

South Knoll Area Neighborhood Plan

Neighborhood Resource Team Discussion Notes

Meeting # 8– May 21, 2013

Mobility Element and Public Facilities & Services Element – The intent of the meeting is to discuss the draft goals, strategies and action statements related to both mobility and public facilities and services in the South Knoll Area.

Briefly went over the remaining schedule for the plan.

GOAL, STRATEGIES, AND ACTIONS FOR THE SOUTH KNOLL AREA

The **Mobility Goal** for the South Knoll Area is **to maintain a safe and efficient transportation network and improve off-street multi-modal transportation options by increasing the continuity of bicycle and pedestrian routes to key destinations, while protecting the single-family/family-oriented character and integrity of the neighborhood.**

- Use single-family/family-oriented any time the neighborhood is described

Strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the strategy. All action items were discussed. Those with recommended changes are listed below.

Action M1.1– Conduct periodic emergency vehicle safety evaluations of streets in the South Knoll Area that have been identified as heavily parked through this process. If the evaluation warrants action, the City should pursue on-street parking removal from one side of all streets with demonstrated safety issues.

- Can a frequency be put in here?
 - o Bi-annual
 - Football season and additional time

Action M1.2– Conduct safety evaluations, when requested, to ensure that existing parking is not making it unsafe for residents to back out of driveways onto public streets, such as at curves or bends in the road. If the evaluation warrants action, the City should pursue on-street parking removal from a portion of the roadway.

- Not just a problem with reversing – existing the driveway at any direction is dangerous in some areas.

Action M1.3– As recommended through the Safety Evaluation, parking should be removed from the “bends” in Caudill Street and Lawyer Street.

Action M1.4– Monitor the Ridgefield cul-de-sacs so that parking does not create safety issues.

Action M1.5– Install “No Parking” street signs, as approved by City Ordinances, on Guadalupe Drive, Langford Street (from Southwest Parkway to King Arthur’s Cr.), and on Glade Street from Holleman Drive to Orr Street.

Action M1.6– Pursue an ordinance that would remove additional parking on Langford Street from King Arthur’s Circle to Guadalupe Street to facilitate a safe pedestrian and bicycle route to the high school.

Action M1.7– Correct the conflicting/confusing parking signage on Valley View near Longmire.

Action M2.1– Remove parking from... *(group undecided – will poll neighbors at final open house)*
(cross-reference Action NI&CC 2.1)

- This will be a “ballot” item at the public open house for the NRT to gather further opinions on limiting parking in the neighborhood. The NRT would like the ballot to provide the choices discussed during previous meetings. The ballot should identify the responders streets.

Action M2.2– Amend the Unified Development Ordinance to limit the size of allowed parking areas within the front portion of single-family lots in the South Knoll Area, similar to the recommendations made by the City’s Joint Task Force on Neighborhood Parking. In addition, larger lots (size/scale to be determined) would be permitted a maximum of XX% of the front portion of the property to be paved. (specifics will be determined and included in the chapter).
(cross-reference Action NI&CC 2.2)

- 50% as proposed by City’s Parking Task Force – NRT wants a sliding scale. 50% is appropriate for smaller lots, but allowing 50% of a lot with a large lot and front yard is not appropriate.

Action M2.3– Amend the Unified Development Ordinance to require one parking space per bedroom for new single-family construction and remodels that add bedrooms, with a maximum of four spaces required. *(cross-reference Action NI&CC 2.3)*

Action M2.4– Amend the Unified Development Ordinance to require that rear-yard parking be screened from adjacent single-family properties. *(cross-reference Action NI&CC 2.4)*

Action M3.1 – Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to propose sidewalks on both sides of Welsh Avenue, where possible.

Action M3.2 – Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to extend the proposed sidewalk on Caudill Street north to Holleman Drive.

- Connects to existing sidewalk on Holleman Drive.
- Sidewalk on the corner of Caudill to connect to Haines for kids walking to school or the park? (This is proposed)

Action M3.3 – Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to include a proposed sidewalk on Laura Lane from Haines Drive to Southwest Parkway.

Action M3.4 – Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to include a proposed sidewalk on Pine Ridge Drive

Action M3.5 – Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to include a proposed sidewalk on Angelina Circle.

Action M3.6 – Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to include a proposed sidewalk on Valley View Drive.

