

MINUTES OF JOINT WORKSHOP MEETING

July 13, 2017

MONTGOMERY CITY COUNCIL and PLANNING AND ZONING COMMISSION

CALL TO ORDER

Mayor Kirk Jones declared a quorum was present for both City Council and the Planning and Zoning Commission, and called the meeting to order at 6:05 p.m.

City Council

Present:	Kirk Jones	Mayor
	T.J. Wilkerson	Position # 3
	Rebecca Huss	Position # 4
	Dave McCorquodale	Position # 5
Absent:	Jon Bickford	Position # 1
	John Champagne, Jr.	Position # 2

Montgomery Planning and Zoning Commission

Present:	Nelson Cox	Chairman
	William Simpson	Member
	Carol Langley	Member
Absent:	Arnette Easley	Member
	Jeffrey Waddell	Member
Also Present:	Jack Yates	City Administrator
	Ed Shackelford	City Engineer

WORKSHOP:

- ❖ Discussion of the following items related to the City of Montgomery:
 - Proposed Land Use Plan

Mr. Yates presented the information advising that a Land Use Plan is just a general plan of how you intend to use the land. Mr. Yates advised that the Land Use Plan is not zoning. Mr. Yates said that the Land Use Plan includes the ETJ (extra-territorial jurisdiction) area for long range planning purposes. Mr. Yates advised that the Planning Commission has been discussing this information for a couple months.

Mr. Yates said that part of the reason for this Plan is because a couple of times developers have come before the City Council and the Planning and Zoning Commission, asking for high density development. Mr. Yates said that City Council stated that they really needed to give some thought to where they wanted high density to be located rather than just acting on a request from one individual. Mr. Yates advised that high density is when there are more houses, per acre, in a development, and less density is 9,000 square foot lots.

Mr. Yates advised that the original map for the Plan started out with the Mayor, the Planning and Zoning Commission Chairman and himself, then it went to the Commission two or three times for review. Mr. Yates defined the color coded map, stating that yellow was low density, pink is high density, green along FM 1097 is commercial, and purple is light industrial. Mr. Yates said that along FM 149 he has it shown as commercial property and the goes to yellow, low density.

Mayor Jones said that recently there had been some interest in development, north of Chris Cheatham's property that will want higher density development. Mayor Jones asked, based on the way that the City is headed, would that property be okay for high density. Dave McCorquodale said that maybe there was no distinction between light industrial and commercial, but 10 years ago he thought the City talked about the Loop being industrial and not commercial. Dave McCorquodale said that he was fine with the commercial, but he thought that they were marketing them with a store in the front and a warehouse in the back. Mayor Jones said that it seems like, over the years, they have kind of gotten away from planning light industrial because not much has been showing up, although if the property is light industrial, they can still put commercial on that property. Rebecca Huss said that she thought that they got rid of all cumulative zoning in the City. Dave McCorquodale said that would make it so that they could not stack uses.

Mr. Yates advised that the blue color designated the schools. Mr. Yates said that there was an area, in pink, that was zoned as unknown because it was never zoned in the original zoning ordinance, or they can't find information on it. Mr. Yates said that the property is next to the cemetery by the railroad tracks. Carol Langley said that the property owner had a machine shop that was located there for three months then he shut it down. Mayor Jones said that the property had to be zoning something for that use, either commercial or industrial.

Mayor Jones said that there is talk that one day someone will connect Old Plantersville Road to FM 149, which might change the way they are thinking about the land use in that area. Rebecca Huss said that busier roads generally mean commercial.

Mr. Yates said that they will need to have a public hearing regarding the Land Use Plan. Rebecca Huss said that she felt they should talk to the people prior to having a public hearing. Mr. Yates said that he was thinking about having an informal public hearing before the start of the formal adoption process. Mayor Jones asked if they could do it simultaneously with the zoning changes. Mr. Yates said that what he had in mind for the zoning was three informal public hearings, because they have some multi-family zoning in the middle of the Rampy property, then they have an area at SH 149 where they are going from residential to commercial, with about 6 to 7 property owners. Mr. Yates said that they also have the same sort of issue of turning residential to commercial at FM 149, north of Martin Luther King, Jr., which is about 4 to six property owners. Mr. Yates said that he is thinking that they will have informal public hearings with those three groups, maybe one each month, over the next three months.

