

APPENDIX A

EXISTING CONDITIONS

DEMOGRAPHICS

College Station’s South Knoll Area Neighborhood encompasses approximately 5.61 square miles. Based on 2010 US Census Bureau data, the area is home to 10,067 residents, making up 10.7% of College Station’s population. Over a ten-year period, the area’s population grew by 1,931 people, representing a 24% increase. Considered as fully developed and near capacity, the South Knoll Area Neighborhood’s growth speaks of the trends present in the neighborhood.

Age and Literacy

Significant changes to the age composition of the area have introduced new challenges. Based on US Census data, the college-aged population grew by 88.3% between 2000 and 2010, accounting for half the total population of the area. Undoubtedly due to the real estate push for college housing and the development of more multi-family dwellings, the South Knoll Area Neighborhood now holds a bigger percentage of 18-24 year olds than the City as a whole.

In the same time, the South Knoll Area Neighborhood also experienced an increase in the number of families from 1,229 to 1,430. Family size for the planning area is 2.81 people which is below the City average of 2.97 people.

Being home to Texas A&M University, both the South Knoll Area Neighborhood and College Station have a well-educated population. Over 50% of residents in College Station have a Bachelor’s degree or greater, constituting a higher percentage than that of the State (25.8%) and the Nation (27.9%).

ZONING AND LAND USE

Zoning Type	%
Agricultural Open	0.9%
General Commercial	9.0%
Commercial-Industrial	0.8%
Light Commercial	0.8%
Planned Development District	4.7%
Single Family Residential	56.8%
Duplex Residential	2.1%
Townhouse Residential	1.6%
Multi-Family Residential	8.4%
High Density Multi-Family	14.9%
Total	100.0%

The majority of the South Knoll Area Neighborhood is zoned for residential uses, ranging from R-1 Single-Family Residential to R-4 Multi-Family. Commercial development is concentrated along Texas Avenue, Harvey Mitchell Parkway and Wellborn Road. **Table EC.1 Zoning** describes the zoning classifications of land in the South Knoll neighborhood.

Table EC.1 Zoning

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The City of College Station adopted its most recent Comprehensive Plan in May 2009. **Table EC.2 Future Land Use and Character** describes the land use designations in the South Knoll Area Neighborhood.

Please refer to **Map EC.1 'Zoning'** and **Map EC.2 'Future Land Use and Character'** for the overall zoning and land use classifications in the South Knoll Area Neighborhood.

Future Land Use and Character	Acres	%
General Commercial	74.95	8.5%
General Suburban	34.83	4.0%
Institutional/Public	78.3	8.9%
Natural Areas - Protected	25.59	2.9%
Natural Areas - Reserved	243.49	27.7%
Neighborhood Conservation	198.9	22.6%
Suburban Commercial	15.7	1.8%
Urban	208	23.6%
Total	879.76	100.0%

Table EC.2 Future Land Use and Character

HOUSING AND NEIGHBORHOOD INTEGRITY

Housing Data

The US Census Bureau reports a population increase in the area for the last ten years, which is consistent with a 16% growth in the housing stock of the South Knoll Area Neighborhood. In 2000, the area had 3,942 housing units compared to 4,719 in 2010.

The South Knoll Area Neighborhood presents contrasting occupancy trends than that of College Station. Given its proximity to Texas A&M, the number of homeowner occupied units have decreased in favor of more renter occupied dwellings, which has allowed for a slightly lower vacancy rate of 5.7% than College Station’s at 5.9%. Encouraged by the area’s lower average rent of \$599 (College Station’s is \$634), the South Knoll Area Neighborhood has managed to resist the City’s climbing rent rates over the past ten years. The shift within the South Knoll Area Neighborhood is also expressed by a 4.3% decrease in median household income from 2000 to 2010, further evidence of an increasing number of renter occupied households.

Plats Prior to 1970

On July 15, 1970, the City of College Station adopted Subdivision Regulations that served as a guideline for development in the City. These regulations have been expanded on and today, in an effort to conserve and protect the character of properties platted prior to 1970, additional standards for platting and replatting in older subdivisions are in place. These requirements include maintaining an average lot size of 8,500 square feet and having a lot width based on the average lot width of the block.

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Please refer to **Map EC.5 ‘Subdivision Ages’** to determine what areas would be affected by this ordinance in the event of platting and/or replatting.

DEVELOPMENT DATA

The average house in the South Knoll Area is approximately 1,600 square feet, based on US Census data. West Knoll Subdivision has the largest percentage of lot coverage at 32.4%.

According to the Brazos County Appraisal District, the 2011 average home value for subdivisions in the South Knoll Area Neighborhood was approximately \$136,657, lower than the \$169,300 average for College Station as reported by the Census Bureau in 2010. The highest property values are found in the Camelot and Southwood subdivisions; however property values vary substantially across the neighborhood. Please refer to **Table EC.3 ‘Single Family Property Data’** and **Map EC.3 ‘Single-Family Parcel Values’** for a detailed breakdown.

Subdivision	Avg. Lot Size (sf)	Avg. Home Size (sf)	Avg. Property Value	Net Acres	Total Lots	Avg. Density	Avg. Lot Coverage
Austin Beckendorf	14,810	2,175	\$154,000	0.34	1	2.94	14.7%
Camelot	15,327	2,035	\$203,220	24.98	71	2.84	14.1%
Campus Park	4,904	1,300	\$133,250	3.15	28	8.89	28%
Chalet Village	6,348	1,120	\$94,980	3.21	22	6.85	18.7%
Dexter Place	8,994	1,194	\$105,940	10.32	50	4.84	13.6%
Dobrovolny	9,996	1,621	\$154,160	9.18	40	4.36	16.7%
Holleman Ridge	6,940	1,363	\$101,100	1.60	10	6.25	19.8%
Lemon Tree	7,679	1,499	\$131,720	5.29	30	5.67	19.8%
Parkway Plaza	11,526	1,211	\$111,820	6.09	23	3.78	12.5%
Ridgefield	11,332	1,841	\$137,350	13.27	51	3.84	16.6%
South Knoll	13,733	1,910	\$115,020	22.70	72	3.17	14.5%
Southwood	16,916	2,173	\$196,050	129.32	333	2.58	14%
The Glade	13,226	1,951	\$138,000	37.35	123	3.29	16.6%
The Knoll	23,945	2,192	\$162,170	24.19	44	1.82	10%
West Knoll	5,578	1,313	\$111,080	10.63	83	7.81	32.4%
Total	11,417	1,660	\$136,657	301.62	981	4.59	17.47%

Table EC.3 Single-Family Property data

The South Knoll Area Neighborhood’s housing stock consists of 1,012 single-family and townhome structures, 143 duplex, and 226 multi-family structures, most of which are concentrated in the Parkway Plaza and Southwood Subdivisions.

Subdivision	Single-Family/Townhome		Duplex		Multi-Family		Total	
	#	%	#	%	#	%	#	%
Austin Beckendorf	1	0.1%	0	0.0%	0	0.0%	1	0.07%
Bradley	0	0.0%	0	0.0%	6	6.7%	6	0.43%
Camelot	71	7.3%	0	0.0%	0	0.0%	71	5.14%
Campus Park	28	2.9%	0	0.0%	0	0.0%	28	2.03%
Chalet Village	22	2.3%	0	0.0%	0	0.0%	22	1.59%
Dexter Place	50	5.1%	0	0.0%	0	0.0%	50	3.62%
Dobrovolny	40	4.1%	0	0.0%	0	0.0%	40	2.90%
Holleman Ridge	10	1.0%	0	0.0%	0	0.0%	10	0.72%
Lemon Tree Add't	30	3.1%	0	0.0%	0	0.0%	30	2.17%
O.C. Cooper Place	0	0.0%	8	5.2%	7	1.1%	15	1.09%
Parkway Plaza	23	2.4%	52	33.5%	23	25.6%	98	7.10%
Polar-Bek	0	0.0%	0	0.0%	15	1.1%	15	1.09%
Pontalba	0	0.0%	0	0.0%	15	2.2%	15	1.09%
Ridgefield	51	5.2%	0	0.0%	0	0.0%	51	3.69%
South Knoll	72	7.4%	0	0.0%	0	0.0%	72	5.21%
Southwest Village	0	0.0%	0	0.0%	20	1.1%	20	1.45%
Southwood	368	34.3%	22	19.4%	108	35.6%	498	36.06%
Glade East	0	0.0%	0	3.2%	32	26.7%	32	2.32%
The Glade	125	11.7%	0	0.0%	0	0.0%	125	9.05%
The Knoll	38	4.5%	0	0.0%	0	0.0%	38	2.75%
West Knoll	83	8.5%	61	38.7%	0	0.0%	144	10.43%
Total	1,012	100.0%	143	100.0%	226	100.0%	1,381	100.0%

