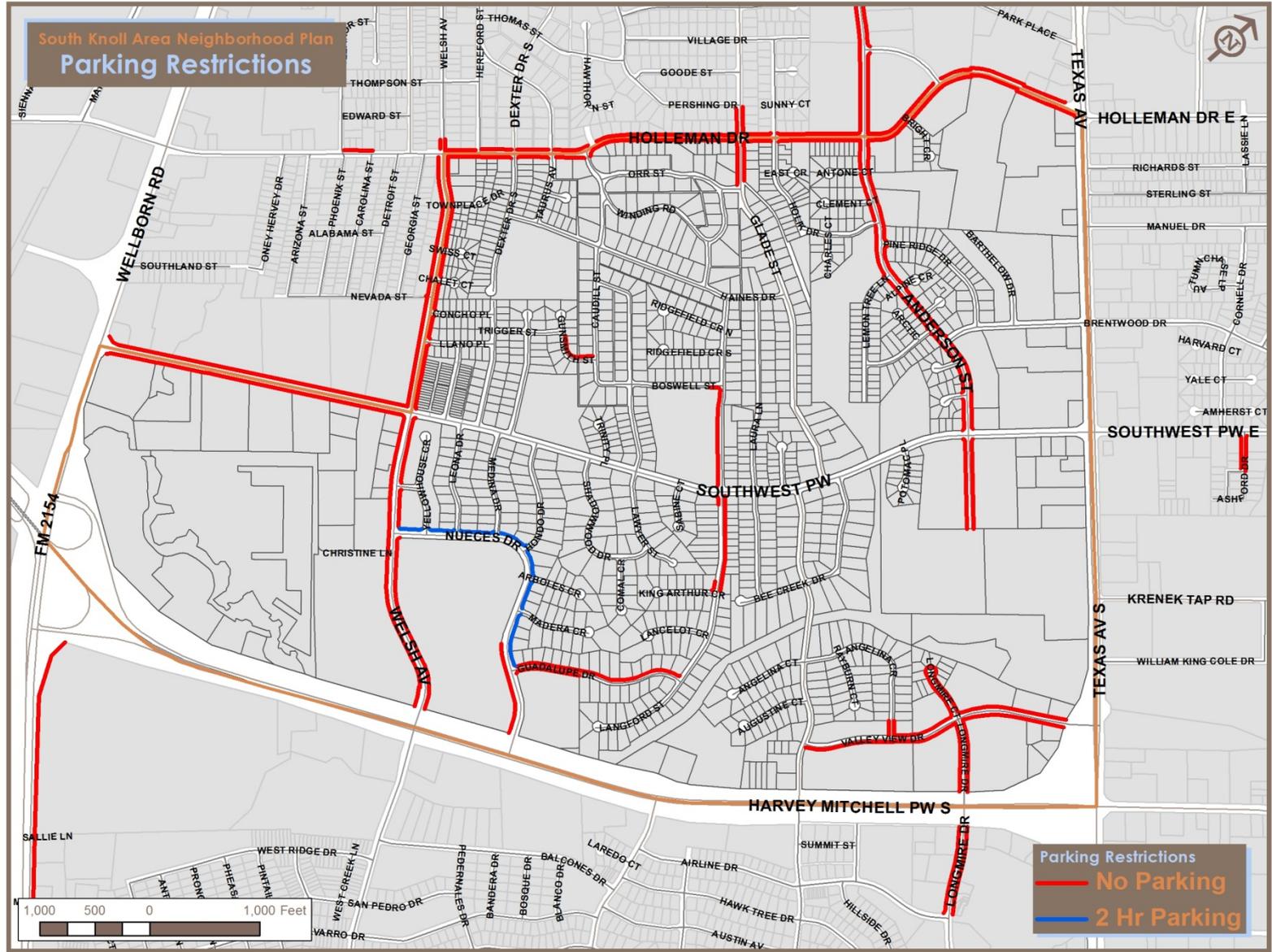








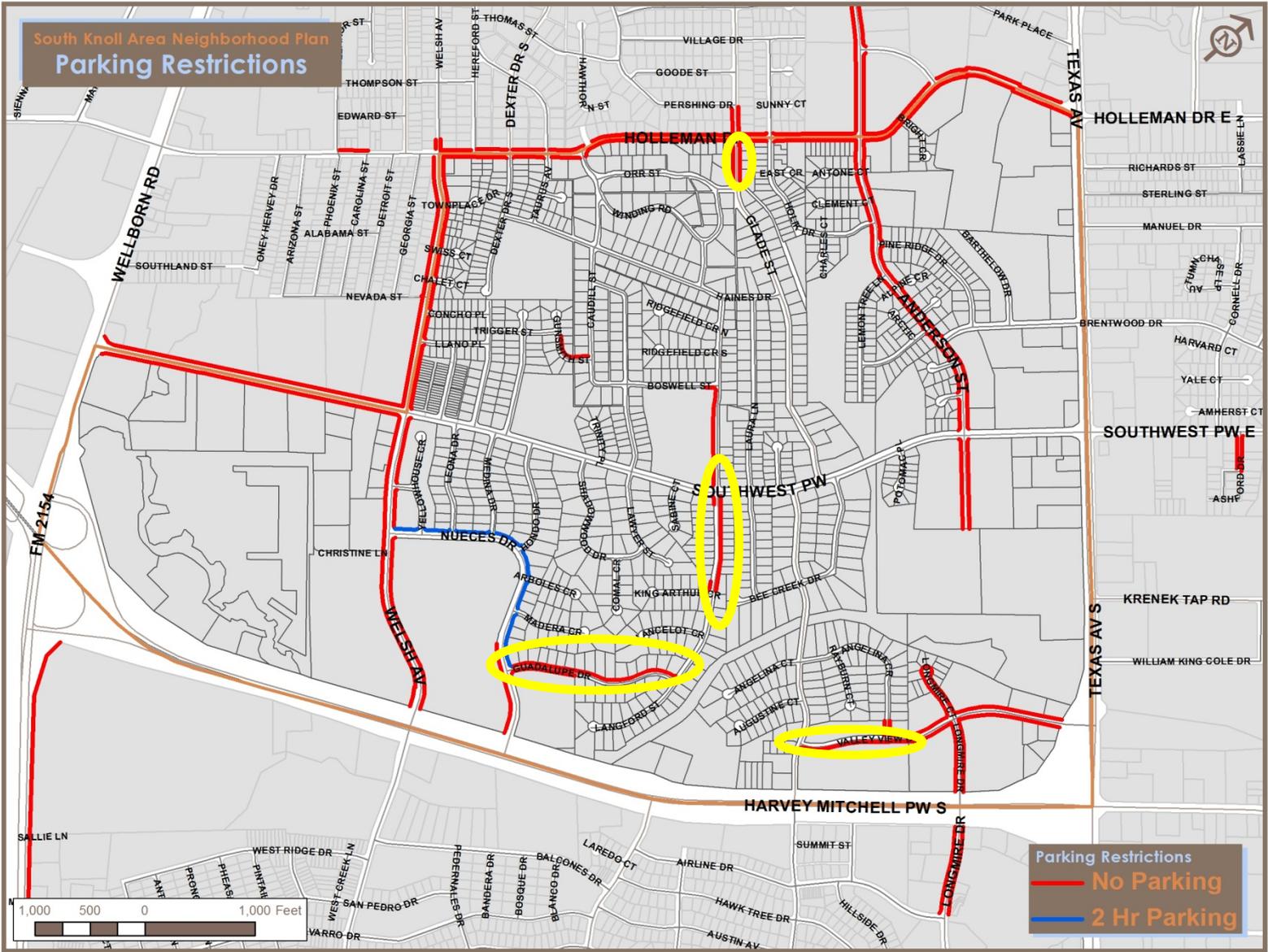
South Knoll Area Neighborhood Plan
Parking Restrictions



