



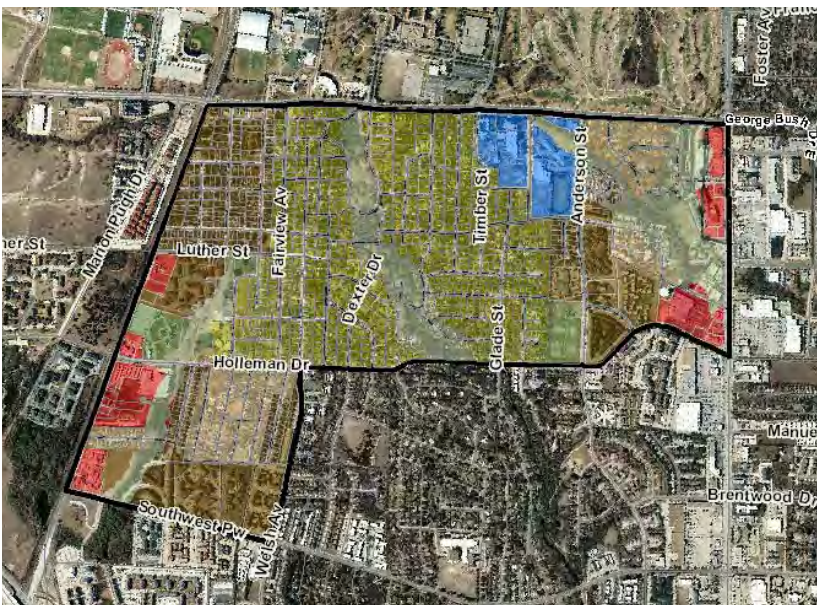
CITY OF COLLEGE STATION
Home of Texas A&M University

Southside Area Neighborhood Plan

Adopted: September 13, 2012



2012-2019



CITY OF COLLEGE STATION

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The following individuals and groups contributed to the preparation and adoption of this document:

NEIGHBORHOOD RESOURCE TEAM

Jodi Warner, P&Z Liaison

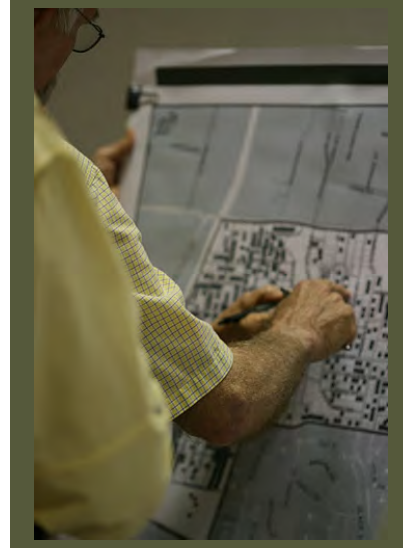
Robert Averyt	Trey Guseman
Michael Beckendorf	Cheletia Johnson
Craig Blakely	Edsel Jones
Lou Blinn	John Lampo
Linda Cooper Bridges	Chris McCall
Kelly Bryan	Scott McDermott
Ron Carter	Sallie McGehee
Kimberly Casares	C.O. Patterson
Cleusa Cevallos	Christopher Phillips
Marilyn Cornelius	Harry Raisor
LaShan Cornelius	Dennis Rother
George Dresser	Joe Schimelpfening
Debby Duke	Steven Schloss
Michael Duke	Lloyd Smith
Shirley Dupriest	Nadine Stuth
Carole Edwards	Parvis Vessali
Katherine Edwards	Michael H. Wheeler
JoAnn Fleming	Justin Whitworth
Mike Golla	Charles Wilding

PLANNING & DEVELOPMENT SERVICES PROJECT TEAM

Jennifer Prochazka, AICP, Principal Planner – Project Manager
Bob Cowell, AICP, CNU-A, Executive Director
Molly Hitchcock, AICP, Assistant Director
Alan Gibbs, P.E., City Engineer
Carol Cotter, P.E., Sr. Assistant City Engineer
Venessa Garza, Greenways Program Manager
Joe Guerra, AICP, PTP, Transportation Planning Coordinator
Debbie Eller, Community Development Manager
Barbara Moore, Neighborhood Services Coordinator
Lauren Hovde, AICP, Staff Planner
Michael Trevino, GIS Technician
Deborah Grace-Rosier, Staff Assistant
Nair Barrios, Community & Neighborhood Planning Intern

OTHER SUPPORTING CITY STAFF

Morgan Hester, Staff Planner
Teresa Rogers, Staff Planner
Jason Schubert, AICP, Principal Planner
Jenifer Paz, Planning Technician
Matt Robinson, AICP, Senior Planner
Donald Harmon, P.E., Asst. Director Capital Projects
Troy Rother, Traffic Engineer



CITY COUNCIL

Nancy Berry, Mayor
Blanche Brick, Place 1
Jess Fields, Place 2
Karl Mooney, Place 3
Katy-Marie Lyles, Place 4
Julie Schultz, Place 5
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Jodi Warner

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Marcy Halterman-Cox
David Russell
Greg Stiles
Jeff Young

ADMINISTRATION

David Neeley, City Manager
Frank Simpson, Deputy City Manager
Kathy Merrill, Deputy City Manager

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Figure 1.1 Southside Neighborhood Planning Area.
Source: City of College Station Staff

The Southside Area Neighborhood Plan is the third plan in an on-going series of neighborhood, district, and corridor plans that will assist in implementing the goals and strategies of the City's Comprehensive Plan. The neighborhood planning process offers the opportunity to develop an in-depth knowledge of an area and develop area-specific approaches to implementing the Comprehensive Plan.

The planning area includes the Southside Area neighborhoods, comprised of several residential subdivisions in the northern portion of the City, just south of the Texas A&M University campus. Issues are arising in the neighborhood as a result of redevelopment pressures; the Southside Area has seen extensive new and infill residential construction. This planning process was initiated to better guide the redevelopment of the area and determine its future.

NEIGHBORHOOD PLANNING PRINCIPLES

The intent of the Neighborhood, District, and Corridor Planning process is to strengthen existing neighborhoods and places; to help stabilize neighborhoods that are in transition; and enhance the quality of life for residents. The process furthers College Station's goals of "ensuring safe, tranquil, clean, and healthy neighborhoods with enduring character" and "valuing and protecting our cultural and historic community resources."

Neighborhood Plans have a planning horizon of five to seven years, although changes with longer-term implications are considered during the process. The City's various Master Plans, including the Water/Wastewater Master Plan, Thoroughfare Plan, Parks Master Plan, Bicycle, Pedestrian, and Greenways Master Plan, and others, will be amended and implemented as approved – though specific details, such as exact location and design, may be further defined through the planning process.

ABOUT THE SOUTHSIDE AREA NEIGHBORHOOD

The Southside Area is made up of just over 720 acres (1.14 square miles) located directly across from the southern edge of the Texas A&M University campus. Bounded by George Bush Drive, Wellborn Road, Southwest Parkway, Welsh Avenue, Holleman Drive, and Texas Avenue, this area includes 25 subdivisions, and is home to approximately 6,525 residents (US Census 2010).

Housing and Business

The Southside Area developed between the 1920's and 1970's, but has seen continuous infill development since that time. The earliest development took place in 1923 with the creation of the College Park subdivision; the most recent addition is the Pershing Park Subdivision platted in 1993. Approximately half of the planning area was included in the original boundaries of College Station upon incorporation in 1938. Subsequent annexations within the planning area took place between 1940 and 1969.

The area includes more than 400,000 square feet of commercial and business space (almost 50 acres of land), 1,104 single-family homes, 95 duplexes, and 1,753 multi-family units. The planning area is primarily residential, with commercial uses along its major corridors (Texas Avenue, George Bush Drive, Holleman Drive, and Wellborn Road).

Schools and Institutions

Located within the Southside Area, and just along the northern edge of the planning boundary, are Oakwood Intermediate School, A&M Consolidated Middle School, and Timber Academy. Generally, students in the planning area are zoned to attend South Knoll Elementary, Oakwood Intermediate School, A&M Consolidated Middle School, and A&M Consolidated High School. In the southern portion of the planning area, students are zoned to attend three other elementary schools: children living in the Lincoln Association area attend Forest Ridge Elementary, children living in the Southgate Apartments attend Creek View Elementary, and children living in the multi-family properties along the north side of Southwest Parkway attend Rock Prairie Elementary. These students are zoned to attend Cypress Grove Intermediate School, College Station Middle School, and College Station High School.

The College Station Conference Center, the Barbara Bush Parent Center, the Lincoln Center, and the Brazos County Justice of the Peace offices (Precinct 3) are also within the planning area. Emergency Services come from outside of the planning area boundaries. Fire and ambulance services are generally provided from Fire Station #1 on Holleman Drive East and fire service alone by Fire Station #4 at Easterwood Airport; however, an interlocal agreement with the City of Bryan provides additional emergency response coverage until construction is completed on Fire Station #6 along University Drive at Tarrow Street.

The neighborhood is within Police Sector B and is divided into two community policing beats – Beats 40 and 50. The area is also served by the Code Enforcement division which monitors violations such as overgrown grass, litter, and property maintenance.

This area is home to ten churches serving a variety of religious faiths:

- Christ Holy Missionary Baptist Church on Arizona Street,
- Pleasant Grove Baptist Church on Detroit Street,
- Victory Temple Christ Holy Sanctified Church on Detroit Street,
- First United Methodist Church- College Station on Wellborn Road,
- St. Matthew Baptist Church on Holleman Drive,
- Unitarian Fellowship on Wellborn Road,
- Church of Latter Day Saints on Dexter Drive,
- Texas A&M Hillel on George Bush Drive,
- St. Thomas Episcopal Church on George Bush Drive, and
- Grace Bible Church on Anderson Street.

Table 1.1 Southside Subdivisions by date.

Southside Area Subdivisions by Date		
Subdivision Name	Year Platted	Developer
College Park	1923	South Side Development Company (Dr. F.B. Clark)
Oakwood (South)	1932	Hershel Burgess
Holik	1939	Jimmie Holik
Hrdlicka	1940	Edward V. and Berdie Beatrice Hrdlicka
West Park Addition	1940	S.B. Russell Developers
S.E. College Park	1945	Dr. F.B. Clark
McCulloch	1946	George McCulloch
Breezy Heights	1946	Jones & Thompson
Southland Addition	1948	J.C. Culpepper
WM Sparks	1949	W.M. Sparks
Dulaney	1956	L.P. and Christine J. Dulaney
Redmond Terrace	1957	Redmond Development Corporation
Woodson Village	1958	Woodson Lumber Company
Kapchinski's	1959	F.S. Kapchinski
Leacrest	1960	William D. Fitch
Ball's	1960	N/A
The Glade	1961	Area Progress Corporation, William D. Fitch
Skirvanek	1965	J.A. Skirvanek
Wolf Pen Village	1971	Wolfpen Creek Corporation
Little Knight	1972	Robert A. Martell, Little Knight Corporation
University South	1975	Homefiner Construction Company
Pecan Tree Estates	1976	Unknown
Welch Place	1980	N/A
Anderson Ridge	1985	Anderson Ridge Corporation
Pershing Park	1993	Woodson Lumber Company

Source: City of College Station

Texas A&M University's growing enrollment, the limited amount of on-campus housing, and Southside's proximity to campus makes the area attractive for student living. As the Texas A&M student population increases, College Station, and the Southside Area in particular, will continue to accommodate an increasing number of off-campus Aggies. The Southside Area Neighborhood Plan focuses heavily on how to retain the strength and vitality of our neighborhoods while adjusting to and accommodating a transient student population.

Natural Features

Approximately 116 acres of the planning area are identified on the City's Comprehensive Plan as Natural Areas Protected and Reserved. These areas generally include the floodplain for Wolf Pen Creek, Bee Creek, and related tributaries that traverse the planning area. Overall, the Southside Area is relatively flat, with a slight downward slope from

the northwest to southeast end - falling with an

approximate 3% slope.

The planning area is part of Neighborhood Park Zone 6 and Community Park Zone B, within which the City maintains 42 acres of park space. Overall, there is an average of one acre of park for every 155 residents in the Southside Area, greater than the City's average of about one acre for every 130 residents.

Area History

Southside's proximity to Texas A&M made it a successful development from its inception and helps to retain its appeal and value still. Today, it yields some of the highest residential property values in College Station. The Southside Area can be loosely divided into three areas for historical discussion based on age, land uses, and history. These areas are the area just south of Texas A&M University's main campus, the Lincoln Center area, including McCulloch Subdivision, and the Redmond Terrace area.

Not unlike today, Texas A&M was the town center for culture, society, and entertainment. Here residents could attend church, concerts, movies, dances, and club meetings such as bridge. Guion Hall was the center of all such activities and Downs Natatorium brought summertime bliss to the community.

Many of the original land holders and farmers in the Southside Area were said to have been residents of the original Shiloh Settlement, a Czech, German, and Polish immigrant community pre-dating the City of College Station and the University.

The City of College Station collaborated with Quimby McCoy Preservation Architecture, LLC in 2007 to conduct a Historic Resource Survey of traditional Southside (or early Southside) to document and determine sites of historical significance in the area. This survey included a windshield survey which resulted in an inventory of housing stock within the area. The City again collaborated with Quimby McCoy in 2008 to conduct a survey of the Oakwood Subdivision.

Early Southside

¹In 1921 Economics professor Floyd B. Clark and others, operating as the South Side Development Company, purchased a total of 83 acres of land and developed the Southside Addition in 1923. Southside Addition was later renamed College Park.

The beloved Brison Park, tucked into the curve of Dexter Drive, was originally a private dammed lake designed by Horticulture professor Frederick W. Hensel. The City created the first City park in the College Park subdivision in 1947, draining the 1923 lake for mosquito

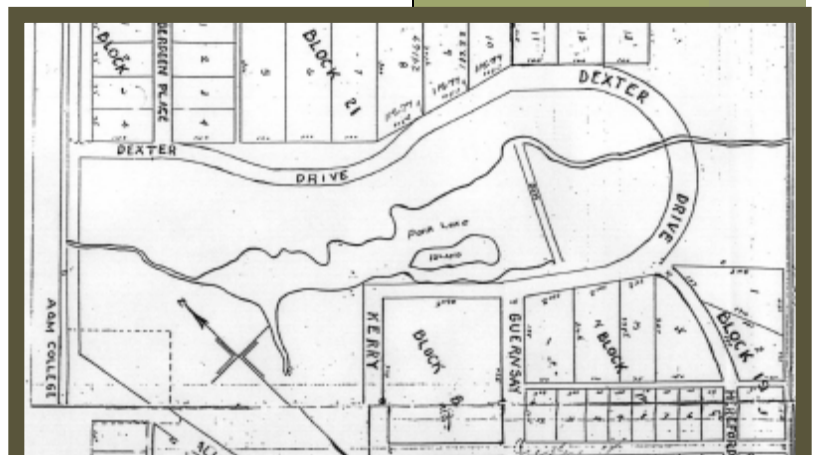


Figure 1.2 Original Plan for Brison Park.
Source: Photo-Project Hold.

control, and naming it Dexter Park (now Brison Park). The pedestrian bridge that crosses the creek is known by area residents as Billy Goat Bridge.

In 1932 Hershel Burgess established the Oakwood Realty Company on adjacent land and developed the Oakwood Subdivision."²

Campus houses



Figure 1.3 Campus Homes
Source: Photo-Project Hold.

In the early days of Texas A&M, the College supplied housing for faculty and staff. Residents rented the units for as little as \$25 per month for a small house. When the City of College Station incorporated in 1938 and the decision was made to move faculty and staff housing from campus, people had the option to purchase the homes. Smaller houses were easily moved, while larger ones were cut in two for transport. As of November 2011, 35 of these campus houses were still standing within the area, as referenced in **Appendix C Campus Houses**.³

Education

In the early days of area settlement, children of local farmers likely attended the Shiloh School which was one of several rural school establishments in the area, prior to the College Station Independent School District consolidation.

The earliest informal consolidation of educational services for children of A&M faculty was in 1920 and took place at Guion Hall on campus, and included 160 students. The high school classes were later moved to Pfeiffer Hall, which allegedly had been structurally bound so that the building would not continue to separate. Transcribed interviews from people that attended this school said that there was still a three inch crack between the wall and the floor. Texas A&M President Bizzell used money to build a new school house that was originally allocated to build a new President's House.