Table EC.4 Housing Structures by Type
 *Each duplex has two living units

AGE AND MAINTENANCE

The majority of the dwelling units in the South Knoll Area Neighborhood were built in the 1970s, but construction dates range from the 1950s to 2010. Based on information from the Brazos County Appraisal District, the average age of a housing structure in the South Knoll Area Neighborhood is 39 years old. Please refer to Map

Table EC.5 Age by Subdivision

Subdivision	Age of Structure		
	Average	Minimum	Maximum
Austin Beckendorf	38	38	38
Camelot	37	20	40
Campus Park	12	12	12
Chalet Village	31	31	31
Dexter Place	32	31	32
Dobrovolny	36	28	39
Holleman Ridge	33	33	33
Lemon Tree	35	33	35
Parkway Plaza	35	35	35
Ridgefield	43	39	45
South Knoll	48	40	56
Southwood	39	2	45
The Glade	35	6	49
The Knoll	54	24	61
West Knoll	41	2	42

EC.4 'Year Built' and Map EC.5 'Subdivision Ages' for additional information.

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STRUCTURE TO LAND VALUE RATIO

Structure-to-land-value ratios tend to be higher in subdivisions with larger home sizes and values, although not all subdivisions follow this trend. The highest values are found in the Camelot Subdivision. The lowest structure-to-land-value ratios are found in The Knoll. The average for all of the South Knoll Area Neighborhood is 3.53.

Please refer to **Map EC.3 'Single Family Parcel Values'** for information based on parcel.

Table EC.6
Average
Structure-to-
Land-Value
Ratio

Subdivision	Structure to Land Value Ratio
Austin Beckendorf	3.43
Camelot	7.10
Campus Park	4.33
Chalet Village	4.43
Dexter Place	2.03
Dobrovolny	3.40
Holleman Ridge	3.81
Lemon Tree	2.76
Parkway Plaza	2.19
Ridgefield	3.74
South Knoll	2.45
Southwood	5.49
The Glade	3.37
The Knoll	1.80
West Knoll	2.56

RENTAL REGISTRATION

In 2009, the City of College Station implemented a Rental Registration program for single-family and duplex dwelling units.

Table EC.7 Registered Rental Properties by Subdivision. *Each duplex has two living units	Single-Family			Duplex			Total Structures		
	Total Single-Family Units in each subdivision	Registered Single- Family	% Single-Family Registered	Total Duplexes* in each subdivision	Registered Duplexes*	% Duplexes* Registered	Total Units in each subdivision	Total Registered Units	% of total units registered
Austin Beckendorf	1	1	100%	0	-	-	1	1	100%
Camelot	71	16	22.5%	0	-	-	71	16	22.5%
Campus Park	28	2	7.1%	0	-	-	28	2	7.1%
Chalet Village	22	21	95.5%	0	-	-	22	21	95.5%
Dexter Place	50	39	78%	0	-	-	50	39	78%
Dobrovolny	40	23	57.5%	0	-	-	40	23	57.5%
Holleman Ridge	10	9	90%	0	-	-	10	9	90%
Lemon Tree	30	23	76.7%	0	-	-	30	23	79.6%
O C Cooper Place	0	-	-	8	8	100%	8	8	100%
Parkway Plaza	23	21	91.3%	52	52	100%	75	73	97.3%
Ridgefield	51	21	41.2%	0	-	-	51	21	41.2%
South Knoll	72	23	31.9%	0	-	-	72	23	31.9%
Southwood	368	69	18.8%	30	30	100%	398	99	24.9%
Glade East	0	-	-	5	5	100%	5	5	100%
The Glade	125	51	40.8%	0	-	-	125	51	40.8%
The Knoll	38	10	26.3%	0	-	-	38	10	26.3%
West Knoll	83	52	62.7%	60	60	100%	143	112	78.3%
Total	1,012	381	37.6%	155	155	100%	1,167	536	45.9%

As of 2012, a total of 536 rental units are registered in the South Knoll Area Neighborhood.

This number does not account for the apartment complexes and other multi-family properties located in the area. Of the 1,167 single-family and duplex rental units, 381 of them are single-family homes. The majority of duplex rental units are located in the Parkway Plaza, Southwood, and West Knoll Subdivisions, totaling 155 units. **Table EC.7 ‘South Knoll Registered Rental Properties’** describes where rental properties are located. Please refer to **Map EC.6 ‘Rental Registration by Street’** for information on the percentage of rental properties per street in the South Knoll Area Neighborhood.

COMMERCIAL SPACE

The South Knoll Area Neighborhood is bounded by four major corridors– Texas Avenue, Holleman Drive, Wellborn Road, and Harvey Mitchell Parkway. A number of commercial properties are located along these roadways, consisting of big box retailers, restaurants, and strip malls. 7.5% of the South Knoll Area Neighborhood is zoned commercial. Of that, 90% (approximately 270.76 acres) is being utilized and 10% (approximately 27.54 acres) is currently vacant space according to the Brazos County Appraisal District.

Key Destinations

Key destinations are locations within or surrounding a neighborhood that are activity centers for area residents. These spaces provide locations for social interaction between residents, and ideally foster a sense of connection with a place and the people that live there and their environment. These centers can be civic, social, or commercial as long as they are easily accessible to the surrounding residents.

Eight key destinations are located in the South Knoll Area Neighborhood including A&M Consolidated High School, South Knoll Elementary School, Gabbard Park, Bee Creek Park, Lemon Tree Park, the Kroger Shopping Center, Grace Bible Church’s Southwood Campus, Parkway Baptist Church, and the Target Shopping Center. Not being readily accessible by foot other City facilities and commercial spaces inside the planning area will not be addressed as key destinations.

City Facilities

College Station Cemetery – In 1948, a Methodist Church deeded the 31 acres of land to the City of College Station. By 1973, it was decreased in size due to sectioning off 18 acres for Bee Creek Park, College Station’s first community park. The City of College Station

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Parks and Recreation Department currently operates and maintains the cemetery.

Bee Creek Park – Bee Creek Park is a 26.5 acre community park located at 1900 Anderson. The park contains a 50 meter-long swimming pool, four lighted tennis courts, two lighted softball fields, a pavilion, sand volleyball court, picnic units, two playgrounds, natural/paved trails, and a concession building with restrooms. The 17 acre D.A. "Andy" Anderson Arboretum is also located here.

Gabbard Park – This 10.67 acre neighborhood park located at 1201 Dexter Drive South. Established after a public participation effort, Gabbard Park was funded in 1981 through a bond. Recreational features include a playground, fishing piers, shelter, one-third mile jogging trail, and practice softball fields.

Lemon Tree Park – Lemon Tree Park is a 15.40 acre neighborhood park located on the corner of Holik Street and Anderson Street. Recreational features in this park include a half basketball court, lighted softball fields, a three-fourth mile concrete jogging, exercise and nature trail, playground, open play area, picnic units, pedestrian bridge, and on-site parking.

Southwest Park – Southwest Park is a 9.42 acre neighborhood park located off of Southwest Parkway between Wellborn Road and Welsh Ave. The property currently has two phases of development underway. Phase 1 includes the development of hiking and biking trails. Phase 2 will be funded by Community Development Block Grant (CDBG) funds and includes improvements such as a picnic plaza, furniture, lighting along the trails, signage, and exercise equipment to be completed by the end of FY 2013.

CITY SERVICES

City Improvement and Maintenance Projects

Future upgrades in the South Knoll Area Neighborhood include the following:

Hike & Bike Trails Completion Phase II will continue the 10' wide hike and bike trail along FM 2818 from Welsh Avenue to Southwest Parkway. The project will also extend the trail through Southwest Park to create a continuous trail system from Texas Avenue to Southwest Parkway. The project is being designed by City of College Station Public Works. Completion is estimated for Fall 2013.

South Knoll/The Glade Water System – This project includes the rehabilitation of water and wastewater lines in the vicinity of Haines Street, Southwest Parkway, Glade Street, and Langford Street. Both

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sewer and water distribution lines are in need of replacement due to an increase in service disruptions caused by deteriorating lines. Water distribution also lacks adequate fire protection and does not meet size standards in several places.