Action M3.7 – Reconstruct the existing sidewalk along Langford Street in compliance with the Americans with Disabilities Act (ADA).

Action M3.8 – Work with property owners on Arboles and Comal Circle to obtain a public access easement along the portion of their property already being used by pedestrians. Explore opportunities for additional maintenance and lighting of the pedestrian path.

Action M3.9 – Explore the opportunity to construct a pedestrian refuge on Welsh Avenue between A&M Consolidated High School and its sports facilities in the place of the existing mid-block crossing.

- Consider using a blinking light?
 - o Morning and evening?
- Only school-zone in town without flashing lights – can we look into this.
- Recommend something be done – allow City staff to determine what is appropriate.
- OUT OF AREA NOTE – additional measures should be considered for the Oakwood/A&MCMMS schools and the street crossing that occurs there, too.

Action M3.10 – Explore the opportunity to construct a mid-block crossing / pedestrian refuge on Southwest Parkway connecting the Woodlands/Campus Village apartments with the existing TAMU bus stop.

- Visibility triangle at entrance? Decel lane.
- Move bus stop across the street? A&M is exploring putting two different routes in this area, with a stop on either side of the street. When this happens there will likely be more students crossing in both directions. Purpose is increased safety of our residents.
- Other SWP concern – the speed limit changes over the length of the street. The segment between Welsh and Wellborn is 40- this is too fast for the number of driveway cuts to apartment complexes that are there. (to reduce a speed limit, a study is done that determines the 85th percentile speed – that sets the new speed limit. A study may raise the speed limit in this area).
- Other SWP concern – Left turn on SW Pkwy onto Texas – one turn lane. Bottlenecks.

Action M4.1 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to remove the bike lane designation on Glade Street between Holleman Drive and Southwest Parkway. This portion of Glade should be a bike route with parking limited on the east side of Glade Street between the hours of 7:00 a.m. and 6:00 p.m. to provide a safe route for commuter cyclists and children riding to school.

- This is a compromise between the bike lane that is already proposed (that would get rid of all parking from both sides of the street) and doing nothing to accommodate cyclists.
- The thought was that we make getting to and from school safer for children. Those traveling north to Oakwood/AMCMS would use east side street and children traveling south to South Knoll would turn onto Orr or Haines. There are concerns with children riding bikes on the sidewalk here with so many driveways/cars backing out here.
- The proposal retains on-street parking for those with larger families in the area.
- The proposal allows safer biking during the day and the opportunity for parking in the evening and overnight.
- Keep this proposal. Get comments from neighbors at the open house meeting. This will be a ballot question for the NRT to gather more opinions.

Action M4.2 – Explore the possibility of a way-finding system to direct bicycle and pedestrian traffic through the neighborhood. Possible solutions may include posted signs with a QR (Quick Response) code linking to the City’s Bicycle Map on-line. This would be in addition to the existing bike route signage.

Action M4.3 – Explore opportunities to install trail way-finding signage in Bee Creek and Lemon Tree parks.

Action M4.4 – Re-stripe bike lanes on Holleman Drive.

Action M4.5– Explore the opportunity to do the grading for the future Bee Creek trail with the construction of the sewer line through this area. This may provide increased mobility ahead of funding for the multi-use path project along this corridor.

- There used to be a bridge at the pipe that crossed the creek. It was installed because kids were walking on the pipe to get to school and the bridge was intended to provide a safer way for the kids to cross. What happened to the bridge? (it washed out).

Action M4.6– Explore opportunities to reconstruct the existing sidewalk along Southwest Parkway to provide a wider sidewalk to accommodate both pedestrian and bicycle traffic where a bike lane is not feasible on Southwest Parkway.

- This item would be beyond the life of the plan (5-7 years) because the sidewalks were recently reconstructed in this area.
- This is needed since we can’t fit bike lanes on SWP. Need some where to safely bike without causing conflicts with peds on regular sidewalks. Shouldn’t require kids to ride in the street here. Too dangerous.
- Southwest Parkway between Texas and Anderson is dangerous. Many near misses. Old commercial development with multiple driveways do not work. (Current ordinance would not allow this today)

Action M-5.1 – Increase pedestrian safety at the intersection of Texas Avenue and the private driveway located across from Manuel Drive by connecting the existing private sidewalk to the sidewalk on Texas Avenue. Explore the addition of signage, striping or markings to reduce conflicts between motorists and bicyclists.