Education moved off campus in 1940 with the completion of the A&M Consolidated Rural School, designed by two Texas A&M professors/architects, Ernest Langford and Jack Finney. It was called Consolidated because students from Wellborn were also brought in to attend. A separate high school was built in 1948 to accommodate the growing student population. The A&M Consolidated High School, with the unique "dome" auditorium, was built in 1954 between

² Historic Resource Survey. Quimby McCoy. 2008

³ Photo-Project Hold

Anderson and Holik Streets. Oakwood Intermediate School was later added in 1978.⁴

Southgate Commercial Center

The Southgate commercial buildings have been through many transitions over time including face-lifts and various business tenants. Southgate played an integral role in the early days of College Station by providing a social hub for residents.

Madeley's Pharmacy opened in Southgate in 1940. A grocery store was the only other commercial building in Southgate at the time. Residents recall going to Madeley's Pharmacy for a soda and social time. Here a resident could get advice on their medicine, get the latest newspaper, or chat with friends over a cherry phosphate. Southgate was convenient to the surrounding neighborhood and the graduate student housing that was just across the street on campus. During World War II, 1,300 soldiers lived just across the road, making frequent trips to Madeley's for a soda. Madeley's closed its doors in 1979 when Ed



Grad. Housing S.Side
1967

Figure 1.4 Graduate Housing Southside
Source: Photo-Project Hold.



Figure 1.5 Madeley's Pharmacy Historic Photo.
Source: Photo-Project Hold.

Overtime, notable businesses in Southgate included the grocery that flourished into the 1960s, with a dentist on the upper floor, and the first architectural office of William Caudill and John Rowlett established in 1950. Southgate also had a dry cleaner, a dry goods store, a hairdresser, a gas station, and was home to the Masonic Lodge.⁶

In 1951, the Sul Ross Masonic Lodge, believed to be the first Masonic Lodge to have operated on a state college or university campus, purchased the western end-cap of the center. The building continued to be owned by the Lodge until 2000 when it was sold and the new Sul

⁴ History of College Station ISD-Project Hold

⁵ Photo-Project Hold

⁶ Historic Resource Survey. Quimby McCoy. 2008

Ross Lodge and Museum opened on Longmire Drive in south College Station.

Housing stock

The Southside Area is an aggregate of various architecture styles that span more than 100 years. Though much of the original housing stock was comprised of post-WWII styles, many of the campus houses pre-date the subdivisions themselves. These styles range from Victorian to Vernacular, Modernist to Folk, and Colonial to Craftsman creating an eclectic and charming neighborhood. Since the residents of College Station first had access to natural gas in 1928, many of the houses built after that time, were constructed without a fireplace. This would have demonstrated how state-of-the art the house was. Over time, many of the older houses fell into disrepair and were consequentially demolished by property owners. This has resulted in the construction of new single-family housing within the developed area.

McCulloch Subdivision Area

Just south of Holleman Drive (previously known as County Road, but renamed for Architect T.R. "Nicky" Holleman who succeeded Langford as head of the A&M architecture program), the McCulloch Subdivision, known locally as the "State Streets," was one of the earlier African American communities in College Station.⁷ The area was subdivided in 1946 following the removal of on-campus houses from the college – because of this, many of the first residents were college employees required to relocate off of campus. Many of these founding families have maintained ownership within the area resulting in the continuation of the cultural heritage of the neighborhood.



Figure 1.6 The Panthers Lincoln School Football Team.
Source: Photo-Project Hold.

Lincoln School

A&M Consolidated Negro school opened in 1941 in a seven-room building with an additional cottage on the site of the existing Lincoln Center. In 1945, the Battalion published that the school had a \$15,000 operating budget, employed 10 teachers, and had 296 students in attendance. It was later renamed Lincoln School in 1946, and with the name

⁷ Historic Resource Survey. Quimby McCoy. 2008

change came the appointment of Willie A. Tarrow (namesake of the future Tarrow Park) as principal. The Panthers' Football team, with Jerome Delley, Jr. as the coach, was established and quickly became a cherished community team. Football uniforms were supplied by Bear Bryant from Texas A&M's football program and dyed purple and gold to match the Panthers' colors.

By 1965, 11 years after the Brown vs. Board of Education decision, any student could attend A&M Consolidated High School. A major portion of the Lincoln School burned in 1966, compelling integration of the schools and destroying much of the historic records associated with the building.^{8 9}

Redmond Terrace Area

The Redmond Terrace area, located near the intersection of Texas Avenue and George Bush Drive, has seen the highest overall density of development in the Southside Area with retail along Texas Avenue, multi-family complexes, office buildings, and single-family redevelopment -all within close proximity to the Redmond Terrace Subdivision. The Redmond Terrace Subdivision was platted in 1957, with houses building out over the 1950s and 1960s. It is located east of traditional Southside, and south of what is currently developed as Texas A&M's golf course.



Figure 1.7 Redmond Terrace area aerial view.
Source: City of College Station

Flooding and City Condemnation

During the late 1990's a set of apartment buildings located along the southeastern portion of Redmond Drive were left vacant and abandoned for an extended period of time. As a result, the structures were in extensive disrepair -the roof was collapsing and there was evidence of flooding two to three feet high within the first floor of the buildings. The College Station Building Standards Commission ordered the property owner to demolish the structures.

When it was not done, the City of College Station completed the demolition. The property has remained undeveloped, though several unsuccessful attempts to redevelop the property have been made. The

⁸ Lincoln School: Black Education in College Station

PLANNING PROCESS

The Southside Area Neighborhood Plan was developed over the course of a year, beginning in late summer 2011. The process was broken into four phases, each with a specific function.

Phase 1, Pre-Planning (August – October 2011): The pre-planning phase was the first step in neighborhood planning. This phase focused on the mechanics of getting a plan started and moving it forward. During this stage of the Plan, the draft boundaries were identified, a timeline established, resource teams were established, and public outreach efforts were identified.

Phase 2, Existing Conditions and Planning Vision (September 2011 – February 2012): This phase focused on data collection, public outreach, and determining the goals for the Plan. Five public meetings and four Neighborhood Resource Team meetings were held during this time to develop the planning goals. Additionally, the existing conditions analysis was conducted to establish some of the baseline data for tracking plan implementation.

Phase 3, Plan Development (March – July 2012): This plan development phase focused on the development of the Plan chapters, utilizing the goals and existing conditions that were developed during the previous phase. Draft strategies and actions were developed to achieve the stated goals and were presented at three Neighborhood Resource Team meetings. At the end of the process, an Open House meeting was held in July to present the draft Plan at a neighborhood-wide meeting and gauge acceptance of the proposed strategies.

Phase 4, Adoption and Implementation (August 2012 and ongoing): The Bicycle, Pedestrian, and Greenways Advisory Board provided a recommendation. A public hearing was held and recommendation provided at the Planning and Zoning Commission and after a public hearing the City Council adopted the Plan in August. After adoption, implementation will be on-going for the duration of the time period of the Plan (five to seven years) and may be tracked on the Plan's website at: <http://www.cstx.gov/ndcplanning>.

potential for flooding in this portion of Wolf Pen Creek remains the primary deterrent to development.¹⁰

SOUTHSIDE AREA NEIGHBORHOOD PLAN DEVELOPMENT

PUBLIC PARTICIPATION

Public input is critical in the planning process. Receiving information and feedback from the community enhances the process by allowing those who know the area best – the residents, property owners, and business owners- to identify issues facing their community and possible solutions. Opportunities were provided for members of the neighborhood to voice their opinions on the direction of their neighborhood and discuss ways in which to change or maintain that direction and character of the neighborhood.

Feedback received during the planning process is provided as an

appendix to the Plan (**Appendix B, Public Input Summary**).

Neighborhood Plan Kick-off Meeting

A Neighborhood Plan Kick-Off Meeting was held to introduce the planning process and provide information about City services. Maps of existing neighborhood conditions were displayed, including information such as registered rental properties, existing sidewalks, code enforcement cases, and the locations of floodplain. Those interested in becoming more involved in the planning process were encouraged to volunteer for the Neighborhood Resource Team.

A written survey was distributed during the Kick-Off Meeting. Those in attendance were asked to complete the survey to identify the most important issues facing their neighborhood. Information from the survey was used to determine discussion topics at future meetings.

The Kick-Off Meeting was held on September 27, 2011 at the College Station Conference Center and was attended by approximately 175 residents and property owners from the area. The meeting was publicized to the community through postcards, door hangers, neighborhood signs, the City's website, and information distributed to neighborhood organizations.

Issues and Opportunities Meeting

A second neighborhood-wide meeting was held to collect more in-depth information about the issues identified through the survey, including code enforcement, public safety, infrastructure, biking and walking, redevelopment, and historic preservation.

The Issues and Opportunities Meeting was held on November 1, 2011 at the College Station Conference Center and was attended by over 75 residents and property owners. The meeting was publicized to the community through an email to Kick-Off Meeting attendees, neighborhood signs, flyers at community centers, information on the City's website, and information distributed to neighborhood organizations.

Small Area Meetings

As information was gathered through the planning process, it became clear that issues facing the Southside Area varied within the neighborhood based on geography. To gather more specific and particular information from the residents and property owners within smaller areas of the Southside neighborhood, City Staff divided the neighborhood into seven sub-areas. A series of three Small Area Meetings were held to discuss specific needs and opportunities of the sub-areas. At these meetings, identified issues and opportunities were discussed on a street-by-street level. Questionnaires were distributed to attendees at each of the meetings to gauge interest in unique area

opportunities. New feedback was received during this series of meetings that had direct impact on the outcome of the Plan.

The Small Area meetings were held on January 30, January 31, and February 1, 2012 at Grace Bible Church, the College Station Conference Center, and the Lincoln Center, respectively, and included approximately 130 residents and property owners. The meetings were publicized to the community through a direct mail out to all property owners and residents in the area, flyers at community centers, information on the City's website, and information distributed to neighborhood organizations.

Open House

A final neighborhood-wide Open House Meeting was held to present the draft Plan and receive feedback. Participants discussed recommended actions with City staff and Neighborhood Resource Team members. A written survey was distributed to attendees to evaluate the planning process and opportunities for public participation.

The final Open House meeting was held on July 10, 2012 at College Station City Hall and more than 85 residents and property owners were in attendance. The meeting was publicized to the community through a direct mail out to all property owners and residents in the area, flyers at community centers, neighborhood signs, information on the City's website, and information distributed to neighborhood organizations.

RESOURCE TEAMS

The advice and expertise of two advisory teams were used throughout the planning process - the Planning Resource Team and the Neighborhood Resource Team. These teams met to offer input and advice, and assist with the planning process, including public outreach.

Planning Resource Team

The purpose of the Planning Resource Team is to provide technical assistance in planning and related fields, as well as oversight and guidance throughout the planning process. This team assisted in the development of the citizen engagement plan, plan timeline, neighborhood outreach, facilitation of public meetings, and development of the Plan document. This team is made up of City employees within the Planning and Development Services Department. In addition, there were several other members of City staff that contributed or assisted in the development of the Plan.

Plan Manager – Jennifer Prochazka, AICP, Principal Planner

9-13-12 | Introduction

Bob Cowell, AICP, CNU-A, Executive Director
Debbie Eller, Community Development Manager
Molly Hitchcock, AICP, Assistant Director
Lauren Hovde, AICP, Staff Planner
Venessa Garza, Greenways Program Manager
Deborah Grace-Rosier, Staff Assistant
Joe Guerra, AICP, PTP, Transportation Planning Coordinator
Barbara Moore, Neighborhood Services Coordinator
Jenifer Paz, Planning Technician

Neighborhood Resource Team

The Neighborhood Resource Team consisted of 38 people that included representatives from all geographic areas of the neighborhood and included both residents and property owners. The team of volunteers met monthly and served as an advisory board for the Plan Manager during the planning process. Members provided feedback on the direction of the Plan and served as community champions for the Plan by encouraging their neighbors to become active and involved in the planning process.

Robert Averyt, Investment Property Owner
Michael Beckendorf, Investment Property Owner
Craig Blakely, Southside Area Resident
Lou Blinn, Southside Area Resident
Linda Cooper Bridges, Southside Area Resident
Kelly Bryan, Southside Area Resident
Ron Carter, Southside Area Resident
Kimberly Casares, Southside Area Resident
Cleusa Cevallos, Southside Area Resident
Marilyn Cornelius, Southside Area Resident
LaShan Cornelius, Southside Area Resident
George Dresser, Southside Area Resident
Debby Duke, Southside Area Resident
Michael Duke, Southside Area Resident
Shirley Dupriest, Southside Area Resident
Carole Edwards, Southside Area Resident
Katherine Edwards, Southside Area Resident
JoAnn Fleming, Southside Area Resident
Mike Golla, Investment Property Owner

Trey Guseman, Investment Property Owner
 Cheletia Johnson, Southside Area Resident
 Edsel Jones, Investment Property Owner
 John Lampo, Southside Area Resident
 Chris McCall, Southside Area Resident
 Scott McDermott, Southside Area Resident
 Sallie McGehee, Southside Area Resident
 C.O. Patterson, Southside Area Resident
 Christopher Phillips, Southside Area Resident
 Harry Raisor, Southside Area Resident
 Dennis Rother, Investment Property Owner
 Joe Schimelpfening, Southside Area Resident
 Steven Schloss, Southside Area Resident
 Lloyd Smith, Southside Area Resident
 Nadine Stuth, Southside Area Resident
 Parviz Vessali, Southside Area Resident & Investment Property Own
 Jodi Warner, Planning & Zoning Commission Representative
 Michael H. Wheeler, Southside Area Resident
 Justin Whitworth, Investment Property Owner
 Charles Wilding, Investment Property Owner

PLAN CONTENTS

The Southside Area Neighborhood Plan includes five chapters, described below. Within the chapters, information related to citizen discussions that formed the Plan recommendations is included. Each chapter has a goal that is supported by a series of strategies and action items that reflect the work of the Neighborhood Resource Team.

Chapter 1: Introduction

This chapter describes the Southside Area and its unique history and outlines the neighborhood planning process.

Chapter 2: Neighborhood Integrity and Community Character

Neighborhood integrity can be described as a measure of the quality of life in a neighborhood. It includes resident involvement, preservation of neighborhood resources, neighborhood identity and investment, property maintenance, and adherence to adopted codes. Neighborhood integrity builds relationships among various groups so that proactive and positive interaction can occur. The objective is to address issues and work toward common goals of retaining the strength and vitality of the neighborhood.

Community character relates to the stability, sustainability, and vitality of an area through the appropriate placement and interaction of land uses. The Community Character section of this chapter identifies the location of future land uses and appropriate locations for redevelopment in order to create, protect, and enhance places of distinction throughout the community.

This chapter focuses on land use, redevelopment, character preservation, and neighborhood organizations, with an established Neighborhood Integrity & Community Character Goal for the Southside Area to be a neighborhood that is a collection of unique areas with preserved character and long-term viability and appeal as an established family-friendly neighborhood.

The strategies in this chapter focus on the creation of additional neighborhood organizations, the creation of a character preservation overlay, and preservation of the neighborhood development pattern.

Chapter 3: Mobility

Mobility addresses vehicular, bicycle, and pedestrian movements within and through an area. Whether for transportation or recreation, good connectivity improves the quality of life for neighborhood residents. The purpose of mobility in neighborhood planning is to ensure that all modes and routes of transportation are safe and reliable, and minimize congestion on the road system including an adequate and efficient street network, designated bike routes, a sufficient sidewalk network, and local transit services.

This chapter focuses on pedestrian and bicycle safety, accessibility, and the function of streets, with an established Mobility Goal for the Southside Area to maintain a safe and efficient transportation network that accommodates multiple modes of transportation, while retaining the character and integrity of the neighborhood.

The strategies in this chapter focus on intersection improvements, reducing the traffic impact on the neighborhood from the potential redevelopment of the northwest corner of the neighborhood, increasing pedestrian and bicycle safety, maintaining the character of existing streets, and addressing existing on-street parking in areas with safety issues.

Chapter 4: Public Facilities and Services

Neighborhood identity is made up of a variety of elements including public and private landscaping, community gathering places, park development and maintenance, fencing, drainage, sidewalk and public facility maintenance, and signage that serves to enhance an area's aesthetic quality. Together these elements can provide a distinct image for an area. Maintaining or improving that identity is important to

promoting the long-term viability and attractiveness of a neighborhood. Public investments such as utility and street rehabilitation, drainage improvements, and streetlight programs can support neighborhood investment. Building on these elements throughout the neighborhood can strengthen its overall image and identity.