Bee Creek Letter of Map Revision (LOMR) will revise the Flood Insurance Rate Maps (FIRM) for Bee Creek from Southwest Pkwy to Carter’s Creek, Tributary “A” from Texas Avenue to its confluence with Bee Creek, and Tributary “B” from FM 2818 to its confluence with Bee Creek. The Flood Study is currently under review by FEMA. FEMA’s administrative approval of the LOMR and adoption of the digital FIRM that will implement the changes is expected in 2013.

Bee Creek Trunkline Addition/Rehabilitation will install a gravity line to increase the system capacity of the Bee Creek Trunkline (areas along FM 2818, from north of Wellborn Road to the Carters Creek Wastewater Treatment Plant) to accept the ultimate build-out demand anticipated in this respective area. This project is currently in the design phase.

CODE ENFORCEMENT

College Station Planning and Development Services Department houses the Code Enforcement division, which serves the South Knoll Area Neighborhood with two full-time Code Enforcement Officers. Although this division is not responsible for parking or noise level enforcement, it does patrol for violations such as illegal signage, property maintenance, overflowing trash, tall weeds and grass, and open storage. The South Knoll Area Neighborhood had 6,169 code enforcement cases as of August 2011, shown in **Table EC.8 ‘Code Enforcement Cases’**. Please refer to **Map EC.7 ‘Code Enforcement Cases’** for additional information.

Case Type	# Cases
Brush/Bulky/Frida/HZMT/Litter/ Oil	46
Fire Protection	210
Health & Sanitation Violation	2,017
PD Party/ Noise Complaint	88
Property Maintenance	215
Public Nuisance Violation	31
Sanitation Violation	2,806
Traffic Code	304
Unified Development Ordinance	452
Total	6,169

Table EC.8 Code Enforcement Cases

EMERGENCY SERVICES

Police

The City of College Station uses a geographic policing model that divides the City into Sectors and Beats, creating both familiarity and accountability for the Officers assigned to each. The South Knoll Area Neighborhood is within Sector

Criminal Activity	# Cases
Theft or Burglary	444
Criminal Mischief or Trespassing	342
Accident	219
Alcohol Related	177
Assault	155
Drug Related	98
Warrant Arrests	98
Harassment	33
Other	719
Total	2,285

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B and C, which include Beats 40 and 50, respectively. Each Beat consists of a team that includes a Patrol Sergeant, Patrol Officers, Detectives, Traffic Enforcement, and Animal Control. **Table EC. 9 ‘South Knoll Police Activity Report’** lists citations issued during 2011, in the South Knoll Area Neighborhood with the most significant number of reports being theft and burglary.

Noise and Loud Parties

College Station Police is in charge of noise level enforcement, for which they responded to 88 noise complaints in 2011. South Knoll Area Neighborhood represents 4% of noise complaints city wide, other neighborhoods such as the Central College Station Area had 13% of all the calls across the City.

Mobility

Streets

The South Knoll Area Neighborhood’s limits are defined by Holleman Drive, Texas Avenue, Harvey Mitchell Parkway, Wellborn Road, and Welsh Avenue. According to the City of College Station’s Thoroughfare Plan, Texas Avenue and Harvey Mitchell Parkway are classified as 6-lane Major Arterials. Holleman Drive and Southwest Parkway, which is located within the South Knoll Area Neighborhood, are designated as 4-lane Minor Arterials. **Map EC.8 ‘Thoroughfare Plan’** graphically shows the location of the streets located within the South Knoll Area.

Scheduled pavement repair and preventive maintenance is performed based on a schedule derived from the annual evaluation of all streets. Prioritization is based on the City’s Annual Inventory and Evaluation program, as well as on changes in traffic density for collectors and arterials. Main thoroughfares and intersections have regular maintenance. Major maintenance problems present in the South Knoll Area Neighborhood are typically due to broken pavement within older neighborhoods in the area.

Sidewalks

Major roadways such as Holleman Drive, Welsh Avenue, Glade Street, Southwest Parkway, Langford Street, and Nueces Drive have sidewalks existing on both sides of the street, but the majority of the subdivisions located within the South Knoll Area Neighborhood do not have sidewalks, which includes on one or both sides of the street. Please refer to **Map EC.9 ‘Pedestrian Improvements’** to locate sidewalks within this planning area.

Bicycle Facilities

There are approximately ten miles of marked bike lanes and routes, including a multi-use path, in the South Knoll Area Neighborhood. Bike

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lanes exist along all of Welsh Avenue, Anderson Street, and a portion of Longmire Drive. Please refer to both **Map EC.10 'Existing Bicycle Improvements'** and **Map EC.11 'Bicycle Improvements'** to locate all existing and future bicycle facilities in the South Knoll Area Neighborhood.

Bus Routes

The South Knoll Area Neighborhood has available transit service from three main providers including the Brazos Transit District, the Texas A&M University bus system, and the College Station Independent School District (CSISD) bus system.

The Brazos Transit District provides seven routes for the entire Bryan-College Station area. The route for the South Knoll Area Neighborhood has stops located along the main thoroughfares such as Welsh Avenue, Texas Avenue, and Harvey Mitchell Parkway.

The three Texas A&M University bus routes in the area are Route 26, Route 31 and Route 33. Route 26 'Rudder' transverses the planning area and has stops along Anderson Street. Route 31 'E-Walk' has stops along Southwest Parkway and Welsh Avenue providing the most service coverage within the planning area. Route 33 'Texas Aggies' stops along Harvey Mitchell Parkway and Welsh Avenue. These bus stops are located conveniently adjacent to high student populations found in many of the planning area's apartment complexes.

College Station Independent School District has stops in the intersection of Valley View Drive and Southwood Drive and, Valley View Drive with Angelina Court.

Please refer to **Map EC.12 'Bus Routes'** to locate the bus routes within the South Knoll Area Neighborhood.

Traffic Incidents

Between 2008 and 2011, there were 1,043 reported vehicular accidents primarily occurring along main thoroughfares such as Texas Avenue, Holleman Drive, Southwest Parkway, Wellborn Avenue, and Harvey Mitchell Parkway. The highest frequency of accidents occurred at:

- The intersections of Texas Avenue South and Holleman Drive, Holleman Drive and Anderson Street, Southwest Parkway and Wellborn;
- Both on and off ramps connecting Wellborn to Harvey Mitchell Parkway South, Southwest Parkway and Texas Avenue South, and Brentwood Drive and Texas Avenue South.

To address the problematic intersections, the City of College

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Station has recently placed a traffic signal at the intersection of Texas Avenue South and Krenek Tap Road which has seen a fair amount of minor accidents.

Over the years, the number of vehicular accidents in the South Knoll Area Neighborhood has decreased. In 2008 there were 314 reported vehicular accidents and 277 in 2009. The number of reported minor accidents has decreased from 52% in 2008 to 44% in 2011; reported hit and run accidents decreased 5%; and non-reportable accidents decreased from 3% to 0.8%. In contrast, the number of reported major vehicular accidents has increased from 18% in 2008 to 36% in 2011.

Please refer to **Map EC.13 'Traffic Accident Frequency'** to see the incidents that have occurred in the past two years.

Street Lighting

The South Knoll Area Neighborhood contains 100, 200, 250 and 400 Watts street lights. The location of these different types of Wattage lights can be seen on **Map EC.14 'Street Lights'**. Many of the residential subdivisions within the planning area do not have street lights.

Sustainability

Water Consumption

The annual water usage of the South Knoll Area Neighborhood ranges from a low of 933,000 total gallons to a high of 15,061,000 total gallons. The City of College Station urges its residents to conserve water and provides them with simple water-saving tips as well as water conservation rebates.

Water Quality

The Drinking Water Quality report provides an analysis of recent tests required by the Texas Commission on Environmental Quality (TCEQ) and details the City of College Station's efforts in providing safe drinking water to its residents. The data in the 2010 Drinking Water Quality Report is not specific to the South Knoll Area Neighborhood but to the entire City of College Station.

"College Station's drinking water is obtained from groundwater sources, specifically Simsboro and Carrizo formations of the Carrizo-Wilcox Aquifer Group, and the Sparta aquifer" (College Station Utilities, 2010).

College Station's drinking water system is rated "Superior" and meets all state and Federal Standards. However, the elderly, infants, cancer patients, and people with HIV/AIDS or other immune problems could be more vulnerable than the general population to certain microbial contaminants.