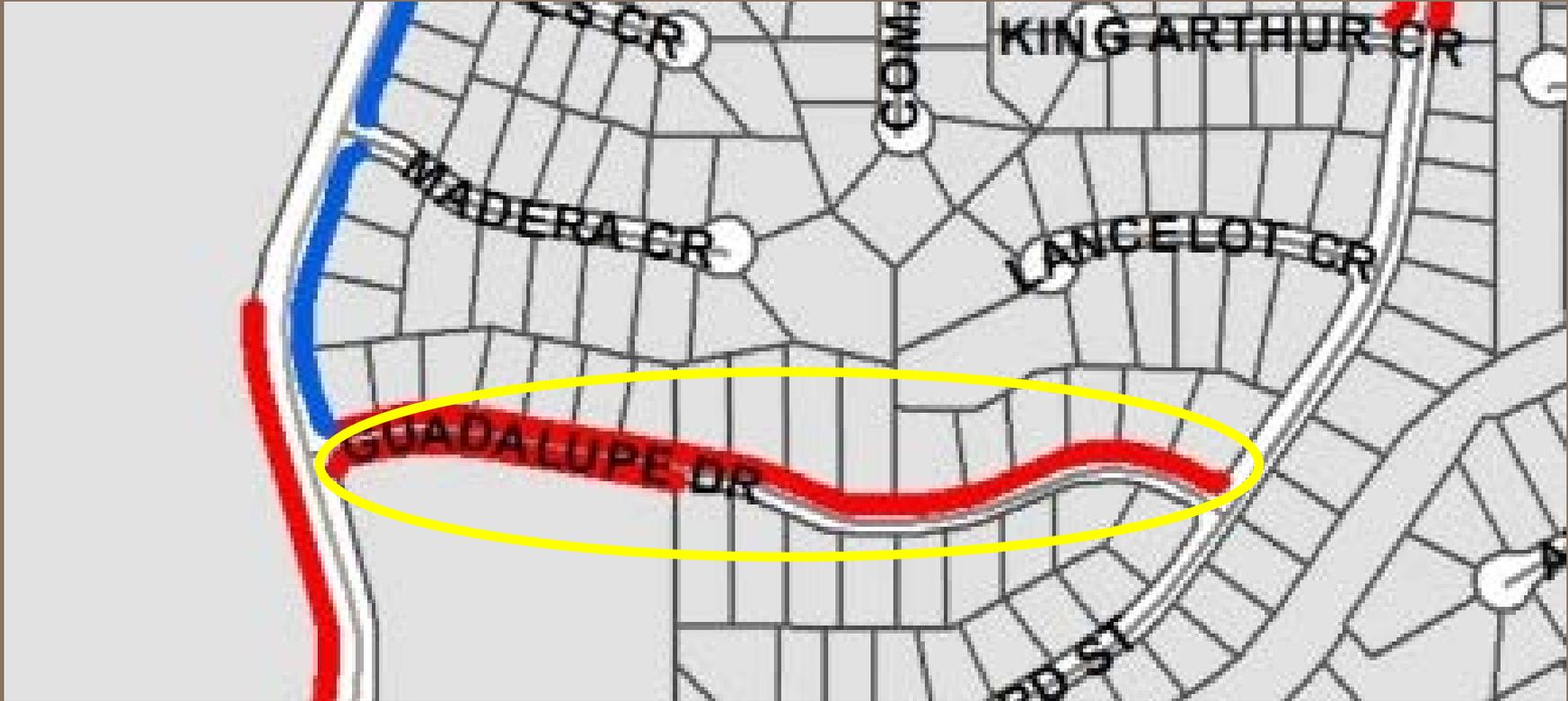
Parking Restrictions

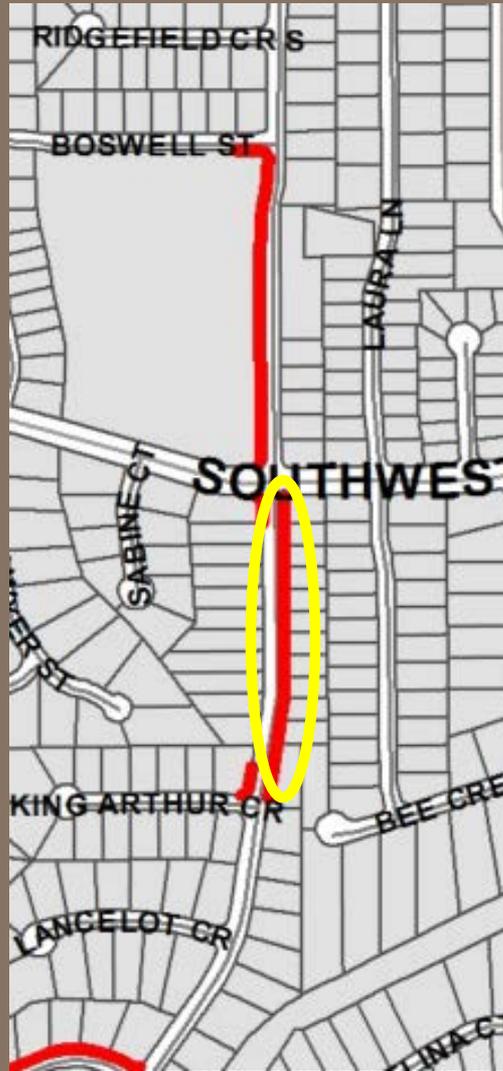
- No Parking
- 2 Hr Parking

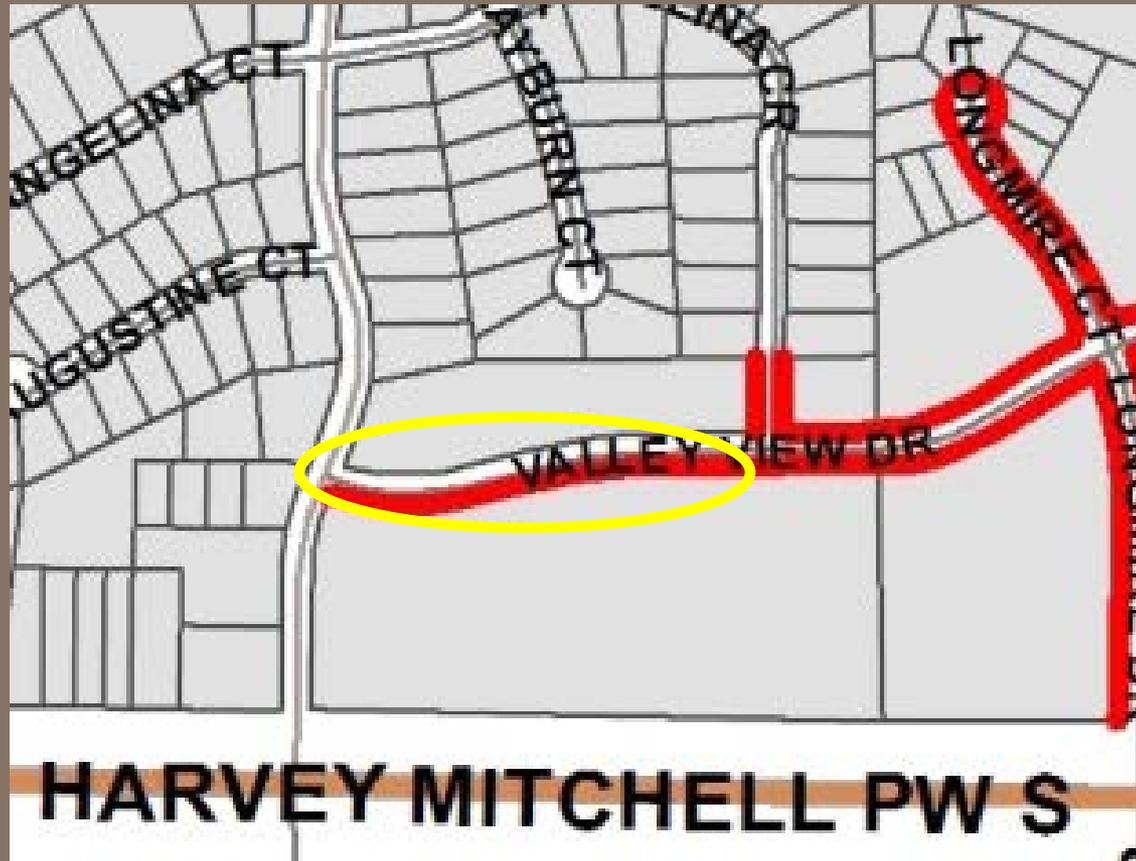
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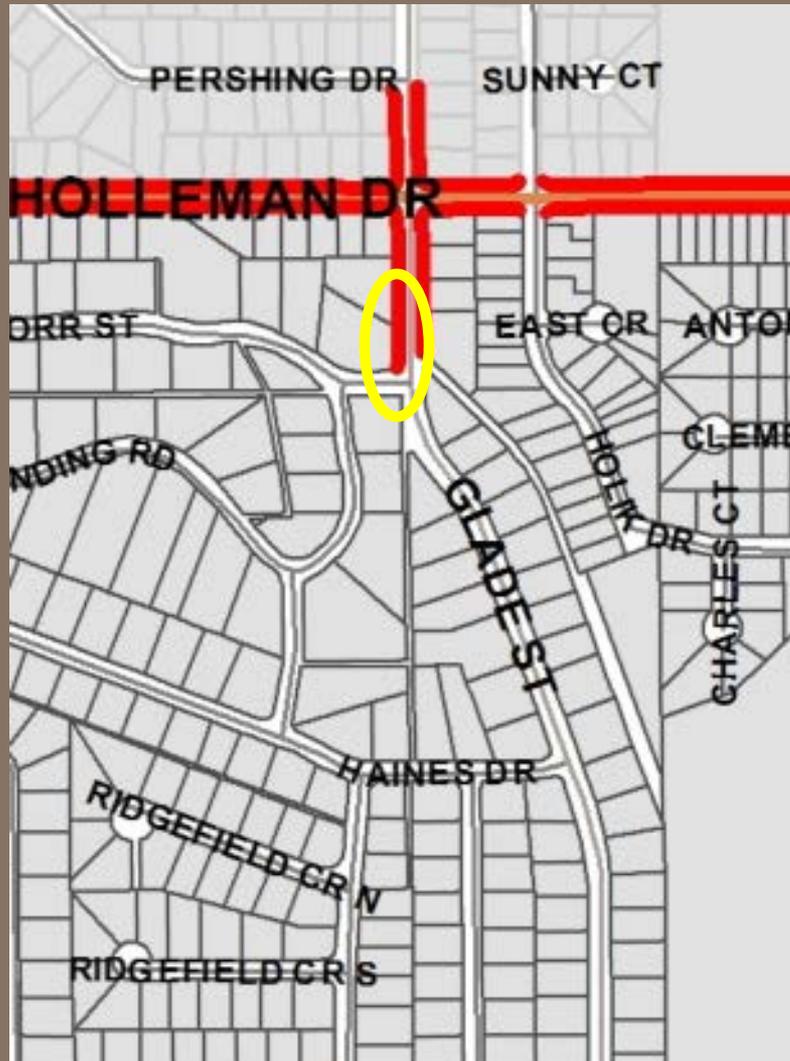


Parking Restrictions
 — No Parking
 — 2 Hr Parking









NEIGHBORHOOD PLANNING & PARKING

- Plan can include recommendations to address both on-street and off-street parking
 - Removal
 - Off-street requirements
 - Parking monitoring program
- Plan cannot remove parking from a street without a separate public hearing

NRT CONSIDERATIONS

- Do the recommended tools fit the problem?
 - if there is a current parking problem, will changing a requirement for new development make a difference?
- Do the recommended tools fit the whole area?
- What are possible positive and negative impacts of the recommended tools?
- Do tools need to be packaged together to avoid any undesired consequences?
- Does everyone understand the impacts?
- These types of changes affect new or re- development only and does not affect existing issues.
- These types of changes will apply to everyone – not just rental properties

NEXT STEPS

- NRT evaluates and discusses potential recommendation
- Draft Plan presented back to the neighborhood for comment
- Potential Plan revision
- Public hearing and adoption process