This chapter focuses on strategies relating to community services, infrastructure, capital investments, and public safety with an established Public Facilities and Services Goal for the Southside Area to provide facilities and services that meet the needs to the residents and positively contribute to the character and integrity of the neighborhood.

The strategies in this chapter focus on code enforcement, affordable housing, and infrastructure improvements.

Chapter 5: Implementation

The final chapter includes all of the strategies and actions that are proposed in the Plan. The plan implementation period is five to seven years. Specifically, this chapter assigns the estimated cost of implementing a particular strategy, a timeframe for when the strategy will be implemented, and the entity that is responsible for implementing the strategy.

NEIGHBORHOOD INTEGRITY
AND
COMMUNITY CHARACTER



Throughout the development of the College Station Comprehensive Plan, residents expressed a desire to maintain strong and unique neighborhoods with long-term viability and appeal. The intent of the neighborhood planning

process is to identify ways to protect and strengthen neighborhoods, maintain their viability over time, and enhance the quality of life for residents. As directed by the Comprehensive Plan, places of distinction – those unique areas that set College Station apart from other cities – are being studied to find how to best enhance, preserve, and promote their vibrancy. In this Plan, the Southside Area is distinguished as one such area due to its history, proximity to campus, and its diverse population.

Neighborhood integrity can be described as a measure of the quality of life in a neighborhood. Neighborhood integrity includes resident involvement, preservation of neighborhood resources, identity and investment, property maintenance, and adherence to adopted codes. Neighborhood integrity builds relationships among various community groups so that a proactive and positive interaction occurs to address issues and retain the strength and vitality of the neighborhood

“Neighborhoods are the basic building blocks of a city. Neighborhoods are places to live, raise families, and socialize with friends and neighbors. For most people, purchasing a home is the largest financial investment they will make. However, housing choice is not based solely on the value of property. Homeowners are also interested in the schools their children will attend, the parks they will enjoy, the type of development that is planned for the surrounding areas, and the roads they will travel. Strong neighborhoods are not just a collection of houses within a subdivision boundary; neighborhoods also contribute to a unique sense of place and community identity, with residents contributing to partnerships, leadership, and civic involvement. In many ways, a community is only as strong and sustainable as its neighborhoods.” -

College Station Comprehensive Plan

Community character relates to the stability, sustainability, and vitality of an area through the appropriate placement and interaction of land uses. The Community Character section of this chapter identifies the location of future land uses and appropriate locations for redevelopment in order to create, protect, and enhance places of distinction throughout the community.

Southside Area – A Place of Distinction



Figure 2.1 Southside typical street configuration.
Source: Southside Neighborhood Resource Team

The Southside Area grew piece by piece over time into its current form, resulting in an eclectic collection of homes, multi-family, and commercial buildings. Though formal subdivision of land occurred over time, much of the area was divided into individual lots or homesteads prior to the incorporation of College Station in 1938 or the development of the City's subdivision regulations in 1970. As land was divided and sold, some chose to construct

homes immediately, while others waited decades to build. This resulted in a unique housing stock for which the Southside Area is now valued.

Few areas in the City may boast of a more diverse resident population, in part due to the varying housing stock, which ranges from some of the highest property values in College Station to affordable housing opportunities. Residents of varying ages, income, race, ethnicity, and tenure call the Southside Area home – including an increasing number of student residents. While the Southside Area has housed students for decades, portions of the area are transitioning to predominantly renter-occupied housing. Though the rental industry contributes a positive economic element to the neighborhood, it is not without its challenges, including property maintenance concerns and the compatibility of residents' lifestyles. In addition to student renters living in single-family houses, the Southside Area includes 1,753 multi-family and 200 duplex units. The area attracts students because of its proximity to Texas A&M University; located just to the north, it can be easily biked or walked to. The viability of the neighborhood is a shared responsibility between City government, homeowners, rental-residents, and investors. This chapter will focus on how these groups can work together to promote and create a stable neighborhood environment.

PURPOSE OF THE CHAPTER

Goal

The purpose of this chapter is to outline a set of strategies to preserve and enhance the integrity and character of the Southside Area. Based on the immense public input that was received during the planning process, and the clear desire to focus on neighborhood stabilization, the Neighborhood Integrity & Community Character Goal for the Southside Area is:

“To be a neighborhood that is a collection of unique areas with preserved character and long-term viability and appeal as an established family-friendly neighborhood.”

Contents of the Chapter

This chapter is organized into five broad categories:

- Neighborhood Identity & Character
- Relationship to Texas A&M University
- Preservation of Neighborhood Resources
- Land Use & Development
- Neighborhood Participation

This chapter describes these five components and their relationship to the Southside Area. This information is supported by **Appendix A, Existing Conditions** which supplies supplementary qualitative data about the Area, and **Appendix B, Public Input Summary**. This chapter describes some of the key issues facing the Southside Area and provides information and opinions garnered through the engagement process. At the end of the chapter, strategies are identified to assist the neighborhood in moving toward the chapter goal. The broad strategies are accompanied by recommended actions that support changes to the Comprehensive Plan, zoning options available to the neighborhood, and considerations for future development in the area. Specific information about timelines, responsible parties, and estimated costs are reflected in **Chapter 5, Implementation**.

NEIGHBORHOOD IDENTITY & CHARACTER

The Southside Area is known for its unique environment, charm, and proximity to campus, attracting a very diverse population. It has been cherished for nearly a century as a place to raise a family and plant long lasting roots.

While the Southside Area has housed students for decades, it is increasingly becoming a highly desirable location for student housing.

Increased investor interest has resulted in higher property values and unstable integrity. In turn, it is becoming a place that families may still desire, but may hesitate to invest in. In areas of Southside that have seen more owner-occupied investment, some of the older homes have been removed and larger modern homes have been constructed in their place.

Neighborhood Conditions

Rental Market

Of the total single-family and duplex units located in the Southside Area, approximately 62% are registered as rental units, according to the College Station Rental Registration Program. Approximately 50% of the single-family homes in the neighborhood are registered as rental properties. **Map 2.1 Registered Rental Properties** illustrates the location of registered rental properties in the Southside Area. **Map 2.2 Rental Rates by Street** illustrates the percentage of rental properties by street. Specific rental information by subdivision can be found in **Appendix A, Existing Conditions**.

Property Values & Housing Conditions

Property values vary substantially across the neighborhood, with an average single-family home value of \$80,416 in the McCulloch Subdivision to an average of \$385,903 in the Oakwood Subdivision. While the actual values vary substantially across the Southside Area, they have increased dramatically in all areas in the past decade; in fact, the average property value in the Southside Area increased 241% between 2000 and 2010.

Housing conditions also vary greatly across the neighborhood. In general, a correlation exists between property value and housing condition, although structures located closer to the University tend to have higher values even with poor housing conditions. Housing condition tends to also be closely related to both the age and the tenure of the structure, meaning whether it is owner or renter-occupied. Overall housing condition and property maintenance tends to be lower when a property is renter-occupied. Comparisons can be made and correlations seen on **Map 2.1 Rental Registration Properties** and **Map 2.3 Property Maintenance Cases**.

RELATIONSHIP TO TEXAS A&M UNIVERSITY

Texas A&M University is located to the northwest of the neighborhood, across George Bush Drive. The Southside Area is tied to Texas A&M by proximity and history. The earliest construction and subdivision of the neighborhood was by Texas A&M professors when the College decided faculty homes could no longer be located on its campus.

9-13-12 | Neighborhood Integrity and Community Character

While living in a college town may come with some challenges, it certainly comes with its benefits, including access to sporting events, art, culture, and recreation.

According to Texas A&M University, more than 1,200 public events are hosted on campus each year. Residents of Southside Area are a short distance from the George Bush Presidential Library and Museum; the Century Tree; the Bonfire Memorial; numerous outdoor landmarks and sculptures throughout campus; sporting events at Kyle Field, Blue Bell Park, and Reed Arena; events and exhibits at the Memorial Student Center, such as the Forsyth Center and J. Wayne Stark Galleries and their collections; the Texas A&M Sports Museum; the Rudder Box Office and Theatre Complex, including OPAS; the University golf course; and miles of multi-use paths for recreational biking, jogging, and walking.

The Town/Gown Relationship

The City of College Station has a diverse population creating a responsibility to balance its role as home to one of the largest public universities in the Nation with the need to provide excellent services to the residents that make College Station their permanent home.

The Southside Area is home to thousands of college students - calling College Station their home for only a short time. These students make housing choices just as a family or individual does, based on location, amenities, pricing, and lifestyle preferences. The integration of the student population with the permanent population creates a unique environment, and, inevitably, some challenges for both groups. Lifestyle differences between student households and family households include differences in hours kept, household activities, acceptable noise levels, number of vehicles at the home, and number of vehicle trips to and from the home, resulting in the "symptoms" of student rental. Because student renters are living in the home only temporarily, relationships between non-student and student neighbors are limited.

The primary concerns related to student rental homes identified through the planning process include a lack of property maintenance and parking.

Property Maintenance

The City's Code Enforcement Division is responsible for premise code enforcement and compliance with City codes and ordinances. The most common types of code violations in the Southside Area are sanitation related, including containers left at the curb, theft of services, and open storage.

Other violations include litter in the yards, stagnant water, tall weeds and grass, and vehicles parked in the yard. The City's Code Enforcement Officers also enforce the Property Maintenance Code, which requires certain maintenance standards for fences, exterior walls, roofs, and driveways. Properties not meeting existing City codes and ordinances should be identified. The City should work with the owners of these properties to ensure compliance. The City's Code Enforcement Division and their services are discussed further in **Chapter 4, Public Facilities & Services**.

Still other property maintenance issues exist that are not a violation of City codes. Many of the concerns heard through the process included a lack of landscaping around the homes, a general lack of lawn and landscaping care, excessive amounts of lawn furniture at the front of the home, and seasonal decorations left up year round.

Neighborhood Traffic Management

The street sizes, on-site parking areas, and, in many cases, lack of garages, reflects the era in which the neighborhood was developed and, in many ways, adds to its character. Maintaining the feel of the original neighborhood can contribute to the overall neighborhood integrity.

Consistent with City-wide concerns, many comments from Southside Area residents focus on neighborhood transportation issues such as cut-through traffic, on-street parking, bicycle facilities, pedestrian paths, and the location of thoroughfares adjacent to and within the neighborhood. Dexter Drive and Fairview Avenue, thoroughfares within the neighborhood, are well integrated into the neighborhood pattern providing ease of interaction and reflective character, while others, such as Anderson Street and Holleman Drive, have larger cross-sections creating a perceived barrier within the neighborhood. In general, as the Southside Area is a collection of older neighborhoods, the streets have a greater level of connectivity, more evenly dispersing the traffic. Also reflective of 1930s and 1940s College Station is the lack of pedestrian and bicycle facilities within the neighborhood. Walkers and bikers tend to share the roads with vehicles in the Southside Area.

These and other mobility issues are further discussed in **Chapter 3, Mobility**, but are recognized as playing a significant role in neighborhood integrity and the character of the area.

On-street Parking

As is further discussed in **Chapter 3, Mobility**, on-street parking was a concern voiced during the planning process. Often, on-street parking problems are due to the prevalence of rental properties in the area. On-street parking can cause difficulties when cars block driveways, trash cans, bike lanes, intersections, and mailboxes, but particularly for emergency vehicle access and pedestrian safety.

On-street parking can, however, have benefits. Parked cars can serve as traffic calming by visually and physically reducing the lanes of the roadway. Drivers will typically slow down and pay better attention to the surrounding cars, bicycles, and pedestrians when the through lanes are narrowed.

City streets are public property and open to the public for parking, otherwise signed. The current right-of-way standard in the City for a local street is a 27-foot pavement width, which usually accommodates two-way traffic with parking. As provided in **Figure 3.1, Southside Local Streets Not Meeting Current Standard** in **Chapter 3, Mobility**, there are a number of local streets in Southside that are not built to this standard. Parked cars may not be located within 20 feet of street intersections or be parked facing against the flow of traffic. The City's Traffic Code requires that parked cars not block a driveway, mailbox, dumpster, or alley, and parking is not permitted on bike lanes or in the yard. On-street parking can only be removed by action of the City Council through the Neighborhood Traffic Calming Program.

Many streets in the Southside Area have had parking removed from one or both sides of the street due to public safety concerns, such as emergency vehicle access (**See Map 2.4, Parking Restrictions**). Some areas of Southside have no current parking restrictions and have voiced concerns about emergency access through their streets. One such area is the Redmond Terrace Subdivision. In this area, the streets curve and have a width slightly less than current standards and a very high level of on-street parking due to the number of student rental properties in the neighborhood. A complete discussion related to on-street parking and associated action recommendations can be found in **Chapter 3, Mobility**.



Figure 2.2 Current Southside Area signs and parking restrictions.
Source: Southside Neighborhood Resource Team

Neighborhood Integrity and Community Character | 9-13-12

Because of the inconvenience to residents when on-street parking is removed within an area, on-street parking should not be removed unless there is a negative impact to emergency service response times or accessibility to fire hydrants. Continued monitoring of on-street parking will allow for a more proactive response to parking issues within the neighborhood.

Likely, as an unintended consequence of on-street parking removal, issues related to off-street parking have increased in some areas of the Southside neighborhood. Off-street parking can currently be located anywhere on site with no restriction on size, generally resulting in a large parking pad in the front of each home. Off-street parking areas lining the road detract from the neighborhood aesthetic and have changed the character of some areas.

PRESERVATION OF NEIGHBORHOOD RESOURCES

Some neighborhoods are rich in commercial space and others in affordable housing. Undeniably, Southside is rich in its history. While the history of the Southside's development and early residents is unique within each area, history is a common theme that unifies the neighborhood. The Southside Area is home to buildings and places of local architectural, historical, and cultural value, such as the City's Lincoln Center (formally Lincoln School) and former A&M campus homes. Preservation or protection of these resources can stabilize development pressure, enhance property value, promote heritage conservation, and provide educational opportunities. A brief history of the Southside Area can be found in **Chapter 1, Introduction**.

Historic Preservation

Generally, the term Historic Preservation refers to protecting part of a community, from a single building to an entire neighborhood, because of its ties to the history of the area, the State, or even the Nation. Simply, it is the community saying "we have something that we want to hang on to." The community recognizes that Southside is a place of distinction within the City. However, this recognition has not translated into any regulations that protect the structures. At this time, there are no sites listed on the National Historic Register and there are no Historic Areas or Historic Preservation Overlay zoning districts located in the Southside Area. Though there are several houses over 100 years old, there has been little support for the preservation of the structures through legal protection.

Texas Historical Markers

The Southside Area includes only one Texas Historical Commission Marker. Designated for “African American Education in College Station,” the marker is located at the Lincoln Center on Eleanor Street, the location of the first formal school for African American education in College Station. The school opened as the Lincoln School for Negro Children in 1942. The school burned in 1966; the land and remaining structures were later purchased by the City of College Station. The City’s Lincoln Center currently operates out of the facilities, including the remaining 1956 gymnasium.

A second Texas Historical Commission Marker is located on the Texas A&M University campus recognizing the significance of early faculty housing that was later moved from campus to surrounding areas, including the Southside Area.

College Station Historical Marker Program

In 1986, the City of College Station Historic Preservation Advisory Committee was created to aid in the collection and preservation of items of historical significance in the City and to educate residents about the history of College Station. One initiative created by the Committee is the College Station Historical Marker Program that recognizes sites, persons, objects, events, or buildings that are significant to the history of College Station, yet may not meet the criteria for historic marker designation at the State or Federal level. As such, the program is separate from the Federal inventory of historic properties (National Register of Historic Places) and separate from the State marker program (Official Texas Historical Markers). College Station historical markers are solely for historical interest and educational purposes and do not prevent the structures from being altered or demolished. Properties in the Southside planning area that have received a College Station Historical Marker are identified on **Map 2.5, Historic Resources in the Southside Area**. The Southside Area includes approximately 65 College Station Historic Preservation Committee markers.

The “College Station Southside Historic Area” signs seen throughout the north side of the neighborhood are only decorative and not an indication of a historic designation. The true purpose of the signs is for the City to limit parking on certain days by flipping the signs down. No historic district exists in the Southside Area.