Electricity Consumption

The average electricity consumption in the South Knoll Area Neighborhood is approximately 1259 kWh, which is significantly higher than the statewide average of 1136 kWh. There are, however, street averages in the study area showing consumption to be as low as 855 kWh.

Energy Audits

A home energy audit is a service performed by the City upon request of the homeowner. It determines the energy efficiency of the home, aiming to provide the best ways to improve efficiency in regards to heating and cooling. The number of energy audits performed decreased significantly from 2010 to 2011.

Wind Watts Participation

Wind Power is delivered to College Station Utilities (purchased from the South Trent Wind Farm in West Texas) through the same transmission and distribution system as our fossil fuel power. There are approximately 500 residents who currently utilize wind watts in the City of College Station and twenty-two of those customers live in the South Knoll Area Neighborhood. Customers who choose to participate in the Wind Watts Program may choose from three levels: 100%, 50%, or 10% of energy from wind. For more information visit the City of College Station website. <http://www.cstx.gov>.

Solar Panels

Solar energy is a form of renewable energy produced by capturing the sun's rays through the use of photovoltaic cells. Solar panels can be mounted onto homes to provide electricity for everyday tasks. They are an important component in the shift away from nonrenewable energy; however, because of the installation expense they are not very widely utilized in single family homes. Energy rebates through College Station Utilities Sun Source, offers a rebate of \$1.50 per every AC watt installed up to 4 kW to the home owner's utility bill, with a maximum rebate of \$6,000. There are currently no homes in the South Knoll Area Neighborhood with solar panel systems in place.

Recycling Participation

College Station offers Curbside Recycling for the residents of single family homes, duplexes, and four-plexes. Curbside Recycling is provided once a week and is gathered on the same day as bulky items and brush collections.

APPENDIX B
GLOSSARY

The results of the planning process reverberate in all aspects of the City and have lasting implications in the community's quality of life. The goal of a participatory planning effort, like the South Knoll Area Neighborhood Plan, is to ensure the vision for the community's future responds to the residents' and property owners' will. Participation allows for informed input and strategies tailored to community goals. By working together, neighbors and property owners craft a viable image of the future of the community.

Information on current events, frequently asked questions and previous meetings was and is available on the City's website for further review. www.cstx.gov/ndcplanning.

COMPREHENSIVE FUTURE LAND USE PLAN

General Commercial

This land use designation is generally for concentrations of commercial activities that cater to both nearby residents and to the larger community or region. Generally, these areas tend to be large in size and located near the intersection of town regionally significant roads (arterials and freeways). It is preferred that in such areas development be concentrated in nodes rather than spread out in strips.

General Suburban

This land use designation is generally for areas that should have an intense level of development activities. These areas will tend to consist of high-density single-family residential lots (minimum 5,000 square feet). Townhomes, duplexes, and neighborhood commercial and office uses may also be permitted in growth areas.

Institutional/Public

This land use designation is generally for areas that are, and are likely to remain, in some form of institutional or public activity. Examples include schools and libraries.

Natural Areas – Protected

This land use designation is generally for areas permanently protected from development. Such areas are preserved for their natural function or for parks, recreation, or greenways opportunities. These areas include areas such as regulatory floodway, publically owned open space, conservation easements, and public parks.

Natural Areas – Reserved

This land use designation is generally for areas that represent a constraint to development and that should be preserved for their natural function or open space qualities. These areas include floodplains and riparian buffers, as well as recreation facilities.

Neighborhood Conservation

This land use designation is generally for areas that are essentially “built-out” and are not likely to be the focus of extensive infill development or redevelopment. Further, these areas often were platted before current development regulations were in place often resulting in non-conforming situations. These areas are appropriate for overlays or zoning classifications that provide additional character protection and address non-conforming issues.

Suburban Commercial

This land use designation is generally for concentrations of commercial activities that cater primarily to nearby residents versus the larger community or region. Generally, these areas tend to be small in size and located adjacent to major roads (arterials and collectors). Design of these structures is compatible in size, roof type and pitch, architecture, and lot coverage with the surrounding single-family residential uses.

Urban

This land use designation is generally for areas that should have a very intense level of development activities. These areas will tend to consist of townhomes, duplexes, and high-density apartments. General commercial and office uses, business parks, and vertical mixed use may also be permitted within growth and redevelopment areas.

ZONING DISTRICTS

A-O Agricultural Open

This district includes lands within the corporate limits of the City, which are not subdivided and are relatively undeveloped. This district is intended to be applied to land which is used for agricultural, very low-intensity residential, or open space uses, but which is projected in the Comprehensive Plan for conversion to more intensive urban uses at such time as community services are available and community needs for such uses are present. As such, it is a reserved area in which the future growth of the City can occur.

APPENDIX B – GLOSSARY

GC General Commercial

This district is designed to provide locations for general commercial purposes, that is, retail sales and service uses that function to serve the entire community and its visitors.

CI Commercial Industrial

This district is designed to provide a location for outlets offering goods and services to a limited segment of the general public. The uses included primarily serve other commercial and industrial enterprises.

C-3 Light Commercial

This district is designed to provide locations for commercial sites that are too small for many permitted uses in the GC General Commercial District. These are moderately low traffic generators that have little impact on adjacent areas or on adjacent thoroughfares.

The following supplemental standard shall apply to this district:

No C-3 zoning district, including adjacent C-3 zoning districts, shall exceed a combined total of five (5) acres in area.

PDD Planned Development District

The Planned Development District (PDD) is intended to provide such flexibility and performance criteria which produce:

1. A maximum choice in the type of environment for working and living available to the public;
2. Open space and recreation areas;
3. A pattern of development which preserves trees, outstanding natural topography and geologic features, and prevents soil erosion;
4. A creative approach to the use of land and related physical development;
5. An efficient use of land resulting in smaller networks of utilities and streets, thereby lowering development costs;
6. An environment of stable character in harmony with surrounding development; and
7. A more desirable environment that would be possible through strict application of other sections or districts in the UDO.

R-1 Single-Family Residential

This district is designed to provide land for detached single-family residential suburban development. This district contains lots that are larger than the minimum R-1 lot, but smaller than the minimum A-OR.

R-2 Duplex Residential

This district contains land that has been planned for duplex residential purposes and associated uses. Characterized by moderate density, it may be utilized as a transitional zone.

The following supplemental standards shall apply to this district:

1. Single-family dwellings shall conform to R-1 Single-Family Residential Standards.
2. Where parking is provided in the front yard of a duplex, an eight-foot setback shall be required between the property line and the nearest side of the parking pad. This eight-foot setback area must contain a three-foot screen consisting of a continuous berm, hedge, or wall. In addition, an eight-foot setback shall be required between the dwelling unit and the nearest side of the parking pad.

R-3 Townhouse

This district contains land, which is used to be a unique type of dwelling, typically designed for individual ownership, or ownership in groups of single-family attached residences constructed on individually-platted lots.

R-4 Multi-Family Residential

This district provides land for development of apartment and condominium units at low to medium densities. This district may serve as a transitional zone between lower density residential areas and other residential or non-residential areas.

The following supplemental standards shall apply to this district:

1. Duplex dwelling units shall conform to R-2, Duplex Residential standards.
2. Townhouse dwelling units shall conform to R-3, Townhouse standards.

R-6 High Density Multi-Family

This district contains land used for a variety of housing types, but primarily multiple family dwellings. This district is designed to provide the highest density in the community for developments in close proximity to the University.

The following supplemental standards shall apply to this district:

1. Duplex dwelling units shall conform to R-2, Duplex Residential standards.

APPENDIX B – GLOSSARY

2. Townhouse dwelling units shall conform to R-3, Townhouse standards.

THOROUGHFARE PLAN

Major Arterial (Texas Avenue, Harvey Mitchell Parkway, Wellborn Road)

A street which carries high volumes of vehicular traffic (in the general range of 20,000 vehicles per minute to 60,000 vehicles per minute) and which is intended to move traffic in, out, or around the City.

Minor Arterial (Southwest Parkway)

A street which carries high volumes of vehicular traffic (in the general range of 5,000 vehicles per minute to 30,000 vehicles per minute)

Major Collector (Southwood Drive, Welsh Avenue, Holleman Drive, Glade Street, Anderson Street)

A street which primarily serves vehicular traffic (in the general range of 5,000 to 10,000 vehicles per minute) from residential streets and minor collectors to arterials.

Minor Collector (Nueces Drive)

A street which primarily serves vehicular traffic (in the general range of 1,000 to 5,000 vehicles per minute) from residential streets to collectors or arterials.