Carol Langley asked if they would call it a Community meeting at Town Hall instead of a public hearing. Carol Langley said that this was too confusing to have the two items, Land Use and Zoning, together as far as she was concerned. Rebecca Huss said that the people on FM 149 have concerns that the City is going to seize their property so they can build commercial development on it, so they need to be very careful and make people aware of what is involved and what is being done. Carol Langley said that the zoning is going to take longer for them to grasp it, but the Land Use can be

explained easier. Mr. Yates said that he thought that they could move forward with the Land Use Plan for the next two or three months and then tackle the Zoning.

Mr. Yates said that he remembered Carol Langley saying that the reason they zoned residential to begin with, especially closer to the downtown area, is the thought was discussed that they would zone that area commercial, but at that time the people did not want it zoned commercial because they felt like they would be losing their neighborhood, over time.

Rebecca Huss said that they need to be cognizant of the changes and the affect that it will have on the City.

Mayor Jones said that there were concerns by the residents that if their property use was changed to commercial, their property taxes would go up, but Mr. Yates spoke to the Tax Office and they advised that it does not matter what the property is zoned, it is how the property is used.

Dave McCorquodale asked if the property by the Ogorchock property should also be pink. Dave McCorquodale also commented on Terra Vista, and asked if they thought it should be pink, since it is existing and higher density. Mr. Yates said that would be defacto pink. Mayor Jones said that there was another piece with the Villas of Mia Lago, which should be changed to high density.

Mr. Yates asked how they suggested that he get the word out to the property owners. Mr. Yates said that they could get the map on an 8.5 x 11 inch page, but it is so small. Rebecca Huss said that she thought that would cause more problems. Rebecca Huss said they would need to decide what the public message is, so that they can explain everything at the public meetings. Mr. Ed Shackelford said that they could put the map on the web site and then refer people to the web page. Carol Langley said that they could put the information in the water bill, but some of the owners do not get a water bill. Rebecca Huss said that they need to talk to the large property owners in person. Mr. Yates said that only the large property owners are going to care about this.

Mr. Shackleford said that one of the concepts that they are suggesting is a southern loop, and asked if the City would want some sort of commercial buffer along that loop. Mr. Shackleford said that they would only have two crossings on the tracks, instead of multiple crossings like the way that Montgomery County's Plan shows. Dave McCorquodale said that looking at the County's Plan it does not really become a loop, it just cuts the City in half. Mr. Shackleford said that they would essentially come off of FM 2854, south of Stewart Lake, and then come across and line up with Lone Star Parkway. Mayor Jones asked if Mr. Shackleford thought they would do one leg at a time to connect FM 2854. Mr. Shackleford said that they could get it set up, so that if somebody comes in and wants to develop, it would set a corridor for them. Rebecca Huss said that would also give the schools an outlet on the backside instead of through the City.

▪ Proposed Zoning Changes; and

Mr. Yates reviewed the proposed changes, in the following areas:

- Zone Area 1 – which includes two remnants of multi-family zone along SH 105; 1A – McCoy's and 1B – Cliff Rampy.
- Zone Area 2 – Possibly will not need any action taken. Carol Langley advised that the property is up for sale, so they will remember that they got their property zoned. Spirit Industries is 2B and 2A is the Mann property, which were zoned industrial.
- Zone Area 3 – is the unknown corner property. Carol Langley said that this property is not located where she thought it was. Dave McCorquodale said that he was going to say that it was residential property at one time, just because it was the only thing there. Mayor Jones said that it was being used as residential. Carol Langley advised that either Mr. Kemer or his son owns that property. This property is shown as low density.
- Zone Area 4 – is the front 300-500 feet that would go back as far as McCoy's and would be squared off. Mr. Yates said that the zone would be whatever was shown on the map. Rebecca Huss said that it would match up with the lot line of the Baptist Church and go west to have a straight line across the back of both of those properties. This property is zoned commercial.