Figure 2.3 African American School, Texas Historical Marker.
Source: City of College Station

Former Campus Homes



Figure 2.4 Campus Home in Southside Neighborhood.
Source: City of College Station

During the early years of Texas A&M College, faculty lived in on-campus housing. These single-family homes were later moved from campus as College enrollment grew and the City of College Station was incorporated. These relocated houses made up some of the first residences in the Southside Area. See **Appendix C, Former Campus Homes** for Addresses and photographs of Campus Houses still existing in the Southside Area. **Map 2.5, Historic Resources in the Southside Area** depicts the location of the Campus homes.

While some residents have expressed a desire to save this aspect of College Station and the University's history, no regulations exists that restrict the alteration or demolition of the Campus Homes. Because of this, the City should explore possible incentives for the preservation of older structures, including permitting alternative uses in restored Campus Homes, such as bed & breakfasts or game-day rentals.

Historic Resources Survey

In 2008, a Historic Resources Windshield Survey was conducted for two areas of the City, including portions of the Southside Area. The survey included brief histories; statements on architectural, historic and cultural resources of significance; and maps detailing areas within the survey that best represented potential historic districts. This survey identified six potential historic districts and 27 potential individual landmarks in the Southside Area. The potential districts and landmarks are identified on **Map 2.6, Potential Historic Districts and Landmarks**.

Historic Preservation Enabling Ordinance

Also in 2008, the City adopted a comprehensive historic preservation ordinance that provides the opportunity for protections. The City's Comprehensive Plan identifies historic preservation as an important component of community character. Preservation of historic properties provides for the protection and preservation of places and areas of historical, cultural, and architectural importance and significance, as well as promotes sustainability through the reuse or adaptation of historic structures for contemporary uses.

Historic Preservation in Southside

Though it includes some of the oldest houses in College Station, attempts to promote historic preservation have been unsuccessful.

Because historic preservation can limit or restrict the property's development potential, property owners are hesitant to voluntarily participate in a neighborhood preservation effort. Most recently, the North Oakwood Subdivision area worked with the City in an attempt to establish a Historic Preservation Overlay. Due to a lack of majority support from the neighborhood, the initiative never matured. However, new neighborhood-led efforts are starting to approach preservation in a way that focuses less on the structure and more on the character of the neighborhood.

Existing Ordinances

The City has a variety of existing ordinances aimed at preserving neighborhood integrity. The Historic Preservation Enabling Ordinance (HPO) and the Single-Family Overlay Ordinance (SFO) were established in 2008 to aid in the preservation of College Station's historic assets. The SFO was developed to help mitigate some of the issues that have come with teardowns in College Station's older neighborhoods. Two types of overlays, the Neighborhood Preservation Overlay (NPO) and the Neighborhood Conservation Overlay (NCO), exist as neighborhood preservation tools in College Station. Application for these districts are made by the interested neighborhood and adopted by City Council; they are intended to assist neighborhoods in establishing consistent setbacks, building mass, lot coverage, and tree preservation in established neighborhoods.

Character Preservation

The average single-family home in the Southside Area is 42 years old, has 1,600 square-feet of living space, and covers just under 14 percent of its lot. Much of the recent single-family construction in the Southside Area is larger than the neighborhood average, the average new home constructed in the Southside Area in 2007-2012 is almost 1,900 square-feet. New structures, with some exception, fall into one of two categories: "McMansions" or student housing.

A "McMansion" -mini-mansion- is new construction in an older neighborhood that may be considered contemporary and large compared to the surrounding structures. These homes are typically built on lots that have a very high value, both market and appraised, and are typically constructed for families new to the Southside Area.

Neighborhood Prevailing Overlay (NPO)

This district is intended to provide standards that preserve single-family neighborhoods by imposing neighborhood-specific yard, lot, and open space regulations that reflect the existing character of the neighborhood. The Neighborhood Prevailing Overlay does not prevent construction of new single-family structures or the renovation, remodeling, repair or expansion of existing single-family structures, but, rather, ensures that new single-family structures are compatible with existing single-family structures.

Neighborhood Conservation Overlay (NCO)

The Neighborhood Conservation Overlay District (NCO) is intended to protect and preserve single-family neighborhoods through a district that is focused on the specific needs of the neighborhood. NCO districts are based on in-depth study of the existing neighborhood conditions, and should be used to protect unique assets and qualities of the neighborhood. Conservation districts may be used for neighborhoods that offer a distinct character that its residents and the City wish to preserve and protect. It differs from the Neighborhood Prevailing Overlay in that it allows neighborhoods to choose from a variety of standards to address neighborhood specific issues.

"As College Station attracts more retirees and alumni back to the community and as property values increase, areas close to the University will become targets for redevelopment. Already, older homes in the Southside neighborhood have been torn down in favor of larger homes – some serving as weekend homes for alumni, changing the character and identity of the neighborhood."

"With an increase of teardowns, gentrification is becoming a more relevant issue than in the past. The City should evaluate the impact of single-lot redevelopment on existing residents – taking care to minimize the displacement of permanent residents priced out of their neighborhoods as property values increase. This may become more relevant in the core neighborhoods closest to the University as older housing stock become the focus of rehabilitation and infill efforts." -

College Station Comprehensive Plan

Single-family structures built to house students in the Southside Area tend to be four-bedroom, four-bathroom structures intended to accommodate the maximum number of unrelated renters permitted by City ordinance – four. Again, the property values of the lots are generally high and, typically, an investor is looking for the highest return. In either case, the result is generally a home that is significantly larger than its predecessor, and may be considered out of scale with its surroundings. Additionally, the amount of open yard is being reduced and mature vegetation removed.

Existing Regulations

The City attempts to preserve the pattern of land development in older neighborhoods by requiring that resubdivision of properties in these areas meets a higher standard and by defining property that was commonly owned and used as a single-family plot in 1970 as a single "building plot" today, limiting further subdivision in some cases. Additionally, a contextual front setback that attempts to preserve the character of the block is required for new construction in older

areas.

The City's Property Maintenance Code and Residential Code, both part of the International Building Codes, address minimum maintenance standards expected in the City and set out the standards for newly constructed residential homes.

In 2009, the City began requiring the registration of single-family and duplex rental properties. The purpose of the registration is to provide the City with a local point of contact for rental residences that can be used to address code enforcement and policing issues. Approximately 62% of all single-family homes and duplexes in the Southside Area are registered as rental units.

Character Elements

When asked what residents like most about their neighborhood, the responses overwhelmingly included mature trees, historic homes, diversity of houses, and the location and proximity to Texas A&M University.

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Together, these create the neighborhood character - the look and feel of the area. The City should create a Character Preservation district opportunity and work with interested parties in the neighborhood to establish character elements that residents are interested in preserving. Questions such as “what is our character?” “what elements create this character?” and “are these elements important by themselves, or only as a group?” should be answered by the residents to identify elements that demonstrate the neighborhood character. The following are character elements that were discussed during the planning process and may be considered with the creation of a Character Preservation district.

Lot Size

In areas where the original lot size or building plot size was larger than City minimums today, preserving the look and feel of the area may necessitate the requirement for increased lot sizes to the average of the lot in the designated area or an average of adjacent lots.

Trees

Mature vegetation was one of the most common character elements identified. Trees located between the front of the structure and the street are a benefit to the community as much as to the individual property owner. Preservation of large trees, such as those within the first 15-30 feet of the front yard may further character preservation in some areas where large trees are prevalent.

Building Setbacks

In some areas of Southside the setback of structures to the street help create the character that exists today. Retaining the feel of a neighborhood street may include allowing new homes to reduce front contextual setback requirements using previous structure setbacks to maintain eclectic layout of structures within the subdivision. In other areas, alternative setback requirements for structures (including greater side setbacks in some areas) may better compliment existing development in the surrounding area.

Height & Mass

The overall height of new construction, lot size, and lot coverage is a growing concern in the neighborhood due to tear downs during the last decade. Height limitations to maximize privacy and minimize lot coverage for new development and expansions may be needed to retain the character in some areas.

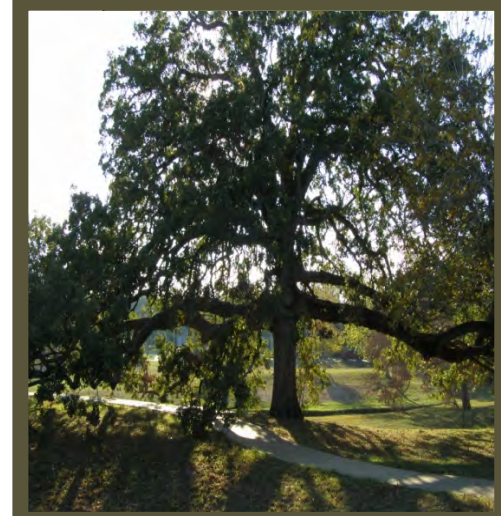


Figure 2.5 Character Description- “This is a historical area of primarily modest homes of 50 to 80+ years old...It is heavily wooded with mature live oaks among the homes on narrow streets...It is an oasis from a bygone time...closely tied to Texas A&M.” – Anonymous Southside Resident explaining what makes their neighborhood unique.

On-site (Off-Street) Parking

The increasing number of vehicles parked in the neighborhood is causing concern among residents. During the planning process, consensus was reached that one parking space per bedroom should be required for new construction of a single-family home (or addition of bedrooms to an existing home) with a maximum of four parking spaces required. It was agreed that this parking requirement must be coupled with a maximum parking coverage requirement that would limit the parking area within the front yard to 50% of the area between the structure and the property line. Because this may push larger parking lots to the rear of the single-family structure, the rear parking should then be combined with a screening requirement. Additionally, single-family parking and driveway standards for gravel drives need to include a solid edging and durable lining requirement. A process should be established to make exceptions for properties with mature trees that are properly protected during construction.

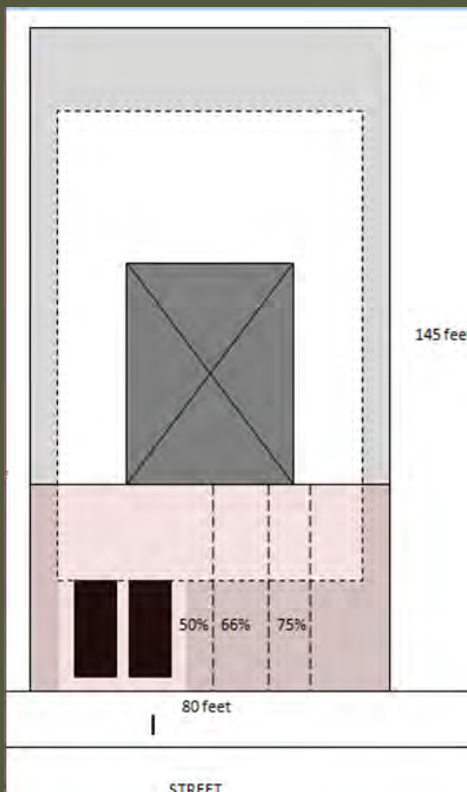


Figure 2.6 Front lawn parking.
Source: City of College Station.

LAND USE AND DEVELOPMENT

Types of Land Uses Designated in the Southside Area

The following are descriptions of the existing character designations found in the planning area based on the City's adopted Comprehensive Plan. The locations of these designations are shown in **Map 2.7, Future Land Use and Community Character Map**. The future land use and character designations are grounded in the historical and existing use of land in the area and the prevailing character in the area.

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

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

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

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).

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 two regionally significant roads (arterials and freeways). It is preferred that in such areas development be concentrated in nodes rather than spread out in strips.

Redevelopment Area III: George Bush Drive / Wellborn Road - This area includes a number of underperforming commercial activities and poor quality residences that, due to planned road construction in this area and proximity to the University, are posed for redevelopment. Much of the area is currently subdivided into small lots, making it difficult to assemble land for redevelopment. The presence of existing residences and businesses, and proximity to existing neighborhoods and the University campus, requires careful site planning and appropriate building design. These efforts should be guided by the neighborhood plan for the Southside neighborhood area and should focus on bringing vertical mixed-use and other aspects of urban character to this portion of the City.

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.

Urban Mixed Use - This land use designation is generally for areas that should have the most intense development activities. These areas will tend to consist exclusively of residential, commercial, and office uses in vertical mixed-use structures.

Existing Zoning in the Southside Area

The following are descriptions of the existing zoning districts found in the Southside Planning Area. The locations of these districts are identified in **Map 2.8, Zoning**.

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Single-Family Residential (R-1) - This district includes lands planned for single-family residential purposes and accessory uses. This district is designed to accommodate sufficient, suitable residential neighborhoods, protected and/or buffered from incompatible uses, and provided with necessary and adequate facilities and services.

Duplex Residential (R-2) - 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.

Townhouse (R-3) - This district contains land that is to be used for a unique type of dwelling, typically designed for individual ownership, or ownership in-groups of single-family attached residences constructed on individually-platted lots.

Multi-Family (R-4) - 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.

High Density Multi-Family (R-6) - 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.

Administrative-Professional (A-P) - This district accommodates select commercial businesses that provide services rather than sell products, either retail or wholesale. The uses allowed have relatively low traffic generation and require limited location identification.

General Commercial (C-1) - This district provides locations for general commercial purposes that is, retail sales and service uses that function to serve the entire community and its visitors.

Commercial-Industrial (C-2) - This district provides locations for outlets offering goods and services to a limited segment of the general public. The uses included primarily serve other commercial and industrial enterprises.

Light Commercial (C-3) - This district provides locations for commercial sites that are too small for many permitted uses in the C-1, General Commercial District. These are moderately low traffic generators that have little impact on adjacent areas or on adjacent thoroughfares.

Planned Development District (PDD) - The purpose of the Planned Development District is to promote and encourage innovative development that is sensitive to surrounding land uses and to the natural environment.

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If this necessitates varying from certain standards, the proposed development should demonstrate community benefits.

Future Land Use and Character Map

Land use helps both describe and establish the character of an area. In determining appropriate land use classifications, the existing use, zoning, and current land use and character classification were all considered. The planning process yielded much discussion about future land use in the Southside Area. The result of those discussions is that the existing neighborhood pattern, meaning land use and density, should be preserved in much of the Southside Area.

Neighborhood Conservation

A large portion of the interior of the planning area is currently designated as Neighborhood Conservation in the City's Comprehensive Plan, reflecting the desires of the community. However, much of the area surrounding the core of the planning area does not carry this designation. During the planning process, two areas were identified by residents and property owners as appropriate for a change from General Suburban to a Neighborhood Conservation designation. These areas are the Redmond Terrace Subdivision and the McCulloch Subdivision as shown in Figure 2.6. Based on the existing residential zoning, the existing patterns of development, and the information and opinions gathered through this planning effort, the City should designate these areas as Neighborhood Conservation.

The Redmond Terrace Subdivision – Area 1

The Redmond Terrace Subdivision is located just south of George Bush Drive, across from the Texas A&M University golf course in Area 1. This area was subdivided for single-family and commercial development in 1958. Lot sizes in the area are average 14,650 square feet, or about a third of an acre -larger than what is suggested by the current General Suburban designation (minimum 5,000 square-foot lots). Residents and property owners in the Redmond Terrace neighborhood expressed their desire for the single-family neighborhood pattern to remain as it exists today. The Neighborhood Conservation land use designation is the first step toward preserving the existing lot sizes that help shape the character in this area.



Figure 2.7: Redmond Terrace Subdivision proposed change of designation.
Source: City of College Station.

The Future Land Use & Character Map should be amended to reflect the desire to preserve the existing single-family land use and pattern of development. Second, public and private neighborhood protection standards should be explored to establish expectations for new development that occurs within the defined area. **Map 2.9, Community Character-Area 1** illustrates the existing character and zoning as well as the proposed character, as recommended. Additional strategies for investing in public infrastructure and property maintenance will be explored in **Chapter 2, Public Facilities & Services** and **Chapter 3, Mobility**. Amending the Comprehensive Plan will prepare the area for future development opportunities that are permitted in zoning districts

that support single-family use of the area and set the stage for additional protections for area residents.

The College Park Subdivision – Area 4

The College Park Subdivision is located just east of Montclair Avenue, south of George Bush Drive. This property was subdivided for and is developed as single-family residential homes. The large majority of the College Park Subdivision is currently designated as Neighborhood Conservation on the City's Future Land Use and Character Map. A single row of lots fronting on the east side of Montclair Avenue, adjacent to Area 5, is currently designated as Urban on the City's Future Land Use and Character Map and should be designated as Neighborhood Conservation.