BICYCLE AND PEDESTRIAN PLAN

Bike Lane

A designated part of the roadway that is striped, signed, and has pavement markings to be used exclusively by bicyclists

Bike Route

A roadway that is shared by both bicyclists and motor vehicles. Wide outside lanes and shoulders can serve as bike routes with signage.

Sidewalks

Walkways along roads, typically five to eight feet wide, for pedestrians.

Additional bicycle and pedestrian facilities include crosswalks, ramps, medians, signage, shelters, and signals. These items all contribute to the overall identification, accessibility, and safety of bicyclists and pedestrians.

APPENDIX C

PUBLIC INPUT SUMMARY

C

The results of the planning process reverberate in all aspects of the City and have lasting implications in the community's quality of life. The goal of a participatory planning effort, like the South Knoll Area Neighborhood Plan, is to ensure the vision for the community's future responds to the residents' and property owners' will. Participation allows for informed input and strategies tailored to community goals. By working together, neighbors and property owners craft a viable image of the future of the community.

Public participation in neighborhood planning allows community members to share the responsibility of their joint future while being critical of their own role as neighbors.

The South Knoll Area Neighborhood Plan was structured to get a constant stream of public input and feedback throughout the planning process. There were a total of 6 public meetings, 9 Neighborhood Resource Team meetings and an Open House during these twelve months.

Information on current events, frequently asked questions and previous meetings was and is available on the City's website for further review. www.cstx.gov/ndcplanning.

Kick-Off Meeting and Written Survey, Wednesday, October 24, 2012

Preceded by Mayor Nancy Berry and held at South Knoll Elementary School; all property owners and residents within the South Knoll Area were notified of this public meeting and invited to attend. Signs flyers, door hangers, postcards and public announcements were used to advertise this event.

The Kick-Off Meeting objective was to show the boundary of the neighborhood and present the existing conditions to its residents.



Figure C.1: A pin map at the Kick-Off meeting is used as a tool to get neighbors acquainted with the area and gives the planning team a geographical pattern of participation.

Maps of existing conditions in the neighborhood were displayed during this meeting, including information on registered rental properties, existing sidewalks, code enforcement cases, and the location of floodplain, among others. City planners were present to provide information on City services and answer planning related questions besides listening to neighborhood issues.

Those interested in becoming more involved in the planning process were encouraged to volunteer for the Neighborhood Resource Team.

Residents in attendance at this meeting were asked to complete a written survey and a mobility questionnaire to identify the most important issues facing their neighborhood. The survey focused on positive and negative aspects of the neighborhood, personal understanding of basic planning concepts and mobility preferences. Information from the survey was used to determine discussion topics at future meetings.

See **Figure B.1, Kick-Off Meeting** at the end of **Appendix B** for complete survey results.

Neighborhood Resource Team Meeting, Monday, November 5, 2012

Forty-three South Knoll residents and property owners volunteered to serve on the Neighborhood Resource Team. The purpose of which was to represent the interest of the community and steer the process to what they consider to be priority issues.

During this first meeting of the NRT, City staff provided volunteers with information on the current City Comprehensive Plan, neighborhood planning and the structure of the planning process.

See **Figure B.2, Neighborhood Resource Team** at the end of **Appendix B** for complete meeting notes.

Issues & Opportunities Meeting, Monday, November 26, 2012

This meeting was open to general public. Participants were provided with fact sheets on four main topics taken from survey responses and condensed through NRT discussion. Topics available for further discussion and comment were Code Enforcement & Character, Infrastructure, Public Safety, and Bicycling & Walking.

City staff presented the public with an overview of the neighborhood planning process. Participants took part in discussion workshops for each of the topics listed above. Both oral and written comments were collected.

Information from this meeting was divided into three categories: Issue & Opportunity Statements, General Questions, and Action Items.

See **Figure B.3, Issues and Opportunities** at the end of **Appendix B** for complete meeting notes.

Neighborhood Resource Team Meeting, Monday, December 10, 2012

NRT members met to discuss overall results from the Issues & Opportunities meeting and began discussing potential solutions.



Figure C.2: Residents participate in topic-specific discussions at the Issues & Opportunities Meeting.

APPENDIX C – PUBLIC INPUT SUMMARY

General discussion centered on trend identification and clarification of neighborhood concerns. There was extensive discussion related to rental housing in South Knoll. Items identified as questions or existing problems were addressed directly by City Staff.

At the end of the meeting, NRT members were given an assignment to take pictures of things that they like about their neighborhood for discussion at the next NRT meeting. The purpose of the exercise was to start thinking about the neighborhood in terms of characteristics that should be preserved or enhanced, and not solely about negative issues.

Planning & Zoning Commission Meeting, Thursday, December 20, 2012

An update of the Plan process was made to the Planning and Zoning Commission during their workshop meeting. An overview of the process included plan background, structure of the final document and current website.

Neighborhood Resource Team Meeting, Monday, January 14, 2013

The purpose of this meeting was identifying positive aspects of the South Knoll Area. NRT members discussed pictures that they contributed depicting the positive elements of their neighborhood. These were recognized as character elements that need to be protected or strengthened as the neighborhood ages.

During this meeting, the NRT learned about the elements that make up a neighborhood plan, including Community Character & Neighborhood Integrity, Mobility, Public Facilities & Services, and Implementation. The NRT discussed potential land use and zoning recommendations during this meeting.

The NRT discussed the upcoming Public Meeting Series and the proposed discussion topics: Bicycling & Walking Facilities; HOAs & Neighborhood Associations; and On-Street Parking. The NRT was requested to be present to hear the discussion at each meeting in the Public Meeting Series.

Public Meeting Series

All property owners and residents were notified of these public meetings by direct mail. Based on information provided through the process, specific topics were presented for discussion. The purpose of the meeting was to discuss and generate solutions for issues previously identified in the following categories:

Bicycling & Walking Facilities, Tuesday, February 12, 2013

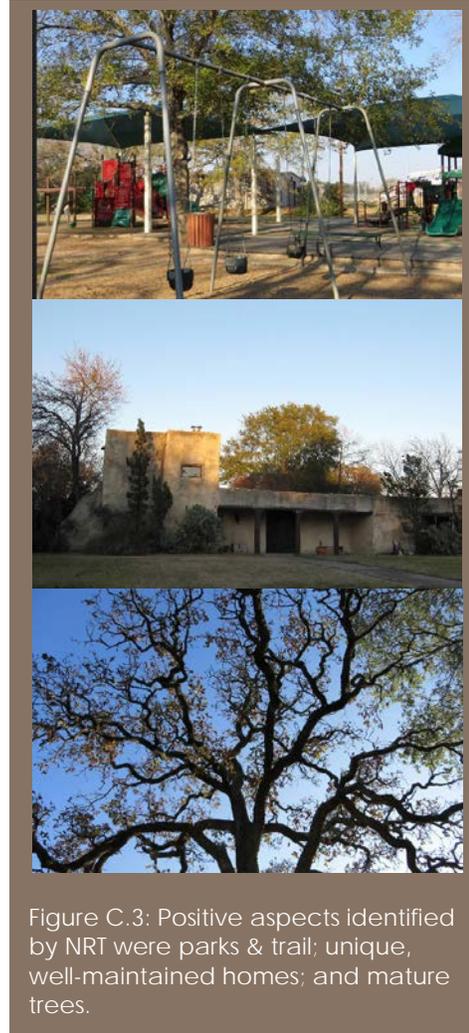


Figure C.3: Positive aspects identified by NRT were parks & trail; unique, well-maintained homes; and mature trees.

APPENDIX C – PUBLIC INPUT SUMMARY

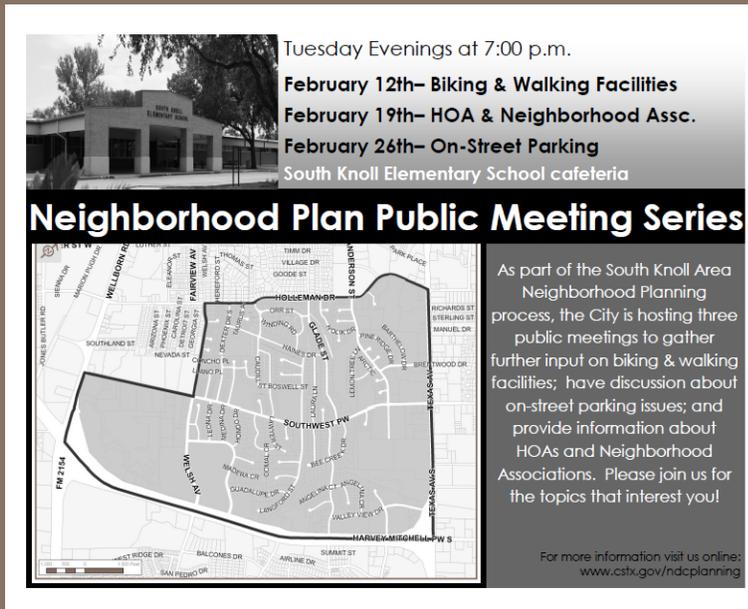


Figure C.4: Mailer for Public Meeting Series

At this meeting attendees discussed additional walking and biking needs in the South Knoll Area. Residents and property owners were sent an additional notification about this meeting because the future Glade Street bike lane was discussed.