- Unrelated - Talk with A&M about safety getting off of bus that traffic will not stop for them. College kids exit the busses and then casually walk across the street without looking. Need education. – (we can talk to A&M about potential education).

Action M-5.2 – Increase pedestrian safety at the intersection of Southwest Parkway and Anderson Street by installing accessible ramps and possible signage to address conflicts between pedestrians in the crosswalk and motorists making left turning movements.

Action M5.3 – Increase bicycle safety at the intersection of Southwest Parkway and North Bardell Court by exploring the addition of signage, striping or markings to reduce conflicts between bicyclists and motorists.

Action M6.1 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to remove the proposed multi-use path located mid-block between Glade Street and the Lemon Tree Park.

- The trail was recommended to be removed because the property is now privately owned and the owner is not willing to allow a trail (or sell for a trail).
- Leave on plan for when or if the property owner (or future owner) is willing. This would be a great connection.
- This action item will go away since the recommendation is to leave the proposed trail on the master plan.

Parking Discussion

- Populated with the same amount of houses as the 1970s. Had the same amount of people living in homes (families with kids with cars). Didn't park in street. Today, students won't park in garage. Removing parking isn't fair to people that have a birthday party or celebration.
 - o Not allowing over-night parking, but people thought it would infringe on "personal" property. Everyone wants something without giving up anything. Look at common good and make a little sacrifice.

Public Facilities and Services

The **Public Facilities & Services Goal** for the South Knoll Area is to **provide and maintain public facilities and services that meet the needs of the residents and positively contribute to the integrity of the neighborhood and an enhanced "single-family" friendly character.**

Strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the strategy.

Action PF&S1.1 – Properties not meeting existing City codes and ordinances should be identified. The City should work with the owners of these properties to move toward compliance. *(Cross referenced with Action NI&CC 1.1)*

Action PF&S1.2– HOA and new resident digital information packet, on-line, emailed to rental registration contacts annually, and otherwise advertised City-wide. *(Cross referenced with Action NI&CC 1.2)*

- Needs to be more direct dealing with the residents, not the contacts/owners.

Action PF&S1.3 – Increase the awareness and accessibility of SeeClickFix through Neighborhood Services and the Police Department.

Action PF&S1.4 – Re-instate proactive Code Enforcement to re-establish and maintain the single-family character. Strict Code Enforcement should be observed in the South Knoll Area.

- Re-instate Proactive Code Enforcement in the area in order to maintain single-family character. Encourage Code Enforcement to enforce a zero-tolerance policy towards violators.
 - Ok to have one chance, but don't get it over and over. Not repeat violators
 - Owner gets violation/fine.
 - Strict Code Enforcement will be observed.
 - If no action is taken, then zero tolerance.
 - Can we penalize property owners that allow their tenants to be repeat offenders and keep renting to them? Can there be a separate fine to property owners that rent to tenants with repeat violations?
 - Could there be a cost to register rental property that could act as a sort of deposit? Or maybe it's a fee that can pay for increased code enforcement.
- Garbage cans and cars/basic yard maintenance should be proactive.

Action PF&S 2.1 –Increase awareness of the Adopt-A-Greenway Program to create better creek environments, aesthetics, and function.

Action PF&S3.1 – Evaluate where additional street lights may be needed and installed.

Action PF&S 3.2 –Assist in the organization of Neighborhood Watch programs through the City's Neighborhood Services and Police Department.

Action PF&S4.1 – Install bicycle racks at all parks.

Action PF&S4.2 – Bee Creek Park: install new bicycle racks at Adamson Lagoon, more picnic tables in the park, and benches along the trail.

Action PF&S4.3 – The D.A. “Andy” Anderson Arboretum: clean up and maintain the arboretum area.

Action PF&S4.4 – Lemon Tree Park: install benches along the trail.

Action PF&S4.5 – Gabbard Park: install more benches, add rubber (instead of gravel) under playground equipment, add a shade structure over the playground equipment, and maintain the pond aerator.

Action PF&S4.6 – Install landscaping along the Harvey Mitchell Parkway Trail.

Action PF&S5.1 – Provide technical assistance to neighborhood organizations applying for neighborhood grants. Incorporate training for organizations on developing projects that would be available for funding.

- Could be used for neighborhood signage, the brick walls on Southwest parkway, etc.