The McCulloch Subdivision – Area 7

The McCulloch Subdivision is located just south of Holleman Drive, across from the Lincoln Center in Area 7. This area was subdivided for single-family development in the mid-1940s in a grid pattern with standard 50-foot by 100-foot lots. At that time, property was purchased for single-family development on either a single lot or on a group of lots intended as a single homestead. The City recognizes these "building plots" in older subdivisions based on property configuration in 1970, the year College Station adopted its first set of Subdivision Regulations.



Figure 2.8: College Park Subdivision proposed change of designation.
Source: City of College Station.

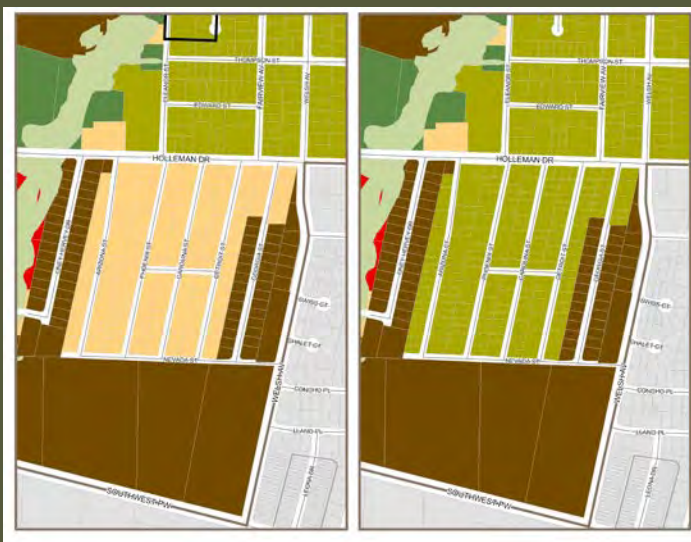


Figure 2.9: McCulloch Subdivision proposed change of designation.
Source: City of College Station.

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In the McCulloch Subdivision, building plot sizes vary, with some areas of the subdivision having 5,000 square-foot lots/building plots and others having half of an acre or more. During the planning process residents and property owners in the McCulloch Subdivision expressed their desire to see the pattern of development remain primarily as it is today. Some additional restrictions currently exist for subdivision in older neighborhoods, including a minimum lot size of 8,500 square feet (larger than R-1 zoning), and a minimum lot width being at least the average of the lot width on the block.

While these additional restrictions certainly do not preclude further subdivision in the area, they do help to preserve the neighborhood pattern and reduce the total number of homes constructed in this area in the future.

Currently, this area is designated as General Suburban and Urban in the City's Comprehensive Plan. This designation supports a potential change to denser housing. Area residents and property owners have participated in this planning process and have indicated that increased density in this area is not a desired character shift. To help ensure the character remains compatible with the existing single-family homes in the area, a change to the Future Land Use and Character Map is necessary. The Future Land Use and Character for the McCulloch Subdivision should be designated as Neighborhood Conservation. **Map 2.10, Community Character-Area 7** illustrates the existing character and zoning as well as the proposed character, as recommended for this area.

Infill and Redevelopment

Protecting and enhancing the integrity of the City's existing neighborhoods is of paramount importance. Redevelopment and infill development have a significant impact on neighborhood character and identity and should not come at the expense of adjacent established uses. Lighting, noise, traffic, and aesthetic issues arise when new development occurs in close proximity to established single-family areas.

The City's Comprehensive Plan designates several areas in the City for "Redevelopment," two of which are located in the Southside Planning Area. In these areas, Redevelopment means that a change in land use, and possibly character, is anticipated and may be supported by the City by means of rezoning, capital improvements, or special regulations. The Comprehensive Plan also recognizes that these areas will be further studied and may change during the neighborhood planning process.

West Park Subdivision & W.M. Sparks Subdivision– Area 5

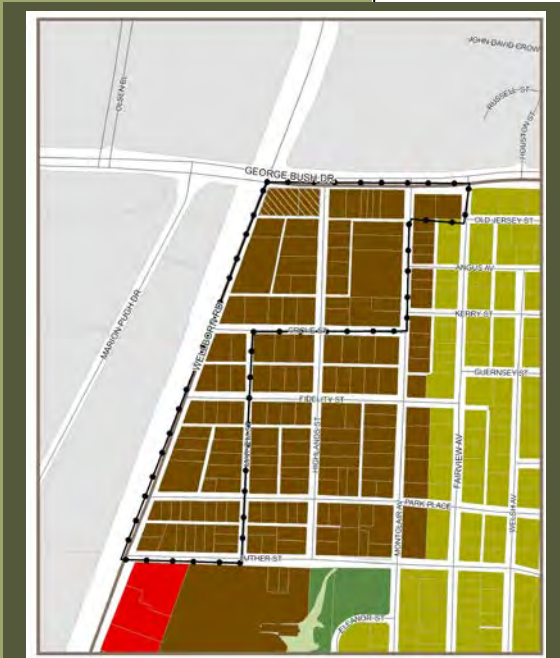


Figure 2.10: Area V , West Park & W.M. Sparks Subdivisions proposed change of designation.
Source: City of College Station.

The Urban and Redevelopment designations existing in Area 5, including the West Park and Sparks Subdivisions, were the focus of many discussions during the planning process, including a special public meeting on the topic. Concerns surfaced from nearby residents about the future land uses and the effect on the character and integrity of the remainder of the Southside Area. Future population density, building heights, traffic into adjacent areas, and the removal of structures that contribute positively to the character of the neighborhood were the primary concerns of residents.

The Comprehensive Plan currently states the following about Redevelopment in this area: *"...a number of underperforming commercial activities and poor quality residences that may be further impacted by future intersection improvements (are) in this area. Much of the area is currently subdivided into small lots, making it difficult to assemble land for redevelopment. The presences of existing residences and businesses, and proximity to existing neighborhoods and the University campus, requires careful site planning and appropriate building design. Efforts should include a focus on bringing vertical mixed-use and other aspects of urban character to this portion of the City."*

The Comprehensive Plan is careful to add that redevelopment of this area should be more closely considered during the small area planning process. Through the current planning effort, Area 5 redevelopment was considered at length. Based on these discussions, the recognition of redevelopment opportunities in the area, and the future grade-separation at the intersection of George Bush Drive and Wellborn Road (detailed discussion in **Chapter 3, Mobility**, the Redevelopment designation should remain along Wellborn Road and George Bush Drive (see Figure 2.9).

Additionally, Area 5 is home to almost half of the Campus Homes still existing today. Although residents have expressed a general appreciation for these homes and the character that they add to the area, there was no clear consensus to save this aspect of College Station and the University's history. Lacking any effective regulations that would restrict the demolition of the Campus Homes, the City recognizes the importance of preserving our history and should explore ways to preserve the structures by providing incentives for their preservation and restoration.

Area 5 Proposed Land Use Description

Area 5 is approximately 40 acres bounded by George Bush Drive to the north, Montclair Avenue to the east, Luther Street to the south, and Wellborn Road to the west. In the future, the Area should primarily contain residential uses, including single-family and townhomes in the core of the Area and a mix of uses at a higher density along the perimeter of the Area. Multi-family and hotel uses may be the most appropriate near the intersection of George Bush Drive and Wellborn Road. Vertical mixed use, including neighborhood serving commercial uses would also be appropriate. As access and visibility improves south along Wellborn Road, it is expected that general commercial development would occur at Wellborn Road and Luther Street and at Wellborn Road and Park Place.

Multi-family, hotel, and mixed-use development would also be appropriate in these areas.



Figure 2.11 Area 5 proposed land use map.
Source: City of College Station

- Area 5-A: Maximum 5 stories.** Single-family homes, townhomes, apartments, game day homes, game day condos, dormitories, mixed-use, neighborhood commercial, hotels, structured parking.
- Area 5-B: Maximum 3 stories.** Single-family homes, townhomes, and game-day homes.
- Area 5-C: Maximum 3 stories.** Single-family homes, townhomes, apartments, game day homes, game day condos, hotels, vertical mixed -use, neighborhood commercial.

Timing

Consistent with the Urban designation in the Comprehensive Plan, Area 5 is appropriate for more dense redevelopment only when the interchange at George Bush Drive and Wellborn Road is constructed, providing traffic relief. Water and sewer infrastructure in this area is not currently sufficient to support that dense level of development. Appropriate use of properties prior to the completion of the interchange may include further single-family development and redevelopment using standard R-1 Single-Family restrictions in Area 5 (in lieu of more restrictive standards for redevelopment in older subdivisions).

General Notes about Area 5 Land Use

- Limit additional land use / development to the equivalent to 15,000 vehicles per day of additional capacity once the interchange of Wellborn Road and George Bush Drive is completed.
- Allow the highest density along the perimeter streets (George Bush Drive & Wellborn Road).
- Highest concentration of commercial will likely occur along Wellborn Road at Park Place and Luther Street.
- Structured parking along the perimeter is acceptable.

The City should explore all possible ways to reduce the amount of traffic into other areas of Southside, including the possibility of one-way streets. A Traffic Impact Analysis and mitigation will be required for all multi-family and commercial development in Area 5. See **Mobility, Chapter 3** for further discussion related to Area 5.

Zoning in the Southside Area

Compatibility with Land Use & Character Designation

This section outlines areas where the existing zoning does not support the future land use assumptions for the area and rezoning should be explored to support future development in compliance with the City's adopted Comprehensive Plan.

Montclair Avenue at Eleanor Street - Area 6

A small portion of Area 6, generally located along the east side of Montclair Avenue, south of Luther Street and along the west side of Fairview Avenue, between Luther Street and Thompson Street (see Figure 2.11) is currently zoned R-2 Duplex Residential.

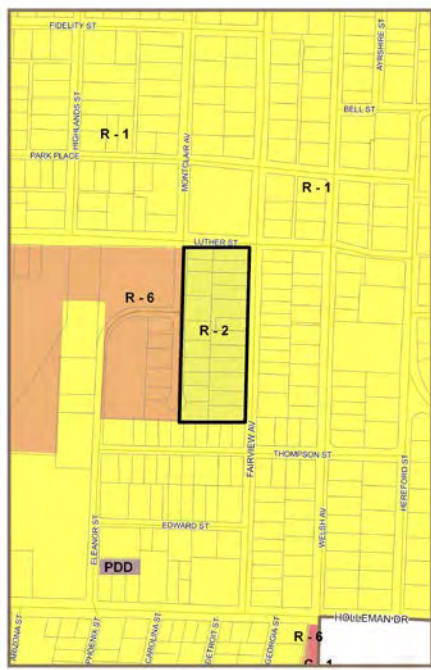


Figure 2.12 : West Park & W.M. Sparks Subdivisions proposed change of designation.

Source: City of College Station.

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Of the 22 R-2 zoned properties, 20 are currently developed as single-family homes and the lots are subdivided in such a way that duplex development is not permitted by City ordinance. Two of the properties are currently developed as duplexes. These properties are located in the Neighborhood Conservation area designated by the Comprehensive Plan. Based on the current Comprehensive Plan designation and the single-family land use of the surrounding properties, the City should work with the current property owners in this area to rezone the properties to reflect their current use.

Along the west side of Montclair Avenue, south of Eleanor Street (see Figure 2.12), the property is currently zoned R-6 High Density Multi-Family. Of the five structures in the R-6 zoned area, four are currently developed as single-family homes and one is developed as a duplex. Again, these properties are located in the Neighborhood Conservation area designated by the Comprehensive Plan. Based on the current Comprehensive Plan designation and the single-family land use of the surrounding properties, the City should work with the current property owners in this area to rezone the properties to reflect their current use and the Future Land Use & Character designation in the Comprehensive Plan.

NEIGHBORHOOD PARTICIPATION

In considering strategies to strengthen the integrity of the neighborhood, this Plan recognizes that the success of neighborhood and homeowner associations significantly impact the future success of neighborhood improvement efforts. Without citizen-partners in the area, strategies will be difficult to implement and less effective in achieving the goals of this Plan.

Neighborhood organizations play a valuable role in helping to maintain neighborhood integrity. Effective neighborhood groups are important for promoting the integrity of a neighborhood because they provide the existing organizational structure capable of effectively and efficiently addressing problems that may arise in and around the neighborhood. More specifically, homeowners associations have the ability to create and enforce covenants and deed restrictions for types of neighborhood-appropriate regulations for which the City does not have the authority.

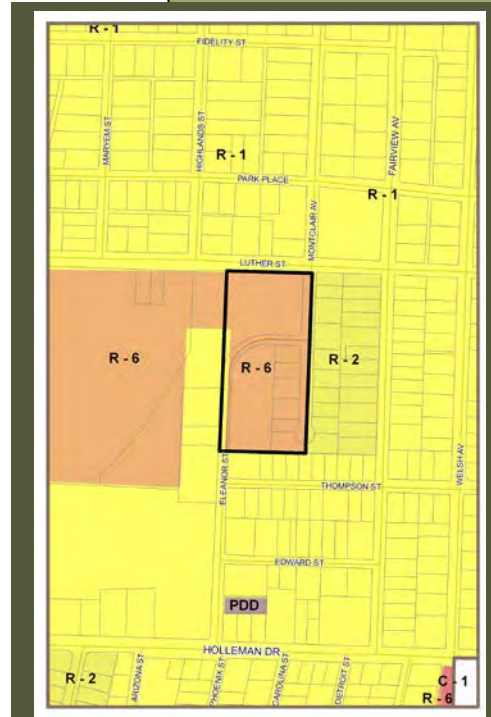


Figure 2.13 : Properties at Montclair Avenue and Eleanor Street proposed change of designation.
Source: City of College Station.

Neighborhood Walk and Talk

The Neighborhood Walk and Talk program is a coordinated effort between Neighborhood Services, "Aggie Up," Code Enforcements, and Police to contact residents directly about issues in a neighborhood. A neighborhood walk and talk consists of representatives from each of the above divisions and departments walking through a neighborhood together to meet with residents one-on-one to educate, discuss, and resolve issues about property maintenance, parking, noise control, and other issues that may be of concern. Typically, three to four areas are targeted during a school semester.

What are Homeowner Associations (HOA) and Neighborhood Associations (NA)?

A **Homeowner Association**, or HOA, is usually a non-profit entity created to manage the common lands and interests of property owners within a subdivided area. HOAs may have adopted Covenants and Restrictions (or deed restrictions) that encompass property maintenance and development activities allowed on the property within the area governed by the HOA. HOAs are generally governed by an elected executive committee that also works to enforce the deed restrictions. When purchasing a home in an area with an HOA, membership is required as part of the deed unless at some point the HOA is dissolved.

A **Neighborhood Association** is an organization that is also created to manage the interests of property owners within a subdivided area, but does not have the authority to enforce any deed restrictions. Membership in neighborhood associations is voluntary. As a result, these organizations are typically more social in nature than an HOA, though both commonly host social activities in a neighborhood.

Effective training can help establish, build, and improve these organizations in the Southside Area. In doing so, the City has opportunities to help address neighborhood and subdivision level issues, and can build more effective working relationships with its citizens.

Currently, the City works with neighborhood and homeowner associations through the Neighborhood Partnership Program run by Planning and Development Services through its Neighborhood Services division. Neighborhood groups registered with the City's Neighborhood Partnership Program receive information related to development activity in the area and are eligible for neighborhood matching grants to assist with various projects, and other support from Neighborhood Services. The Neighborhood Services Coordinator also works closely with Texas A&M University organizations through "Aggie Up" to address student

and student-rental issues that negatively impact neighborhoods.

Role of Neighborhood Organizations

Neighborhoods groups, whether formally organized or not, have a responsibility to participate in identifying and implementing solutions to neighborhood concerns.

Organization activities may include neighborhood cleanup activities along neighborhood streets, in neighborhood parks, and along the creeks; and meet-and-greet events with new neighbors each year.

Neighborhood Organizations in the Southside Area

There are four registered neighborhood associations in the Southside Area - the Oakwood Neighborhood Association, Lincoln Area Association, Pershing Place Neighborhood Association, and the Wolf Pen Creek Association (see **Map 2.11, Existing Neighborhood Organizations**).



Figure 2.14 :Oakwood Neighborhood Association Boundaries.
Source: City of College Station.



There are no registered homeowner associations in the Area. The Oakwood Neighborhood Association was formed in 1999 with 100 households in their association. The boundaries include portions of George Bush Drive, Park Place, and the west side of Timber Street through the west side of Suffolk Avenue. (See Figure 2.13).

The Lincoln Area Association was formed in 2008 with over 150 homes in the association. The association boundaries include Arizona Street, Holleman Drive, Eleanor Street, Thompson Street, part of Welsh Avenue and Nevada Street. (See Figure 2.14)

The Pershing Place Association registered with the City's Neighborhood Partnership Program in 2012. There are 12 homes and four lots



remaining in the neighborhood.