HOAs & Neighborhood Associations Tuesday, February 19, 2013

At this meeting attendees learned about the City's Neighborhood Services division and the services offered. They also discussed the pros and cons of organizing as an HOA or Neighborhood Association and some of the challenges in the South Knoll Area.

On-Street Parking, Tuesday, February 26, 2013

At this meeting, the Fire Marshall presented findings from on-street parking safety evaluations performed prior to the meeting. Attendees also discussed parking previously removed by City ordinance, but without signage indicating "No Parking."

Neighborhood Resource Team Meeting, Tuesday, March 19, 2013

NRT members received a summary of the Public Meeting Series. Public Meeting Series decision points were discussed, including the future of the Glade Street bike lane and general on-street parking recommendations.

Neighborhood Resource Team Meeting, Tuesday, April 2, 2013

NRT members discussed neighborhood goals related to Community Character and Neighborhood Integrity, Mobility, and Public facilities and Services.

Neighborhood Resource Team Meeting, Tuesday, April 23, 2013

Discussion related to park facility needs and on-street parking.

Neighborhood Resource Team Meeting, Tuesday, May 7, 2013

NRT members discussed Neighborhood Integrity and Community Character strategies and actions to be included in the plan.

Neighborhood Resource Team Meeting, Tuesday, May 21, 2013

APPENDIX C – PUBLIC INPUT SUMMARY

NRT members discussed Mobility strategies and actions, and Public Facilities and Services strategies and actions to be included in the plan.

Bicycle, Pedestrian, and Greenways Advisory Board, Monday, June 3, 2012

BPG Board discussed the recommendation related to the Glade Street bike lane.

Bicycle, Pedestrian, and Greenways Advisory Board, Monday, July 2, 2012

BPG Board had the opportunity to discuss the draft Mobility Plan chapter.

Open House, Tuesday, July 9, 2013

This meeting was the public presentation of the draft Neighborhood Plan.

Neighborhood Resource Team Meeting, Tuesday, July 16, 2013

NRT members will have the opportunity to discuss information and feedback received at the Open House Meeting. Final decisions regarding Plan strategies will be made at this meeting based on resident and property owner input at the Open House Meeting. The NRT presentation from this meeting will be available on the City's website at www.cstx.gov/ndcplanning.

APPENDIX D
HISTORIC RESOURCES

Including information and excerpts from "The City of College Station Historic Resources Windshield Survey of the Eastgate and Southside Neighborhoods" by Quimby McCoy, 2008

Quimby McCoy Preservation Architecture, LLP was contracted to perform a windshield level survey of historic architectural resources in two neighborhoods in College Station. The survey is intended to be used by the City of College Station to consider historic neighborhoods in the comprehensive development process, and provide a draft of potential historic district boundaries that can be used to proceed into further discussions of developing historic districts. Every attempt was made to develop these boundaries based on historic significance and integrity remaining within the neighborhoods. However, a more intensive survey beyond the windshield survey level will be necessary to finalize the boundaries.

SOUTH KNOLL AREA SUBDIVISIONS INCLUDED IN THE SURVEY:

The Knoll and South Knoll subdivisions include a mix of modern, contemporary and eclectic housing styles.

The Knoll – The Knoll was platted in 1947 by Dr. F.B. Clark, the developer of College Park and Southeast College Park, and The Kaskaskia Properties. The Knoll is bounded by lots facing Winding Road on the west, the rear of lots facing Orr Street on the north, Langford Street and lots facing Winding Road on the east, and the rear of lots facing Haines Drive on the south. Some of the best examples of High-style Modern and Modern Period architecture in the region and State are located in The Knoll. This subdivision contains houses built by and for prominent architects of the time, including Ernest Langford, William Caudill, and Frank Lawyer. It is significant for the design of the neighborhood, as a collection of High-style Modern architecture, and for the association of individual houses and the subdivision with important architects and other citizens in College Station and Texas A&M University history.

South Knoll – South Knoll was platted 1954, also by Dr. F.B. Clark and The Kaskaskia Properties. The subdivision is bound by the rear of lots facing Caudill Street on the west, the rear of lots facing Haines Drive on the north, the rear of lots facing Langford Street on the east, and a rough line including the rear of lots facing Caudill Street on the south. Originally the plat was square on the east and south boundaries including houses southeast of the current plat, east to the rear of lots facing Langford Street on the east, and south to the rear of lots facing Boswell Street on the south. The houses in South Knoll are cohesive collection of representatives of the Modern Period, including the three types of Ranch style houses. This potential historic district is significant as an example of a collection of Ranch houses, representing the growth of the City and Texas A&M University during the late 1950s and 1960s. Future studies to determine final neighborhood boundaries should include the possibility of including the boundaries of the original plat. Houses in this southeastern area are consistent with the design of the rest of the neighborhood.

Potential Individual Landmarks

- 1106 Langford Street – design
- 1110 Langford Street – Theo R. Holleman House - design
- 1111 Langford Street – design
- 1115 Langford Street – Fred Weick House – design
- 1200 Langford Street – Earnest Langford House – significant person
- 1206 Orr Street – William W. Caudill House – significant person, design
- 1214 Orr Street – Frank D. Lawyer House – significant person, design
- 1205 Winding Road – Arthur G. Edmonds House -design
- 1210 Winding Road – design
- 1211 Winding Road – Dean W.W. Armistead House – significant person, design
- 1213 Winding Road – David D. Yarborough House – design

These results are based on preliminary study only and additional buildings may qualify as individual landmarks based on their association with important individuals, significant historic events, their design, or for their cultural significance to the City of College Station. Further research into individual properties as well as additional oral histories with individuals with knowledge of specific properties may reveal significance that was not discovered within the scope of the current study. Particular attention should be given to areas where integrity of individual buildings and subdivisions has been

APPENDIX D – HISTORIC RESOURCES

compromised, but where buildings may be associated with significant individuals, events, or cultures.

Future Work – The potential districts identified here are not final, and should be future refined based on community input and further property-by-property research and additional research into the development of each subdivision or area being considered for designation.

South Knoll Elementary School – The CSISD built a new elementary school south of The Knoll in 1967, in the South Knoll subdivision platted in 1954.

Campus Homes – *information from “The Old Texas A&M Campus Houses” by Paul P. Van Riper*

The faculty and staff houses once on the Texas A&M University campus, which, sold and dispersed, mainly in the 1940s, now comprise the principal historic residences in the city of College Station, Texas.

1700 Laura Lane

Richard H. Ballinger (resident) owner

Erected 1905 (campus no. 410)

Sold 1965

Identification: Peggy Campbell Owens, Jan. 16, 1986; Caroline Mitchell, Jan. 16, 1986; Mary Bolton Eckles, Feb. 2, 1986; this house is well known as a campus house

Style: Large Queen Anne with neo-classical features; well restored by owner

Previous residents on campus:

D. w. Spence, 1916, dean, School of Engineering

O. F. Chastain, 1917, professor of History

Francis C. Bolton, 1918, head, Electrical Engineering; dean of Engineering, Vice President, TAMU; President, TAMU, 1948-50

1712 Glade Street

William D. Fitch (resident) owner

Erected 1914-? (records say 1919, but first assigned in 1914) (campus no. 418)

Sold 1965

APPENDIX D – HISTORIC RESOURCES

Identification as campus house: this house is well known as a campus house; Mrs. C. B. Edwards, niece of a resident, May 1, 1983; Caroline Mitchell, Jan. 16, 1986.