- Zone Area 5 – which Mr. Yates said that block 5H (Homecoming Park) and 5J (Easley property) will need to be taken off of the list. Rebecca Huss said that she might be in favor of skipping areas 5 and 6, because she does not necessarily trust the Appraisal District to not up the value of the property because it is commercial rather than residential, and if they have a Land Use Plan Map they will have that tool for future zoning. Mr. Yates said that they could have a neighborhood meeting to discuss the Land Use Plan for their area and discuss it with the Community prior to rezoning. Rebecca Huss said that she would love to see the City purchase land and help people to achieve the neighborhood plan, and then sell the property as a commercial strip, which would be fine with her. Rebecca Huss said that if the City and the Planning and Zoning Commission would like to see the downtown area expand north, she felt that they would need to do it collaboratively with the people that live in that neighborhood to achieve something better. T.J. Wilkerson said that would be a hard sell. Mayor Jones said that it will be a slow progression to commercial along FM 149. Mr. Yates said that he has talked with Grantworks, and they think that they can get the City a planning grant to come up with a Community Plan. Mr. Yates said that if they get into a Community Plan that would help plan for the neighborhoods in the City. T.J. Wilkerson said that a couple have already had offers made to buy their property. Mayor Jones said that it sounded like they were in agreement to not mess with the area on FM 149 north. Mayor Jones said that they might have a planning discussion, but not plan on changing the zoning at this time. T.J. Wilkerson advised that the house across from Jim's Hardware, a lot of people probably do not know that part of that is the old black school and to the person that owns that property, means a whole lot. Mr. Yates said that he has talked to the property owner about that property. Mayor Jones said that they need to work on getting identifying plaques for these places.

Mayor Jones said that he would like to recommend one more piece, which has to do with the slight expansion of the Historic District. Mayor Jones said that the piece of property that is in front of the Hodge Podge Lodge, the Maik Haik property should be in the Historic District. The goal of the Historic District is to maintain the ambiance and history, and being able to just put up a business, such as a Sonic, at that location, would not be good for the City, but if they at

least included it in the Historic District, the City would have a lot of say in whatever goes in there. Rebecca Huss said that she thought they could argue that when they bought the property, they thought it was part of the Hodge Podge Lodge, and in the Historic District, but it was not. Mayor Jones asked if they could include that area in the Historic District. Mr. Yates said that would take a separate action, but they could include that property.

- Joint Mobility Plan Draft Review – Mr. Ed Shackelford, City Engineer, introduced Colby Wright, Traffic Engineer with Jones and Carter, who has been the point person working on the Mobility Study. Mr. Shackelford advised that City Council has received the draft, which Mr. Wright is going to review this evening. Mr. Shackelford said that they have not met with the County Commissioners yet, so it will not have their feedback or information. Mr. Shackelford said that it does have some of the City Council feedback. Mr. Wright said that they generally gather all the comments and incorporate them into the Study. Rebecca Huss said that the Study did not match Jones and Carter’s usual standards for including useful information.

Mr. Wright advised that the project goal of the Mobility Plan will evaluate the existing conditions and plan improvements, and recommend transportation improvements to improve the mobility within the City. Mr. Wright said that for existing conditions, they evaluated every traffic signal and multi-way stop or intersection inside the City limits. Rebecca Huss asked about the intersection peak hours. Mr. Wright advised that they did 7-9 a.m. and 4-6 p.m. for the study. Rebecca Huss said that information would be potentially useless, because the traffic that people are complaining about it is 2:45 - 3:30 p.m. Mr. Shackelford said that they would catch the tail end of the high school traffic at 4 p.m. Carol Langley advised that the high school gets out at 2:30 p. m. Rebecca Huss said that the elementary school gets out at 3:30 p.m., but the traffic situation from the elementary schools are not the same. Mr. Shackelford said that they can always get a couple more hours of data. Mr. Wright said that they have the 24-hours of data, so they can review that period of time to see when the peak occurs.

Rebecca Huss said that the biggest issue with the most complaints and the most dangerous delays is FM 149/SH 105 going east after high school. Rebecca Huss said that it is worse when it is Friday during the summer months. Carol Langley said that

she does not go to the Post Office or the bank anytime from 2-4 p.m., during the week when school is in session, because of traffic. Mr. Wright said that they would review that information and report back with the results for the peak hours.