The Wolf Pen Creek Association registered with the Neighborhood Partnership Program in 2007. Wolf Pen Creek is a condo/townhome community with 45 units.

Other opportunities exist in the Southside Area for the formation of new associations. The City's Neighborhood Services Office has regular contact with residents in the College Park area surrounding Brison Park and in the Redmond Terrace Subdivision. These areas have loosely organized neighborhood groups with residents that operate like an association, but have not officially formed an association and registered with the City.

GOAL, STRATEGIES, AND ACTIONS FOR THE SOUTHSIDE AREA

The **Neighborhood Integrity & Community Character Goal** for the Southside Area is **to be a neighborhood that is a collection of unique areas with preserved character and long-term viability and appeal as an established family-friendly neighborhood.** Strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the strategy.

Strategy NI&CC 1- Enhance viability of the existing land uses in the Southside Area, including single-family homes and unique historic retail.

Action NI&CC 1.1 –Explore ways to preserve Campus Homes and other structures of historic significance by incentivizing their preservation and restoration for alternative uses, including permitting alternative uses in restored structures, such as bed & breakfasts or game-day rentals.

Action NI&CC 1.2 – Collaborate with interested parties and other professionals to create an alternative development plan to preserve the neighborhood shopping opportunity in the Southgate Commercial Area. The effort should include a market analysis for the area and a concept plan for the block to gauge the development potential under several sceneries.

Action NI&CC 1.3 – Conduct educational sessions with potential historic district and landmark property owners to gauge interest in pursuing historic preservation regulations.

Strategy NI&CC 2- Focus on character preservation within the Southside Area neighborhood.

Action NI&CC 2.1 – Amend the Unified Development Ordinance to include a Character Preservation Overlay zoning option that

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provides the neighborhood with the flexibility to select character elements and to determine the area to which they may apply.

Action NI&CC 2.2 – Assist neighborhood representatives in the organization and application of a Character Preservation Overlay zone.

Strategy NI&CC 3- Preserve the Southside Area’s existing neighborhood development pattern, where possible.

Action NI&CC 3.1 –Amend the Future Land Use and Character Map in the Comprehensive Plan in the Redmond Terrace Subdivision from General Suburban to Neighborhood Conservation.

Action NI&CC 3.2 –Amend the Future Land Use and Character Map in the Comprehensive Plan in the McCulloch’s Subdivision from Urban and General Suburban to Neighborhood Conservation.

Action NI&CC 3.3 – Amend the Redevelopment description for the southeast corner of George Bush Drive and Wellborn Road, identified in this Plan as Area 5, in the Future Land Use and Character Chapter of the Comprehensive Plan.

Action NI&CC 3.4 - Amend the Future Land Use and Character Map in the Comprehensive Plan in Area 5 of the Southside Area Neighborhood to move the Neighborhood Conservation designation to the west so that it is located along Montclair Avenue, providing additional protection to the areas located east of Area 5.

Strategy NI&CC 4- Ensure future development in the Southside Area is in compliance with the Comprehensive Plan

Action NI&CC 4.1 – Work with property owners in the area bounded by Fairview Avenue, Luther Street, and Montclair Avenue to initiate a rezoning to reflect the existing land use on the properties.

Action NI&CC4.2–Amend the Unified Development Ordinance to allow development and redevelopment in Area 5 to utilize typical standard R-1 Single-Family Residential standards in lieu of the existing, more restrictive standards for redevelopment in older subdivisions.

Action NI&CC 4.3 – Develop a new zoning district to implement the recommended future development of Area 5.

Strategy NI&CC 5- Address the visual impact of off-street parking to lessen the impact of rental property on the character and integrity of the Southside Area Neighborhood.

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Action NI&CC 5.1 – Amend the Unified Development Ordinance to limit the size of allowed parking areas within the front portion of single-family and duplex lots in the Southside Area.

Action NI&CC 5.2 – Amend the Unified Development Ordinance to define appropriate parking surfaces for single-family and duplex lots in the Southside Area.

Action NI&CC 5.3 – Amend the Unified Development Ordinance to require that rear-yard parking be screened from adjacent single-family properties.

Action NI&CC 5.4 – Amend the Unified Development Ordinance to require one parking space per bedroom for new single-family construction, with a maximum of four spaces required.

Strategy NI&CC 6- Strengthen existing Neighborhood Associations and encourage the creation of additional Neighborhood Associations within the Southside Area.

Action NI&CC 6.1 – Meet with interested parties willing to undertake a partnership with Neighborhood Services to establish new neighborhood associations, such as the Redmond Terrace Subdivision and portions of College Park around Brison Park.

Action NI&CC 6.2 – Provide staff support in the creation and leadership training for new associations.

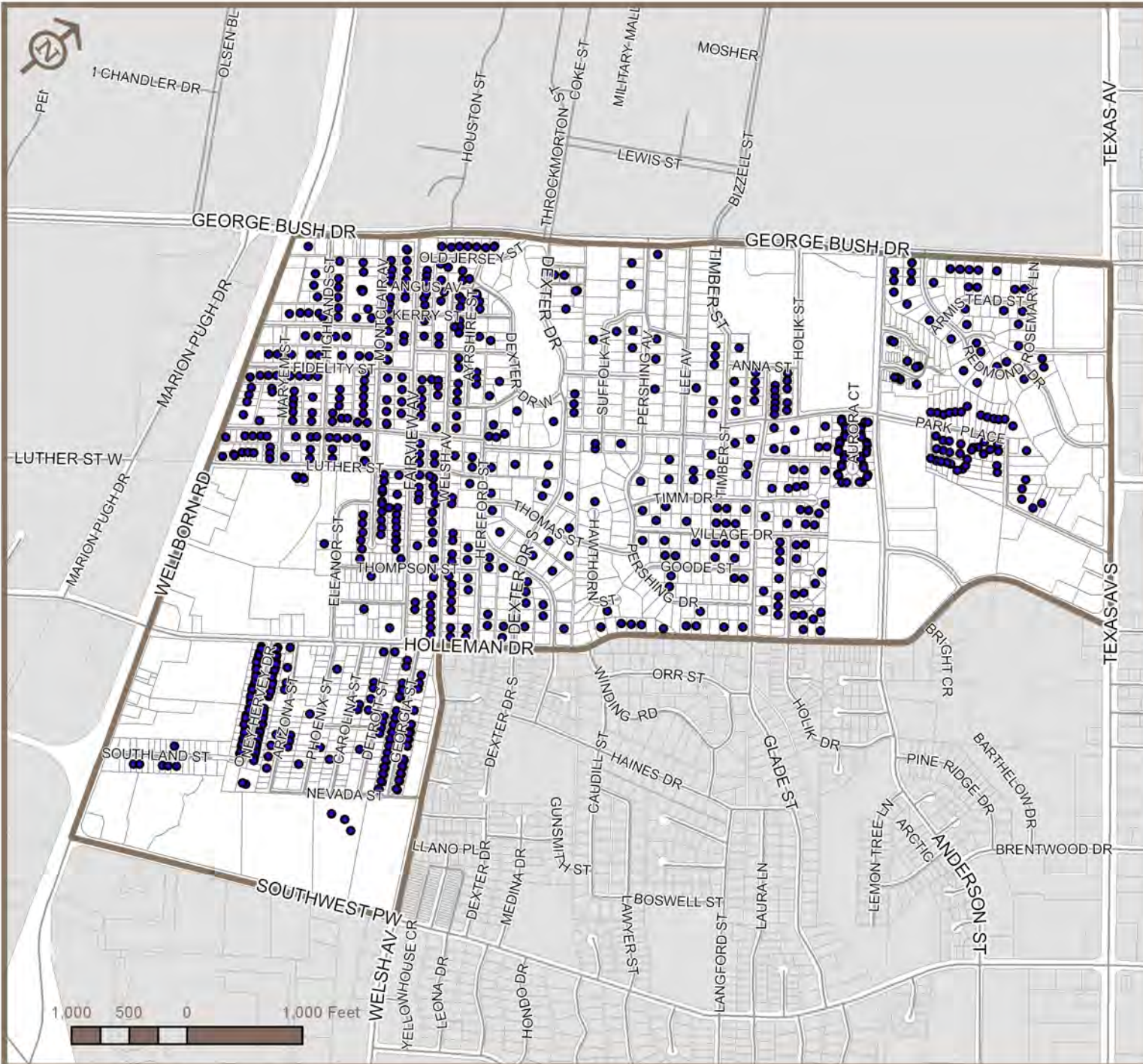
Strategy NI&CC 7- Increase code compliance and property maintenance in the Southside Area.

Action NI&CC 7.1 – Properties not meeting existing City codes and ordinances should be identified. The City should work with the owners of these properties to move toward compliance.

Southside Area Neighborhood Plan

Map 2.1

Registered Rental
Properties

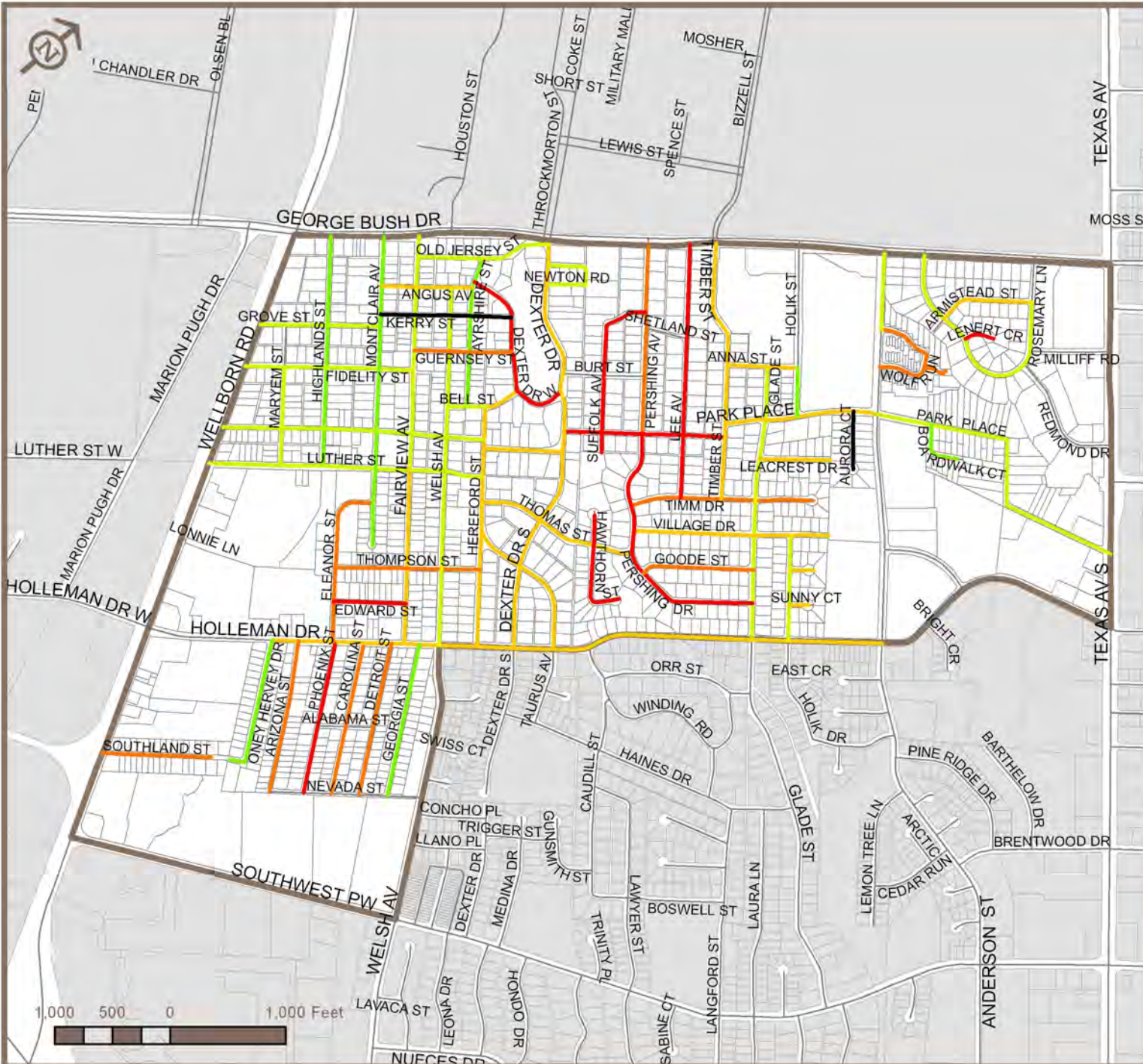


- Rental Registration Points
- Planning Area

Southside Area Neighborhood Plan

Map 2.2

Rental Registration by Street

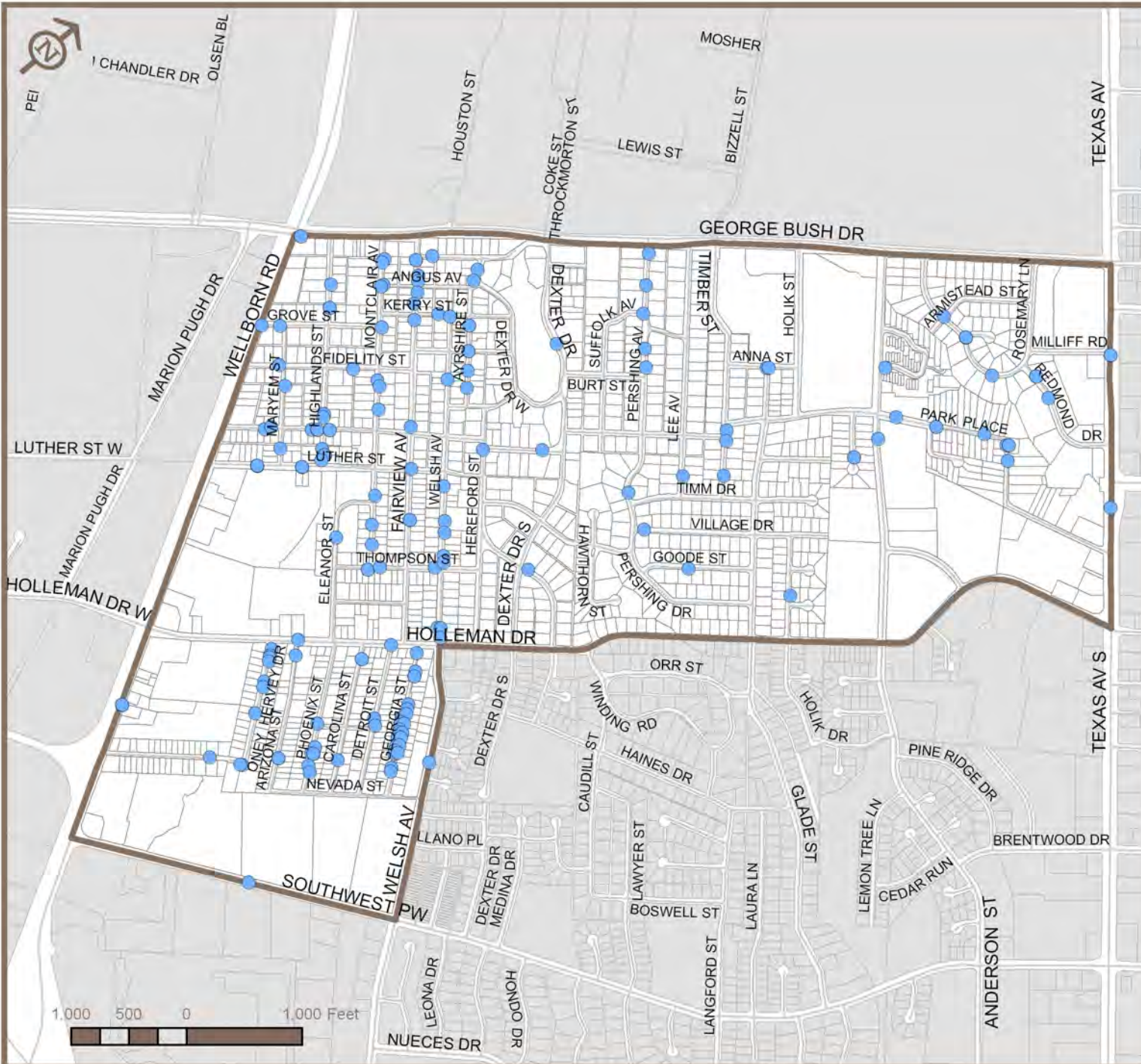


Source: Planning & Development Services

Southside Area Neighborhood Plan

Map 2.3

Property Maintenance
Cases
(2007 - Aug 2011)