Style: American Four Square, with some recent modifications and additions

Previous residents on campus:

W. Newell, 1914, Entomology; L. B. Burke, 1915

E. B. La Roche, 1918, chm. Architecture and Arch. Engineering

W. A. Orth, 1935, system architect

E. O. Siecke, 1935, head of Texas Forest Service (Mrs. Edwards, his niece)

R. Henderson Shuffler, later, system director of Information and later head of the Institute of Texas Cultures, San Antonio (Mrs. Edwards)

City of College Station Historic Marker Program:

Through the City of College Station **Historic Marker Program**, area residents can document buildings, homes, or subjects with a commemorative plaque awarded by the Historic Preservation Committee. Buildings or homes that are at least 50 years old may qualify. A home will qualify if it was one of the original Campus Houses moved off the Texas A&M campus or if someone of historical significance lived in the home.

There are two homes in the South Knoll Area with a City of College Station Historic Marker:

1712 Glade Street (1997) – Campus House #418 - located on Throckmorton Street. The Fitch House – William D. Fitch, prominent builder and developer in College Station from the 1940s until the 1990s. Moved to Glade Street at the “southern-most tip of the City.”

1205 Winding Road (2007) – The Knoll, Block 9, lot 15. Built in 1949. Second home built in The Knoll (just south of CS at the time). Previous address 131 Torras (or Tauras). Torras changed to Winding Road, annexed by the City of College Station, and Winding Road paved and curbed. Plaque was awarded for its unique architecture and design and its long-time tie to Texas A&M.

APPENDIX E
PARKING & TRAFFIC ORDINANCE
RESTRICTIONS

South Knoll Elementary					
7. Southwest Parkway, East of Langford Street—West of Laura Lane.	When Flashing	20 mph	7:30—8:15 a.m. 2:45—3:30 p.m.	#1441 Aug. 11, 1983	1998-02
8. Southwest Parkway, East of Lawyer Place—West of Sabine Court.	When Flashing	20 mph	7:30—8:15 a.m. 2:45—3:30 p.m.	#1441 Aug. 11, 1983	1998-02
9. Langford Street, South of S. Ridgefield Court—North of Boswell Street.	When Flashing	20 mph	7:30—8:15 a.m. 2:45—3:30 p.m.	#1441 Aug. 11, 1983	1998-02
10. Langford Street, South of Boswell Street—North of Southwest Parkway.	When Flashing	20 mph	7:30—8:15 a.m. 2:45—3:30 p.m.	#1441 Aug. 11, 1983	1998-02
11. Boswell Street, East of Lawyer Street—West of Langford Street.	When Flashing	20 mph	7:30—8:15 a.m. 2:45—3:30 p.m.	#1441 Aug. 11, 1983	1998-02

A and M Consolidated High School					
37. Welsh Avenue, South of Nueces Drive—North of FM 2818 (intersection of Welsh and Nueces).	7:30 a.m.—4:00 p.m.	25 mph	7:30 a.m.—4:00 p.m.	#1889 April 11, 1991	1998-02
38. Welsh Avenue, North of FM 2818—South of Nueces Drive (intersection of Welsh and FM 2818).	7:30 a.m.—4:00 p.m.	25 mph	7:30 a.m.—4:00 p.m.	#1889 April 11, 1991	1998-02
39. Nueces Drive, South of Hondo Drive—North of Arboles Circle.	7:30 a.m.—4:00 p.m.	25 mph	7:30 a.m.—4:00 p.m.	#2403 Aug. 12, 1999	1999-01
40. Nueces Drive, North of FM 2818—South of Guadalupe Drive.	7:30 a.m.—4:00 p.m.	25 mph	7:30 a.m.—4:00 p.m.	#2403 Aug. 12, 1999	1999-01
41. Guadalupe Drive, West of Langford Street—East of Nueces Drive.	7:30 a.m.—4:00 p.m.	25 mph	7:30 a.m.—4:00 p.m.	#2403 Aug. 12, 1999	1999-01

APPENDIX E – PARKING & TRAFFIC ORDINANCE RESTRICTIONS

TRAFFIC SCHEDULE VII		
ONE-WAY STREETS AND ALLEYS		
5	Boswell St. one-way street traveling from Lawyer St. to Langford St. (School Hours).	
TRAFFIC SCHEDULE XV		
TWO-HOUR PARKING 8:00 a.m.—5:00 p.m. MONDAY—FRIDAY		
Traveling on	Between	Travel Direction
Nueces Dr.	Guadalupe Dr. and Welsh Ave	North/East

TRAFFIC SCHEDULE XV		
TWO-HOUR PARKING 8:00 a.m.—5:00 p.m. MONDAY—FRIDAY		
Traveling on	Between	Travel Direction
Nueces Dr.	Guadalupe Dr. and Welsh Ave	North/East

TRAFFIC SCHEDULE XIV			
NO PARKING HERE TO CORNER AND NO PARKING ANYTIME			
Traveling on	Between	Travel Direction	
Welsh Ave.	Nueces Dr. and F M 2818	North	No parking any time
Valley View Dr.	Longmire Dr. and Southwood Dr.	East	No parking any time
Valley View Dr.	Texas Ave. and Longmire Dr.	East	No parking any time
Valley View Dr.	Angelina Circle and	East	No parking any time
Valley View Dr.	Angelina Circle and	West	No parking any time
Valley View Dr.	Texas Ave. and Longmire Ct.	East	No parking any time
Valley View Dr.	Longmire Ct and Texas Ave.	West	No parking here to corner
Valley View	Longmire Dr. and	East	No parking here

Dr.	Southwood Dr.		to corner
Valley View Dr.	Southwood Dr. and Longmire Ct.	West	No parking this side of sign
Valley View Dr.	Texas Ave. and Longmire Dr.	East	No parking this side of sign
Southwest Pkwy.	Wellborn Rd. and Welsh Ave.	West	No parking any time
Southwest Pkwy.	Welsh Ave. and Wellborn Rd.	East	No parking any time
S. Dexter Dr.	Haines Dr. and Concho Pl.	North	No parking any time
Pedernales Dr.	San Benito Dr. and Val Verde Dr.	North	No parking any time
Pedernales Dr.	Val Verde Dr. and San Benito Dr.	South	No parking here to corner
Nueces Dr.	Madera and Guadalupe Dr.	Northwest	No parking any time
Nueces Dr.	Harvey Mitchell Pkwy. and Guadalupe Dr.	South	No parking any time
Nueces Dr. @ Guadalupe Dr.		South	No parking any time
Longmire Dr.	Airline Dr. and Valley View Dr.	East	No parking except for designated areas
Longmire Dr.	Airline Dr. and Valley View Dr.	West	No parking any time
Longmire Dr.	FM 2818 and Valley View Dr.	South	No parking this side of sign
Longmire Ct.	and Valley View Dr.	North	No parking this side of sign
Longmire Ct.		All Directions	No parking any time
Langford St.	Southwest Pkwy. and King Arthur Cr.	North	No parking here to corner
Langford St.	Southwest Pkwy. and Boswell St.	South	No parking any time
Langford St.	King Arthur Cr. and Southwest Pkwy.	South	No parking here to corner
Guadalupe Dr.	Langford St. and Nueces Dr.	West	No parking any time
Gunsmith St.	Trigger St. and Caudill St.	West	No parking any time

APPENDIX E – PARKING & TRAFFIC ORDINANCE RESTRICTIONS

Gunsmith St.	Trigger St. and Caudill St.	Northwest	No parking any time
Glade St.	Holleman Dr. and Orr St.	North	No parking any time
Glade St.	Orr St. and Holleman Dr.	South	No parking any time
Boswell St.	Langford St. and	East	No parking here to corner
Anderson St.	Southwest Pkwy. and Bee Creek Dr.	North	No parking any time
Anderson St.	Pine Ridge Dr. and Holik Dr.	South	No parking any time
Anderson St.	Pine Ridge Dr. and Lemon Tree	North	No parking any time
Anderson St.	Southwest Pkwy. and Cloverdale Cr.	South	No parking any time
Anderson St.	Lemon Tree and Pine Ridge Dr.	South	No parking any time
Anderson St.	Mossglenn Cr. and Cloverdale Cr.	North	No parking any time
Anderson St.	Oakdale Cr. and Alpine Cr.	South	No parking any time
Anderson St.	Oakdale Cr. and Brentwood Dr.	North	No parking any time
Anderson St.	Cloverdale Cr. and Mossglenn Cr.	South	No parking any time
Anderson St.	Holik St. and Clement Ct.	South	No parking any time
Anderson St.	Holik St. and Pine Ridge Dr.	North	No parking any time
Anderson St.	Alpine Cr. and Oakdale Cr.	North	No parking any time
Anderson St.	Antone Ct and Holleman Dr.	South	No parking any time
Anderson St.	Brentwood Dr. and Mossglenn Cr.	North	No parking any time
Anderson St.	Clement Ct and Antone Ct.	South	No parking any time
Anderson St.	Clement Ct and Holik St.	North	No parking 6:00 a.m.—5:00 p.m. M—F
Anderson St.	Cloverdale Cr. and Southwest Pkwy.	North	No parking any time
Anderson St.	Alpine Cr. and Lemon Tree	South	No parking any time