Mr. Wright then reported on the daily volume of traffic on the roadways in a 24-hour period. Mayor Jones asked if he was interested in the intersection of Lone Star Parkway and FM 149, he would combine the two readings to get the total number. Mr. Wright said that was correct. Mayor Jones asked if these figures were an average over several 24-hour periods. Mr. Wright said that it was one count that they took on one day, during the week when school was in session. William Simpson asked how the Buffalo Springs Bridge being out affected the counts. Mr. Wright said that it affected the counts, and they figured the numbers back the best that they could.

Mr. Wright said that they used data that they collected, along with H-GAC, for projections out to 2035 to 2040, for SH 105 and FM 149, and determined the growth rates, and the average growth rate was 5.1 percent. Mr. Wright stated that they applied the 5.1 percent per year to the existing traffic volumes to get future projected volumes on every roadway. Mayor Jones said that if they are building a lot of subdivisions near the City or in the City, that number would be higher. Mr. Wright said that they also included some of the future developments that they knew were coming into the City in this to show the additional traffic. Mr. Wright advised that he would forward an updated traffic page, page 10, so that it can be forwarded to City Council and the Commission.

Mr. Wright said that they used the H-GAC data plus a little bit of our own to develop our future projected traffic, with ten-year projections for 2026, and projected volumes at the intersections, which is presented in the report.

Rebecca Huss said that it would be really useful if they could include a percent increase in each of the boxes on the drawing, so that they would not have to flip back and forth from the chart to the map.

Mr. Wright said that once they had the projected future volumes, they went into the capacity analysis. They did two things, intersection analysis and roadway analysis.

Mr. Wright said that the intersection analysis is based on the highway capacity manual, and they assign a level of service grade, which is based on the seconds of delay you will expect to occur at that particular intersection. Mr. Wright advised that the breakdown of the grades started with "A-C" is free flowing with no congestion on the road and it is pretty easy to get through, "D" is getting into delays, and then "E-F" have multiple vehicles and major delays. Mr. Wright reviewed the intersection analysis, which showed every intersection operating at an acceptable level of service, except FM 149 and SH 105. Rebecca Huss said that the analysis did not show whether the problem intersection was a continuous problem or just at that hour. Mr. Wright said that they picked the highest peak hour. Rebecca Huss said that if the next highest peak hour was 5 hours lower, and was still read, as opposed to only one hour that was red and in the morning it was acceptable. Mr. Wright said that they did not have the hourly data for the turn lanes, which was what was used to generate the intersections. Mr. Wright said if there was specific intersections and specific times of the day, he could look at the 24-hour data and pick out the peak hours, and then see if Council would like them to go out and collect additional data to evaluate that information.

Mr. Shackelford asked Mr. Wright, with his experience with TxDOT, if he went to them with a problem on the roadway, would it be 3-5 years before they actually moved on the problem. Mr. Wright said that was correct, because if the City asked TxDOT to install a signal, they are a year away from that being done. Mayor Jones said that for those of us that live here, and have our hands on funds, there are some things that can be done locally to help alleviate the problem. Mr. Shackelford said that the other thing would be if the City were willing to supplement their funds.

Rebecca Huss said that there were no non-infrastructure options for improvements in this report, so her theory is that the east/west traffic from the high school at different times of day or the other schools, is the main source of neighborhood traffic. Rebecca Huss said that $\frac{3}{4}$ of the complaints that they get are about speeders, and since they don't have enough officers to deal with them, you have to move traffic on SH105 so people will take the fast way, the short way. One way to do that is to increase the intersection time, but the City is not allowed to change the intersection time regardless of what the conditions are unless they get approval from TxDOT. Mayor Jones said that when the

police control the lights, that is only a temporary solution. Mr. Wright said that the intersection is supposed to have multiple timing plans.