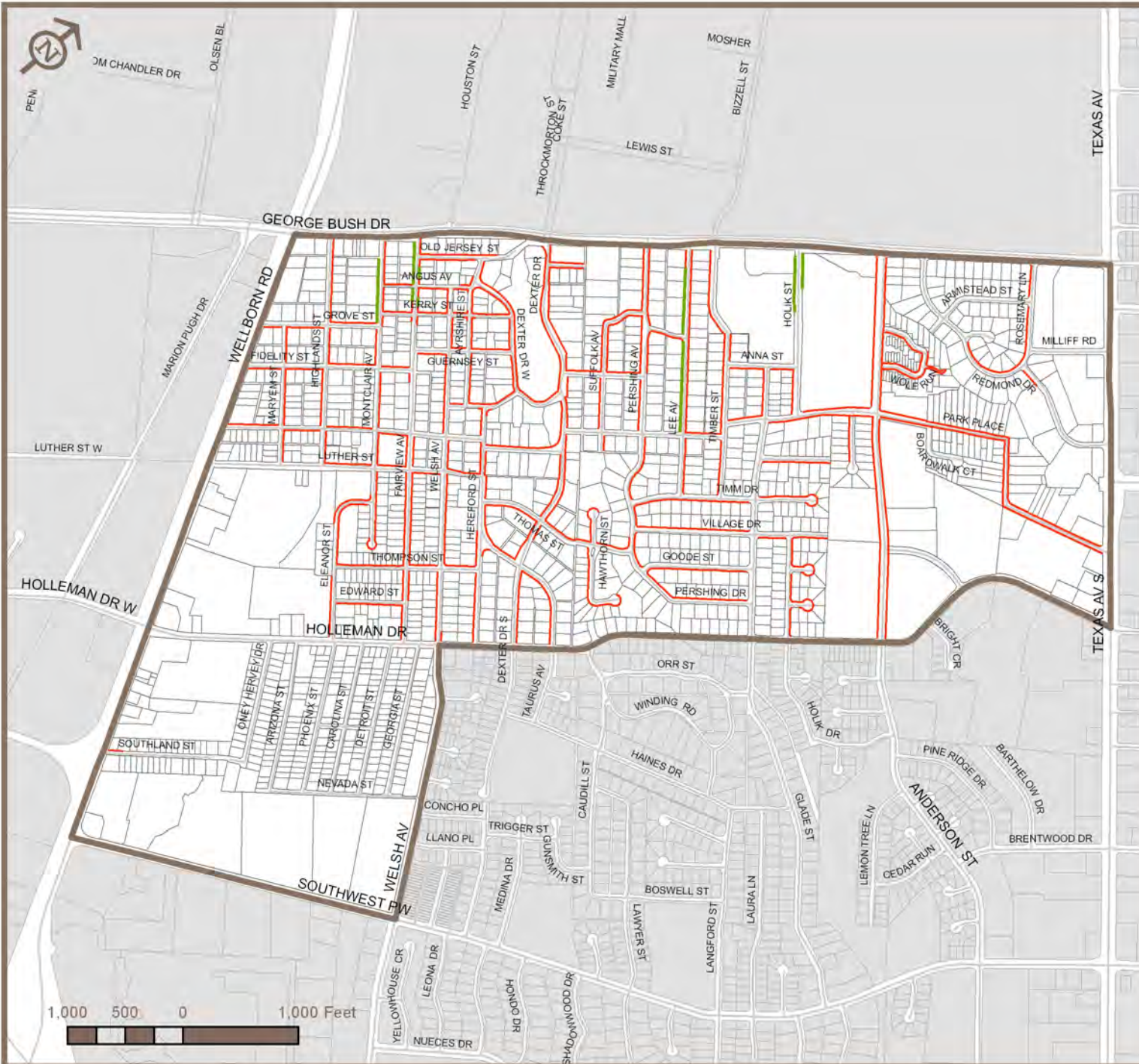


- Property Maintenance
- ▭ Planning Area

Southside Area Neighborhood Plan

Map 2.4

Existing Parking Restrictions

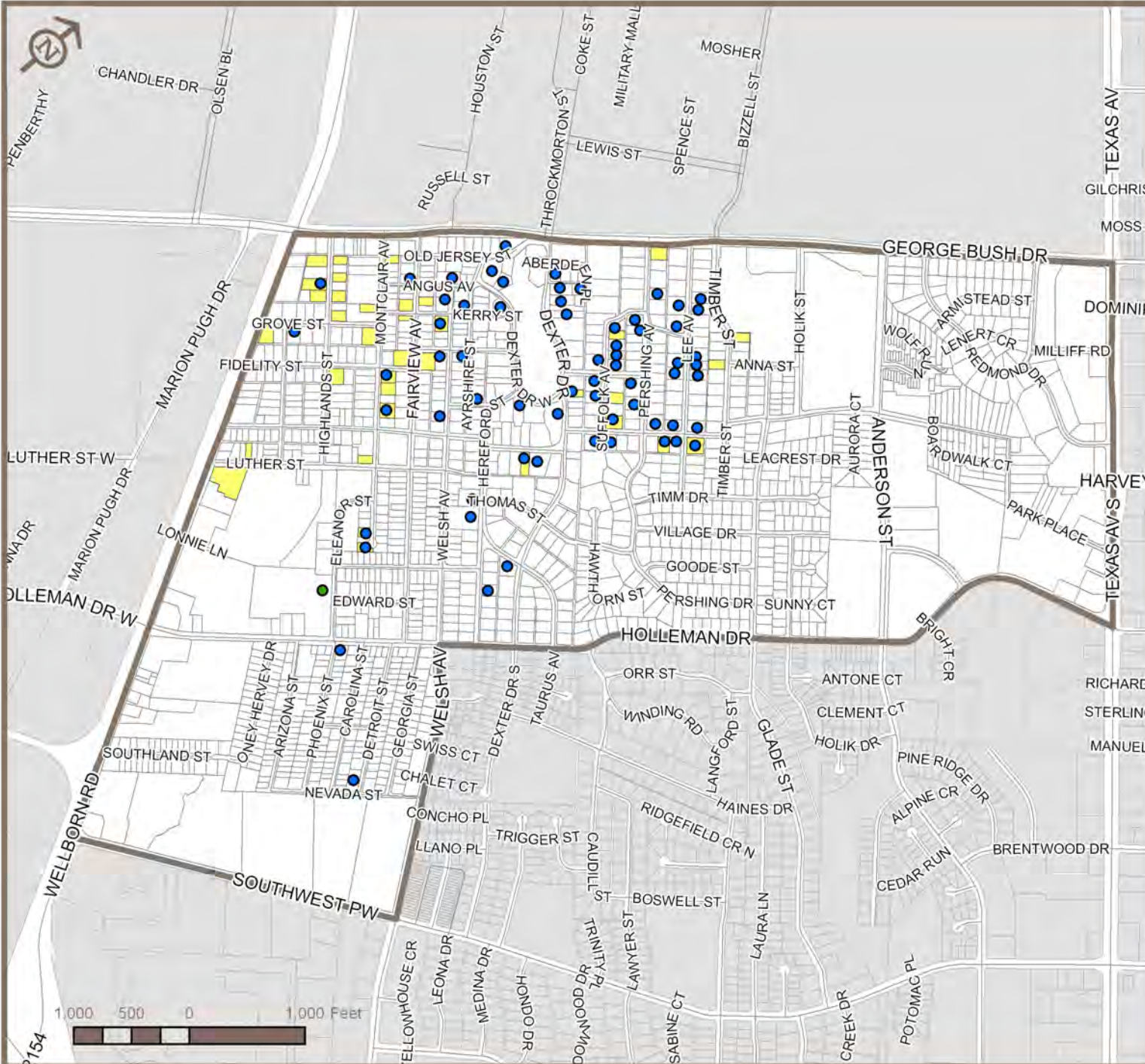


- Parking Plan**
- 2-HR PARKING
 - NO PARKING
 - ▭ Planning Area

Southside Area Neighborhood Plan

Map 2.5

Historic Resources



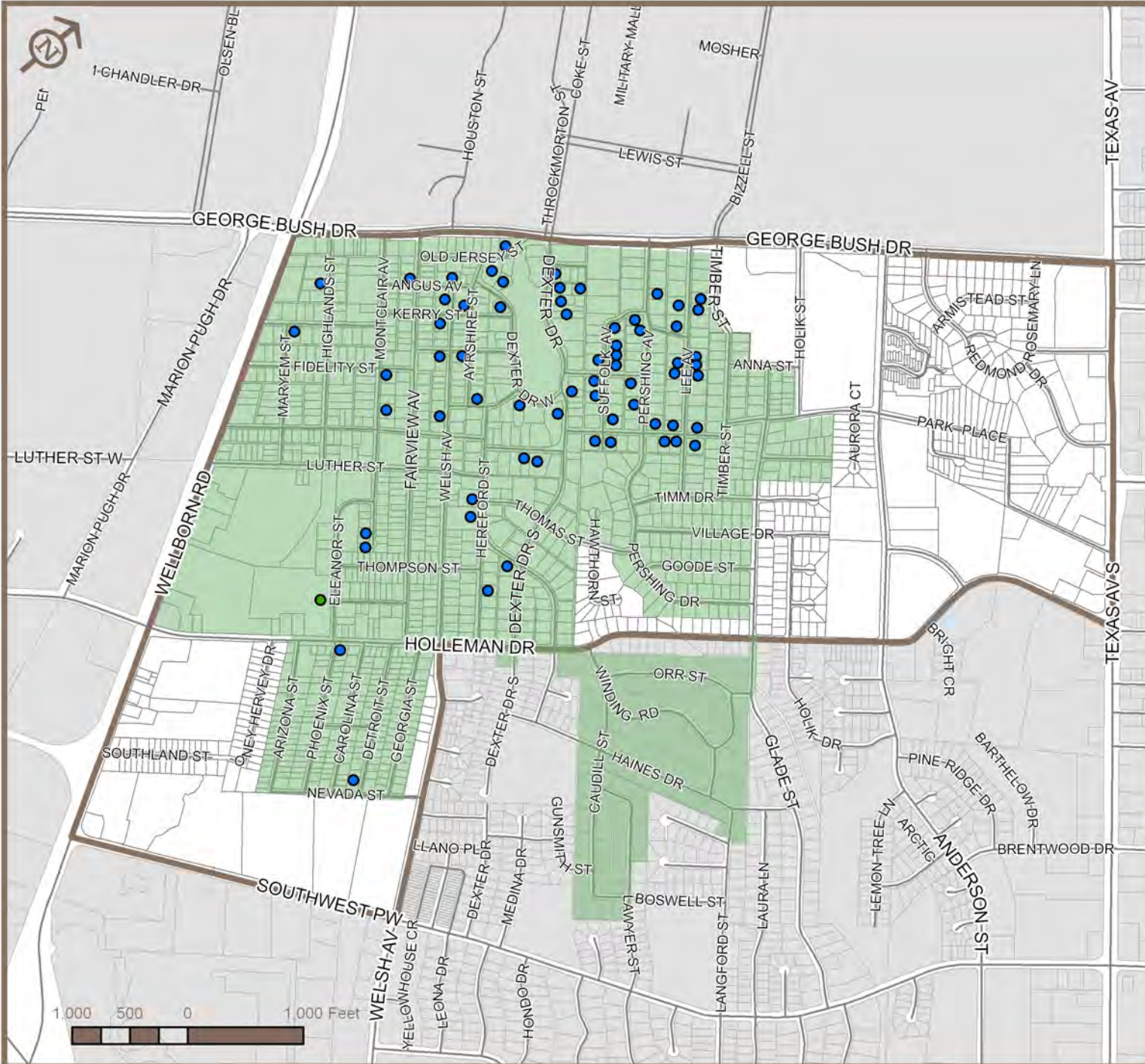
Note: "Campus Houses" denote lots that have or have had houses that hold some historical significance as it pertains to Texas A&M University.

- State Historical Marker
- Historical Markers
- Campus Houses
- Planning Area

Southside Area Neighborhood Plan

Map 2.6

Potential Historic Districts and Landmarks

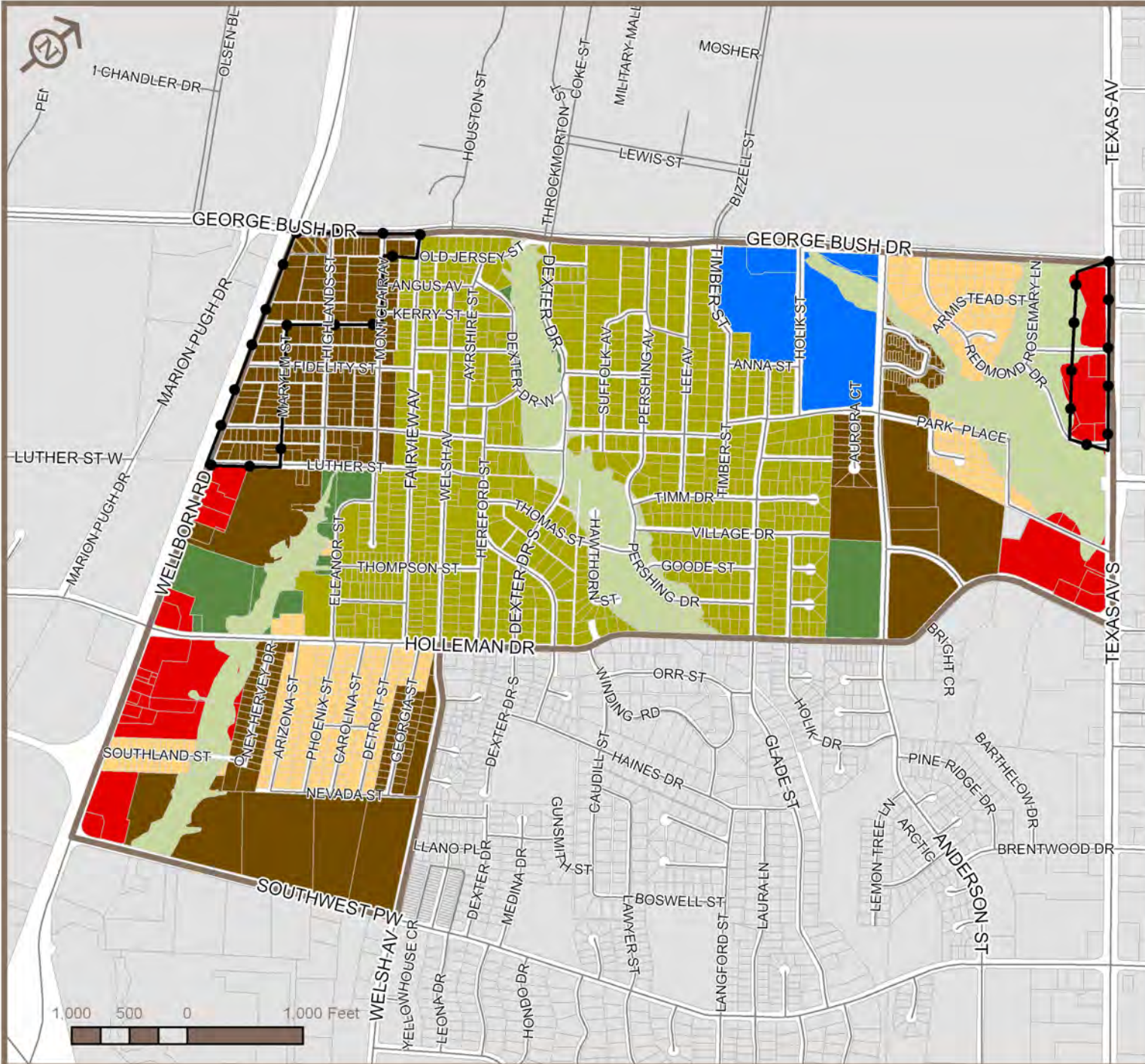


- State Historical Marker
- Historical Markers
- Potential Historic District
- Planning Area