Anderson St.	Southwest Pkwy. and Bee Creek Dr.	North	No parking any time
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APPENDIX F
PARKING SUB-COMMITTEE SUMMARY

**JOINT NEIGHBORHOOD PARKING TASK FORCE RECOMMENDATIONS REPORT –
EXISTING SUBDIVISIONS (SUMMARY)**

THE ISSUE

The City Council's Strategic Plan, updated in 2012, identifies neighborhood parking issues as a problem affecting the City's Neighborhood Integrity. It is important to protect the unique character of neighborhoods because they contribute greatly to a unique sense of place and community identity. Neighborhood parking has an impact on the quality and stability of neighborhoods. One way to maintain neighborhood integrity is through solutions aimed at decreasing on-street parking problems.

College Station's older neighborhoods – neighborhoods located primarily within Eastgate, Southside, and South Knoll areas – were developed when automobiles were less prevalent and limited off-street parking was provided. However, many of the streets these neighborhoods have converted to high percentages of renter-occupancy. Houses originally intended for single-family occupancy are being utilized as investment property or being demolished and replaced by larger houses with more bedrooms that are rented. An increase in the number of people per residence has resulted in a higher density of on-street parking. A number of neighborhoods have experienced overcrowding and emergency access concerns due to an increase in on-street parking. In some instances, fire trucks cannot pass through the street to reach citizens in need of assistance.

CURRENT APPROACH

The City currently uses a limited number of options to alleviate on-street parking problems. These options include land use planning, development regulations, neighborhood plans, code enforcement, and parking removal.

Land Use Planning

College Station is dominated by suburban style land uses that encourage the use of vehicles and require intensive amounts of parking. When different land uses are separated far from one another they require greater distances of travel. This creates an environment where homes, jobs, and shopping are segregated and often require vehicles to travel from one use to the next. Land Use Planning allows the City to prepare for a compatible mix of uses, within one development or as separate developments, where shared parking and other forms of transportation may be incorporated.

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Development Regulations

Currently, College Station limits single-family residences to four unrelated people and requires a minimum of two off-street parking spaces for each single-family dwelling unit.

The Task Force recommends an increased requirement to one parking space for each bedroom in a single-family dwelling (maximum of 4 required).

Neighborhood Planning and Special Studies

The Neighborhood planning process assists neighborhoods in developing area-specific approaches to implementing parking goals. At this level, plans can focus on identifying parking issues specific to small defined areas. These plans are a helpful tool in identifying known parking and emergency access problems. Staff and citizens propose solutions for these problems to be implemented as a recommendation in their neighborhood plans.

Enforcement

Parking enforcement is a reactive tool used by the City to prevent vehicles from parking illegally. Both the Planning and Development Services Department and the Police Department are responsible for ensuring compliance with City codes and ordinances. Citations may be issued by both departments when a parking violation occurs.

Parking Removal Program

Currently, parking is permitted on all City streets unless prohibited by City ordinance or State law. **The Task Force recommends the City consider removing parking on one or both sides of a street per a recommendation from the City's Traffic Management Team ONLY if there is a safety concern verified by the City.** The City would continue to receive parking removal requests from individuals and neighborhoods and evaluate the impact on-street parking has on public safety in the area. The following is the City's process that must be followed in order to remove parking from public streets:

1. Concern Initiation –A citizen informs the City of a potential problem resulting from on-street parking (Citizen Initiated) or the City observes the need to remove on-street parking from a street (City Initiated).
2. Concern Evaluation – The City's Traffic Management Team (TMT) will evaluate the request and analyze the impact existing on-street parking has on public safety. If the existing on-street parking is determined to impact public

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safety, the TMT will forward a recommendation to the City Council and a public hearing will be held.

3. Public Notice – Per the recommendation from the TMT to remove on-street parking on a specific street, notices will be mailed to property owners and residents on both sides of the street where parking is proposed to be removed. These notices will provide the date of the City Council meeting when the public hearing for the proposed ordinance will occur.
4. Public Hearing – The proposal to remove on-street parking from a specific street will be presented to Council, followed by a public hearing where citizens can voice their opinions. The City Council can discuss and vote on the proposed parking removal ordinance after the public hearing.

The Task Force recommends the City pursue neighborhood initiated parking removal ONLY 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.

RECOMMENDATION FOR A CITY-WIDE APPROACH

The Task Force restrained itself to the development of a set of tools to address emergency access issues. The Task Force recommends a set of solutions to aid in the reduction of neighborhood parking problems City-wide. These recommendations should be required for redevelopment and new development.

Increased Off-Street Parking Requirements

Currently, College Station requires a minimum of two off-street parking spaces for each single-family dwelling unit. **The Task Force recommends an increase of the current minimum requirements for off-street parking, increasing the standard to one parking space required for each bedroom in a single-family dwelling, up to four required parking spaces.**

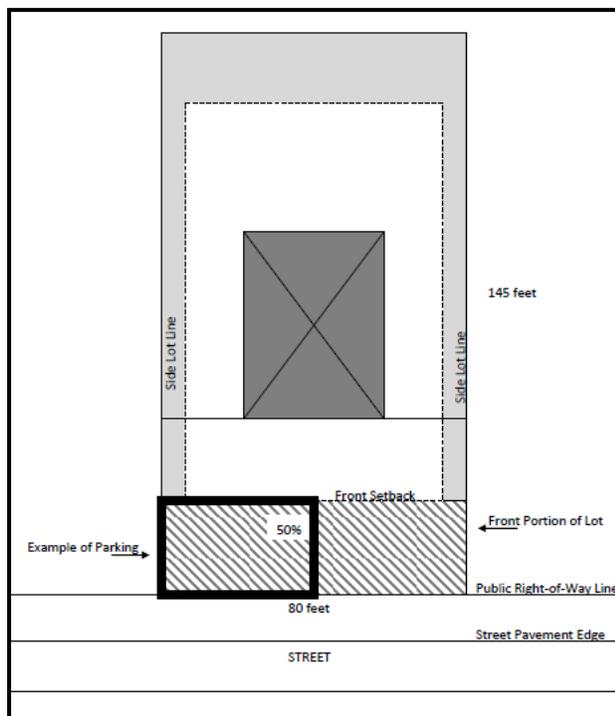
Maximum Front Yard Coverage

The Task Force recommends that no more than 50% of the front portion of the property be used for parking or be impervious. This recommendation is currently being implemented in “Area 5” of the Southside Area Neighborhood Plan. It requires all parking be located within the areas described below:

1. Anywhere on the lot behind the structure with no limit on the size of the area;

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2. Anywhere in the side yards of the lot with no limit on the size of the area; and,
3. An area located in front of the structure not to exceed a size equivalent to 50% of the front portion of the property. The front portion of the property is the area of the lot within the side lot lines, the front setback, and the public right-of-way line (see graphic). The square footage of parking allowed by this calculation may be located within or outside the boundary of the area used for calculations (see graphic). The portion of the driveway located between the front property line and structure shall be included in the maximum parking area square footage.



APPROACH SUMMARY

In summary, The Task Force recommends three solutions to aid in the reduction of neighborhood parking problems City-wide. These recommendations include:

- Refine the current parking removal process to allow parking removal on one or both sides of a street per a recommendation from the City's Traffic Management Team ONLY if there is a verified safety concern,
- Increase the off-street parking requirements based on the number of bedrooms provided, and
- Require no more than 50% of the front portion of the property be used for parking or be impervious.

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UNDERLYING ISSUES

The Task Force scope only addresses the emergency assess portion of on-street parking concerns. The recommendations provided by the Task Force do not solve other neighborhood problems stemming from increased densities in single-family neighborhoods. At some point, it may be necessary to discuss solutions aimed at decreasing the population density in these areas. This may include options to reduce rental conversions through revised subdivision regulations and City ordinances aimed at reducing the number of unrelated persons in