

Street Maintenance

In 2008, City Council adopted a Street Maintenance Plan that schedules the maintenance of all city streets over a 20 year period. The plan recommends funding all such improvements through the recurring sales tax and other general fund revenue rather than issuing long-term debt.

Action Step

- Implement the first year of the 20 year Street Maintenance Plan in 2010.

Water Lines

The city is developing a long-term plan to replace and/or relocate a number of water lines that are either dead-end mains, undersized or in close proximity to existing sewer lines. The city has recently determined that some of its water lines are located in the alleys closer than the minimum nine foot of horizontal distance permitted by the and Texas Commission on Environmental Quality (TCEQ) and will need to either be relocated to the street or within the alley if the a permitted distance can be achieved between the water and sewer lines.

Action Step

- Implement a long-term plan for water line replacement and/or relocation.

Sanitary Sewer

Although the city currently owns and operates the water distribu-

tion and sanitary sewer system, it does not operate its own water treatment plant and contracts with the San Antonio Water System (SAWS) for wastewater treatment. Best management practices require the city to replace about two percent of the sewer system each year. The city proposes to meet this requirement by televising the sewer lines prior to maintaining each street in the Street Maintenance Plan and making any necessary repairs or replacements. Long term the city should consider developing a Distributed Neighborhood Based System. This is a more ecological and sustainable program that allows waste water to be treated in constructed wetlands. SAWS is currently developing a pilot program and Alamo Heights should consider participation.

Action Step

- Properly maintain the city's sanitary sewer system and explore participation in a Distributed Neighborhood Based System for water treatment.

Regional Stormwater Drainage

Bexar County has initiated a SAFE project at Olmos Basin. Coordination with the county on this and other similar projects would be advantageous for Alamo Heights. Coordinated projects might include installation of a debris collection facility at Basse and Jones Maltsberger, and participation in the High Water Detection System.



Overhead Lines

Action Step

- Initiate priorities for burying utilities.

Action Step

- Partner with San Antonio and Bexar County on mutually beneficial projects such as SAFE program, High Water Detection Systems, and debris filtering.

Local Stormwater Drainage

Two localized drainage issues should be addressed: 1) Alamo Heights Boulevard to Jones Maltzberger and; 2) Albany at Kokomo. A drainage study and implementation plan should be



established and recommendations completed.

Action Step

- Initiate a drainage study and implement recommendations for Alamo Heights Boulevards and Albany drainage issues.

The parkway that defines La Jara is an iconic piece of Alamo Heights. A WPA project eliminated a similar parkway that was located down the center of Alamo Heights Boulevard. Restoration of that parkway would create more green space, provide a safe walking path and assist with storm water run-off.

Action Step

- Restore the parkway on Alamo Heights Boulevard.

Cleveland Court was identified at the Community Design Charrette as an important link for the Montclair and Madeline Terrace neighbors to Broadway. The design group imagined this street to become a more important, tree-lined pedestrian friendly environment to encourage neighborhood residents to walk to downtown.

Action Step

- Improve Cleveland Court as a pedestrian and vehicular link to Broadway.

Patterson Ave is a wide street often used for a cut-through to the

dam and Olmos Park. Narrowing the street and providing a pedestrian path on one side, along with a bio-swale (See Water and Drainage) would slow traffic, provide a safe walking path and assist with storm water run-off.

Action Step

- Create a pedestrian path and bio-swale on one side of Patterson Avenue.

Garbage Pickup

Action Step

- Continue the current excellent level of service, including alley pickup.

Garbage Enclosures

Action Step

- Develop standards for garbage enclosures for commercial establishments abutting residential districts.

Parking

While some urban environments with good mass transit options can become totally pedestrian, Alamo Heights will always have a need for adequate and available parking. Parking is essential to a healthy retail environment and to multi-family developments, in the past conflicts have arisen between residential neighbors and both retailers and institutions. The following policies will help guide the management of parking in an effort to alleviate most of

the conflict.

1. Customer first

Always available on-street parking is of primary importance if businesses are to succeed. Short-term parking creates rapid turn-over and allows a driver to park on a whim adding to the retailers profits. Business owners and their employees must give up the best spots to customers and park in all-day outlying parking spots on the edge of commercial districts, where parking can be less expensive. As the retail center transforms into a thriving center, parking should also transition from free to paid, to keep the turn-over rate high. Parking validation must be set to reward short term, sales tax generating customers.

2. Maximizing Existing Parking

Encouraging and incentivizing shared parking takes advantage of the already adequate parking spaces. Early studies indicate that the current number of parking spaces in Alamo Heights would adequately support over twice as much retail development. The problem is that the spaces are either in the wrong place, unseen or businesses that only use parking during the day are unwilling to share with businesses that operate mainly in the evenings. As owners and retailers begin to understand the business synergy of working together (See Economic Sustainability) the idea of opting into a shared parking scenario will become more plausible. Shared maintenance and liability will benefit the greater good and would allow for alternative on-site parking code requirements.

3. Public Parking Garages

In the future a new development may be contemplated that would choose to provide structured parking. The City may choose to en-

ter into a public private partnership that would provide additional spaces for public use. Or the City might partner with a developer to construct a parking facility that is wrapped in retail and/or housing units, affording the opportunity for customers to park-once and stroll between shops and businesses. A public parking improvement district might be formed to provide adequate parking management for the entire business district and finance the shared parking structures.

4. Parking Permit Program

Curbside parking on streets is part of the Public Realm not the Private Realm. Residents don't "own" the parking spaces in front of their homes. Parking permits can be used to relieve many of the perceived conflicts of "ownership", but parking is a shared resource that needs to be managed for the good of the greater whole.

In multi-family districts the City should issue guest passes to each residence and the ban of "No on street parking from 2:00 am to 5:00 am" should be lifted for residence with proper passes. A two hour parking limit in the first full block adjacent to commercial zones should be instigated again in conjunction with issuing of guest permits for each residence so that guest may exceed the 2 hour limit. Adequate enforcement may be subsidized by creating a parking district or by charging a fee for the guest permits.

An on street parking ban for one quarter mile around the High School should also be established in conjunction with the issuance of guest parking permits to the residences. It is believed the quarter mile distance from the high school will encourage students to carpool and for those living within the zone, to walk rather than drive to school. (See Walkability/Connectivity)

5. Unbundling the Cost of Parking

The cost of two parking spaces in Multi-Family development, such as condos, is embedded (or bundled with) the cost of the unit, which in structured parking can cost up to \$10,000 a space. A

person who wanted to live a transit-oriented urban lifestyle, or a person with only one car, would be stuck subsidizing a parking structure they do not want or need. The true cost of parking should be visible to the user or buyer, so that the user can make a choice. Additional parking that might accrue would become available for other users thus adding to the shared parking strategy and making it possible to recover the full cost of the parking.