Mr. Wright stated that FM 149 and SH 105 was the biggest problem and the City is really restricted, and the City needs to widen at least in order to have left turn lanes. Mr. Wright said that they could add more capacity to SH 105 by getting more capacity on side streets. Mayor Jones said that the problem is they do not have right or left turn lanes. Rebecca Huss said that would be relying on money that they do not have. Rebecca Huss said that they could work the signal and get a substantial improvement. Mayor Jones asked how they could make that happen. Mr. Wright said that there are two things, they could look at the equipment that is at SH 105, and get TxDOT to update the equipment and get a remote system to communicate from City Hall, if they would allow it to be done. Mayor Jones asked if this report shows enough concern. Mr. Wright said that the report does have information that shows that intersection is graded as a "D" today and is only going to get worse. Carol Langley asked whether the new high school would help with this intersection. Mr. Wright said that it would because it is going to take traffic that has to come through town. Mayor Jones said that could affect another intersection, by moving the problem along, because there are actually three schools on FM 2854.

Mr. Wright also reviewed the roadway capacity, which was a little more general than the intersection capacity. Mr. Wright said that they used H-GAC as the default volumes for capacity of two lane roadways and four lane roadways. Mr. Wright said that according to H-GAC, to have an accessible level of service on a two lane roadway, the capacity of the road is 16,000 vehicles per day, and on a four lane roadway the capacity is 33,000 vehicles per day. Mr. Wright said that when they applied that to the City's existing conditions, and the only roadway that was at capacity or near it was SH 105, basically on the west side of town where it is two lanes and it was right at the 16,000 vehicles. Mr. Wright said that the capacity on that same location on SH 105 in 2026 was estimated to be 27,000 vehicles per day, which would be over capacity for the two lane roadway. Mr. Wright said that SH 105 just west of that location also shows to reach capacity for two lanes.

Mayor Jones asked when the County would mobilize for Lone Star Parkway. Mr. Shackelford said that the earliest was July 17, 2017 and could be as late as July 24, 2017, subject to weather.

Mr. Wright commented on the TxDOT's Access Management Plan for SH 105, which is where they are going through and identifying roadway capacity improvements, but stated that it was still in the planning phases.

Rebecca Huss said if they were talking about where the City's challenges are, the money that TxDOT is looking at for the projects that they are doing don't address any of these issues. Mr. Shackelford said that some of that goes back to the things that TxDOT is getting ready to do, which have been planned for five years. Mr. Shackelford said that it would be worth scheduling a meeting with the area engineer to have a conversation. Rebecca Huss said that with the conclusion of identifying the gap between TxDOT projects that they are looking at in the near future, and needs and ways that they can improve the City's situation without a huge investment. Mr. Shackelford said that H-GAC does a call for projects annually and they are about to start the call for 2018, so there are some things that they might want to look at getting on the list for roads.

Mr. Shackelford said that he wanted Council to think about, which would be a long term deal, is Lone Star Parkway widening from two to four lanes from SH 105 to SH 105. Mr. Shackelford said that they could beef up the road so that it could be an official bypass roadway so they could try to get some of the trucks off of SH105. Rebecca Huss asked if the work the County was doing would qualify Lone Star Parkway as an official bypass road. Mr. Shackelford said that it would not in the State's point of view. Mr. Shackelford said that the State would not officially detour State Highway traffic onto a local road.

Mr. Wright said that all this information has led them to their recommended improvements (page 20 of the draft Joint Mobility Study), which they are concentrating mostly on the intersections, highlighting a few of the recommendations:

- Lone Star Parkway and SH 105 – they included an extra thru lane, which will be part of the TxDOT lighting project, and they recommended signalization that would be hopefully part of the TxDOT project.
- Old Dobbin Plantersville at SH 105 – where the County is going to put another lane in with the existing signal area.
- FM 149 and SH 105 – recommended north bound and south bound left and right turn lanes. Mayor Jones asked if Mr. Shackelford could check on a possible turn lane for that location. Mr. Shackelford said that he would check on that information with TxDOT.
- SH 105 and FM 2854 – which is mostly relative to the commercial development there, so they are recommending right turn lanes on every approach. Mr. Shackelford said that on the north corner, he asked if there was room to get that in between the bridge and the intersection. Dave McCorquodale said that he thought there was enough room.
- Buffalo Springs and Lone Star Parkway – at some point will need to be signalized and left turn lanes are believed to be part of the County project.
- SH 105 and Emma’s Way – is the TxDOT project for adding additional lanes.

Mr. Wright then reviewed the County’s Major Thoroughfare Plan, which they had made suggested revisions. Mr. Wright reviewed the changes to the County’s Major Thoroughfare Plan, which are detailed on the map in the Draft Joint Mobility Study dated May 2017. Mr. Wright stated that this was a work in progress.

Mayor Jones asked if they were showing Emma’s Way connecting all the way through. Mr. Shackelford said that was correct. Mr. Shackelford said that they would prefer to have roads “T” into other roads as opposed to coming in at an awkward angle. Mayor Jones said that Emma’s Way would be one of the projects that might be affordable, because there are numerous parties that might be willing to share the cost.

Mayor Jones said that there has been a discussion about a small connector between Lone Star Parkway and Martin Luther King, Jr. Mayor Jones said that there were property owners that have interest in that happening. Mr. Shackelford asked if that would occur about where the County Community Center is located. Mayor Jones

said that was pretty close, and it would probably come east of there, which they would get Lawson and Simonton that might feed into that road. Mayor Jones said it would be right at the entrance to what will be called Lincoln Elementary School on Martin Luther King, Jr., which would get people from there onto the Loop instead of FM 149. Mr. Shackleford said that there was a creek in there that is a pretty good size. Mayor Jones said that small projects like that would be good, where they could get an H-GAC matching grant, along with Emma's Way.

Rebecca Huss said, priority wise, she felt that they had other places that are more critical, that they might need to save for over a couple of years to make the project happen or borrow to alleviate real problems that they are having today. Mayor Jones said that he agreed, unless they had other people that are benefitting from it and they are willing to participate at this time.

Mr. Shackleford said that they can look at H-GAC who has funds for Congestion Mitigation Air Quality Projects, which he did not remember how much funds were there annually, but the goal of the project is to relieve congestion and improve air quality. Mr. Shackleford said that in the past, in some of his prior years with the County, he was getting from \$10-15 million dollars to do traffic signals and interconnects with the traffic signals to be able to do major corridors. Mr. Shackleford said that they need to research the projects.

Rebecca Huss asked if the City could restripe FM 2854 at SH 105 on their own, if we pay for it, where they were talking about making a turning lane on the shoulder of the road. Mr. Shackleford said that the City would have to get TxDOT to sign off on the project, and going on the right side of the white line on the shoulder of the road is a moving violation in Texas. Mr. Shackleford said that he would visit with TxDOT and see what they might be able to facilitate. Mayor Jones said that there are other places where that might work as a solution. Mr. Shackleford said that they might have to build a shoulder to the road to be able to move the white line. Mayor Jones said that turning lanes on FM 149 and SH 105 are on the list, and have been on the City's list for at least 12 years.

Carol Langley left the meeting at 8:18 p.m.

Mr. Shackelford asked for any questions or comments. Mayor Jones asked if the Martin Luther King, Jr. connector road that he spoke of earlier should be included on the list for the County. Mayor Jones said that there was also a potential desire to connect Old Plantersville with FM 149, but they did have some of that further south happening. Mr. Shackelford said the connection from Old Plantersville to FM 149 would be pretty expensive. Mayor Jones said that maybe a developer, one of these days, will cut a road through to FM 149.

Mr. Shackelford said that if City Council or the Commission has any comments or questions, please let him know and he will follow up with the County. Mr. Shackelford said that he had several reasons to go talk to the County, and will provide the revisions to the peak times in the potential areas that were identified during the meeting.

The Preliminary Montgomery Mobility Plan dated May 2017 is on file with the City.

ADJOURNMENT

Dave McCorquodale moved to adjourn the meeting at 8:20 p.m. Rebecca Huss seconded the motion, the motion carried unanimously. (4-0)

Submitted by: *Susan Hensley* Date Approved: *08/08/17*
Susan Hensley, City Secretary

Kirk Jones

Mayor Kirk Jones