Southside Area Neighborhood Plan

Map 2.7

Future Land-Use & Character

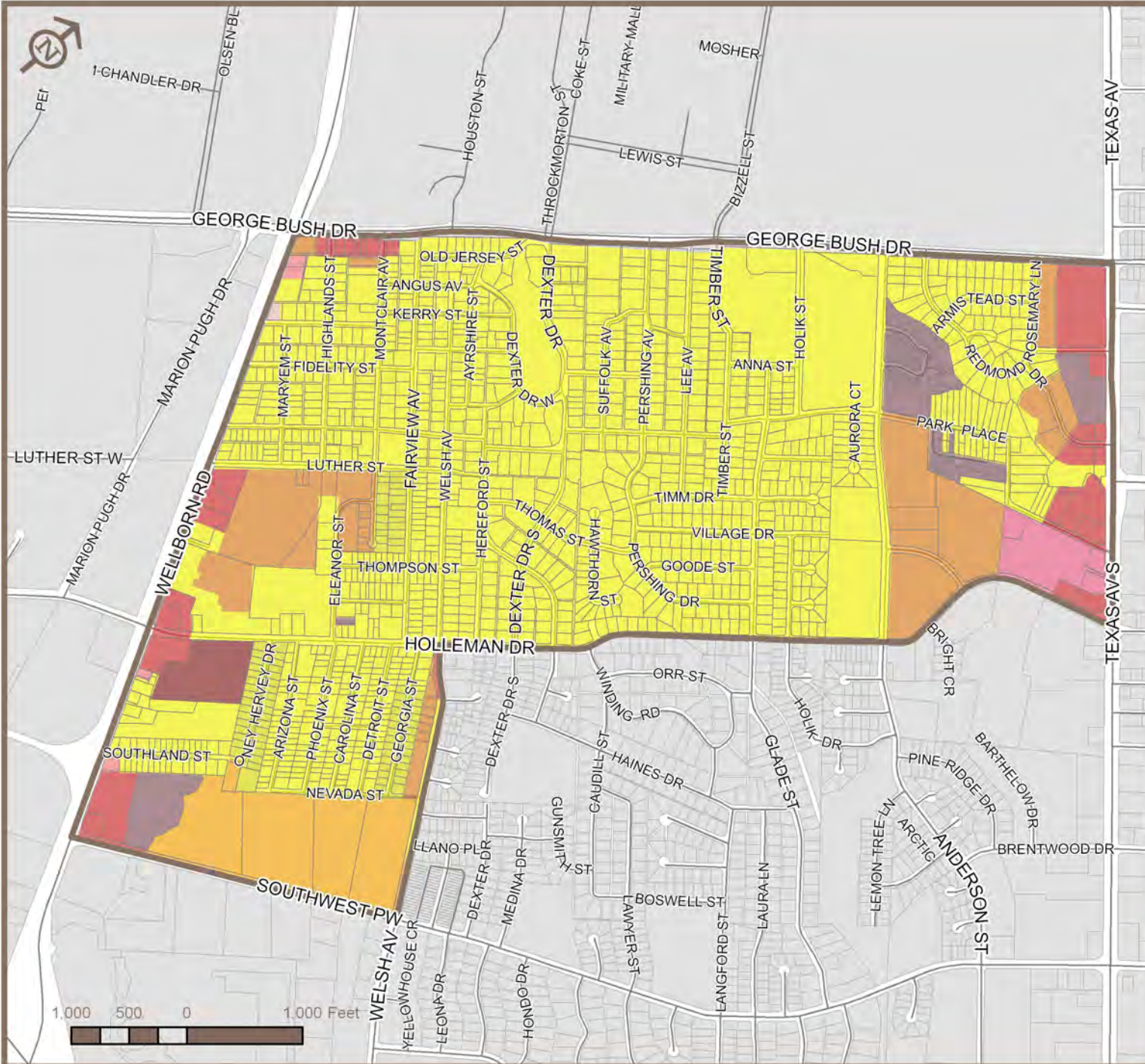


- Future Land Use & Character**
- Neighborhood Conservation
 - General Suburban
 - Urban
 - Urban Mixed Use
 - General Commercial
 - Institutional/Public
 - Natural Areas - Protected
 - Natural Areas - Reserved
 - Redevelopment Areas
 - Planning Area

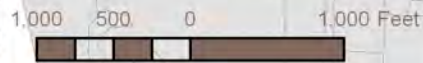
Southside Area Neighborhood Plan

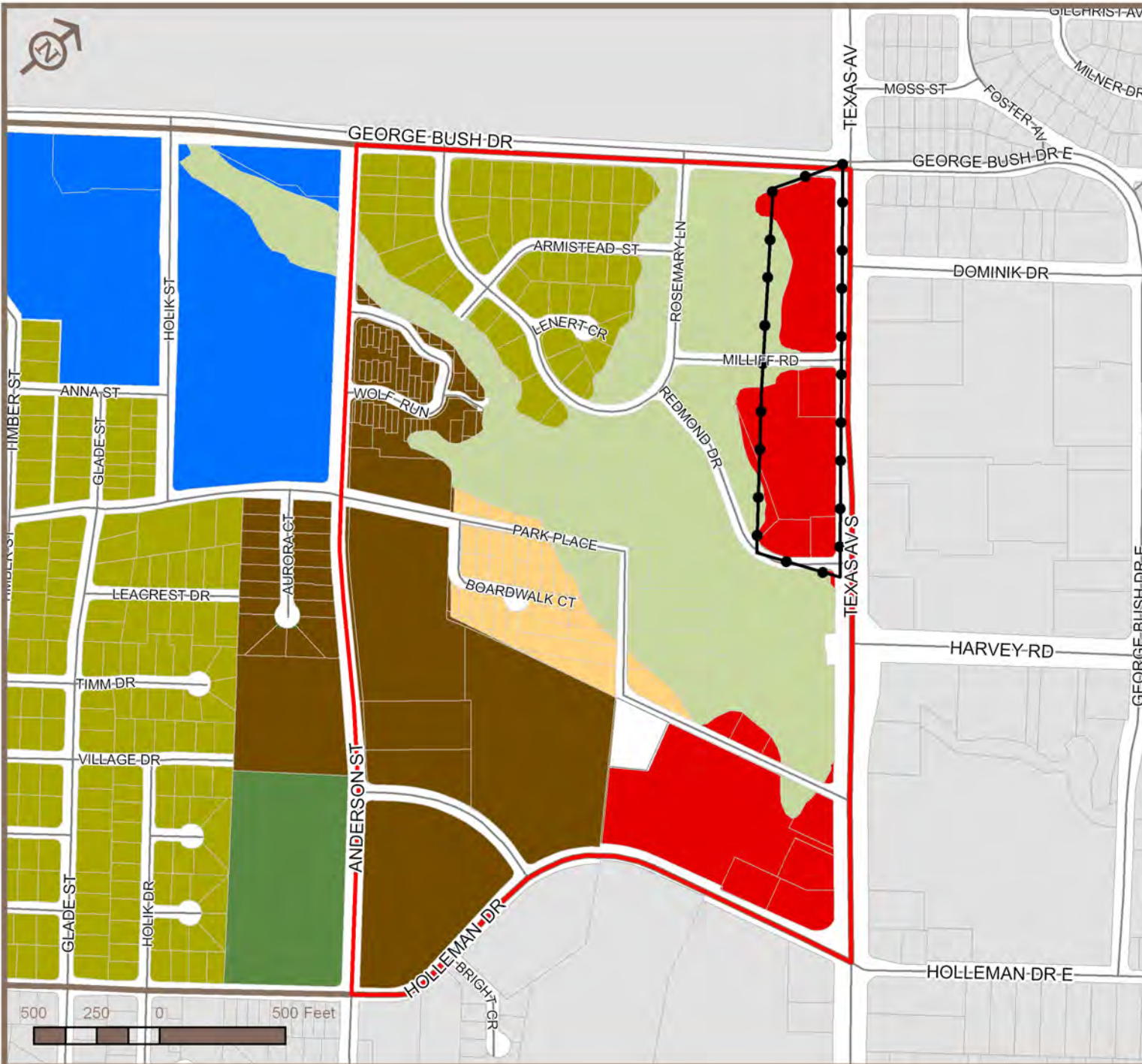
Map 2.8

Zoning



- Zoning**
- A - P
 - C - 1
 - C - 2
 - C - 3
 - C - U
 - PDD
 - PDD - B
 - R - 1
 - R - 2
 - R - 3
 - R - 4
 - R - 6
 - Planning Area





**Southside Area
Neighborhood Plan**

Map 2.9

Community Character
Area 1

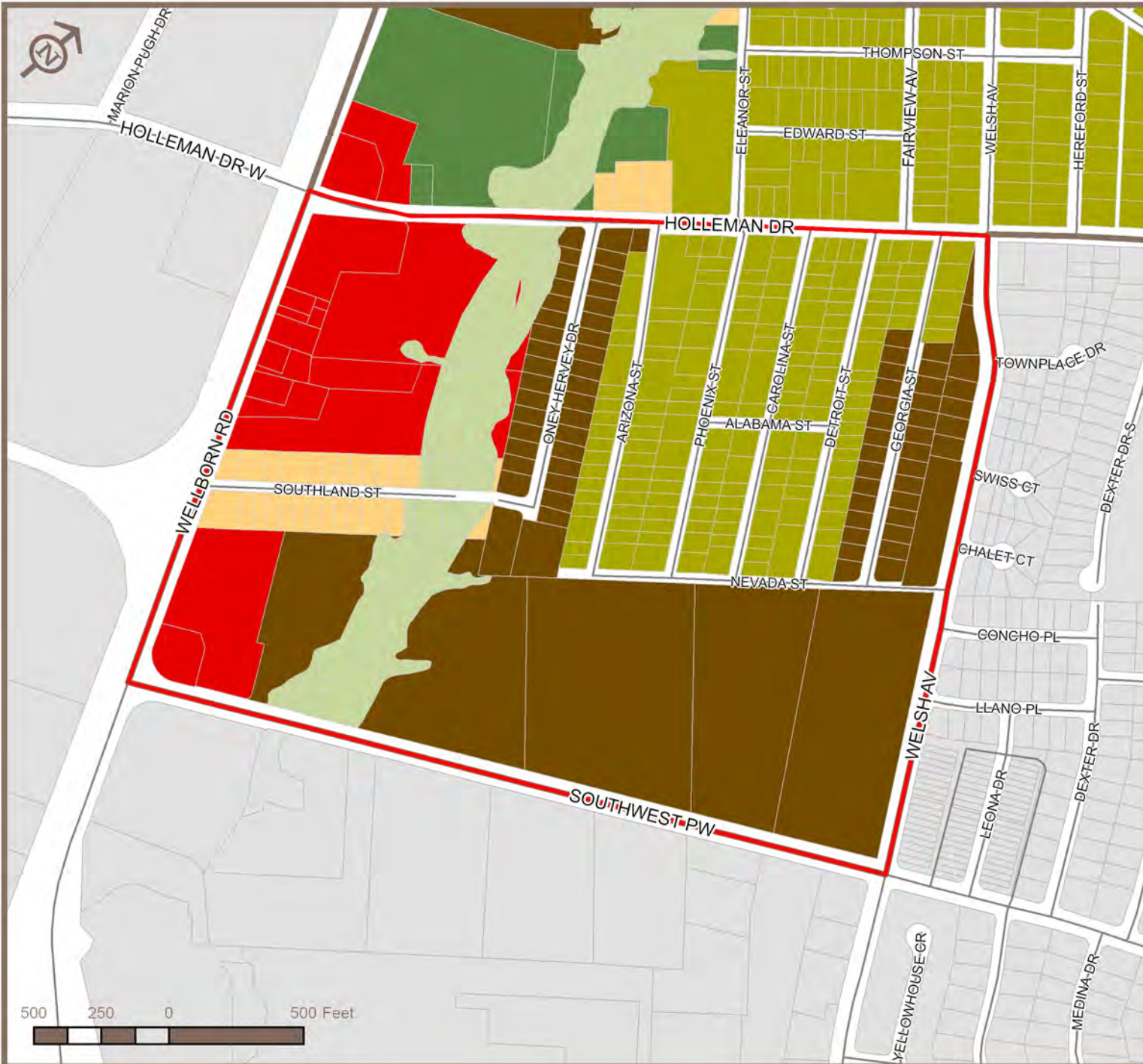
- Neighborhood Conservation
- General Suburban
- Urban
- Urban Mixed Use
- General Commercial
- Institutional/Public
- Natural Areas - Protected
- Natural Areas - Reserved
- Redevelopment Areas
- Section Area 1
- Planning Area

Source: Planning & Development Services, FEMA

Southside Area Neighborhood Plan

Map 2.10

Community Character Area 7

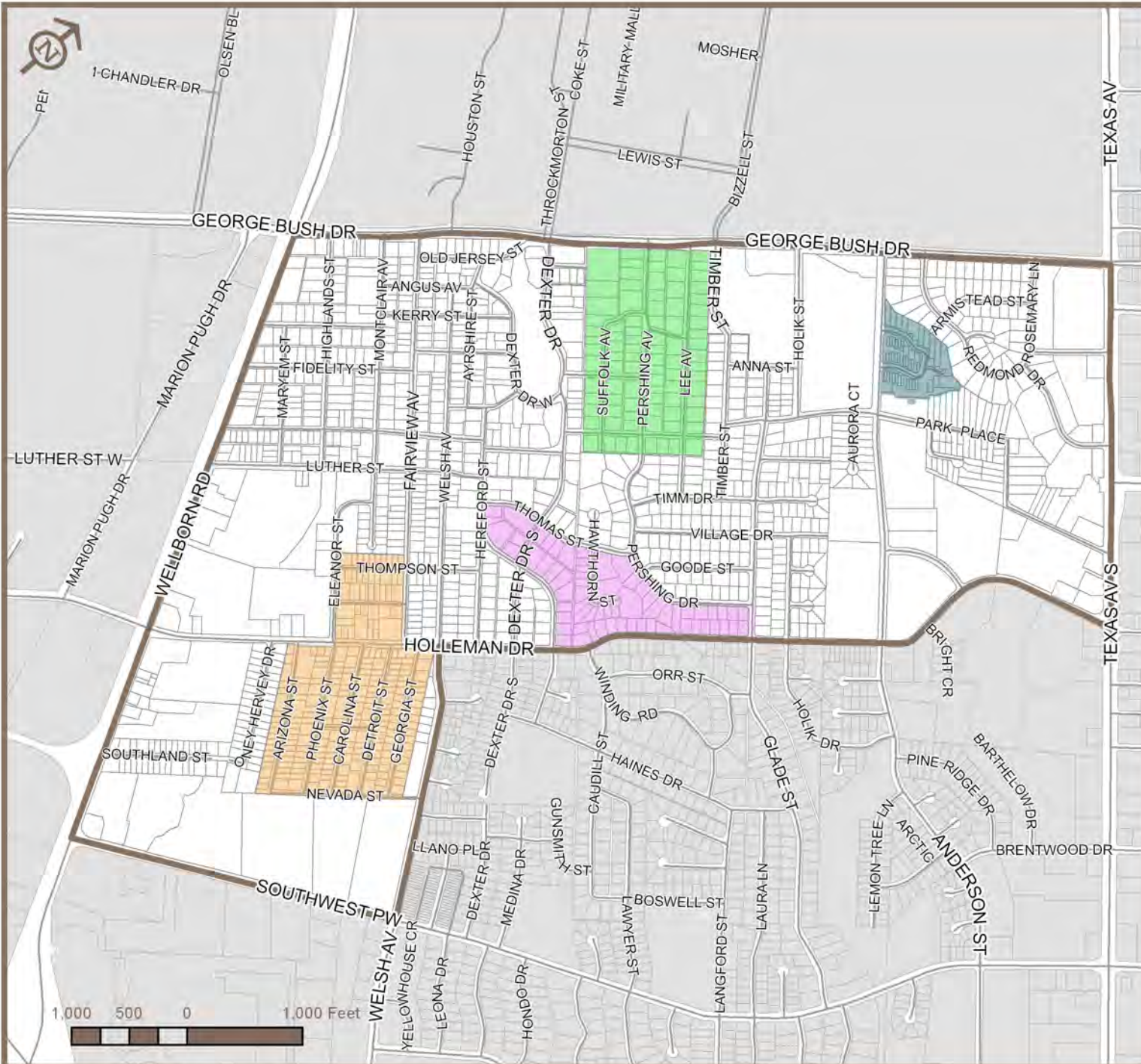


- Neighborhood Conservation
- General Suburban
- Urban
- Urban Mixed Use
- General Commercial
- Institutional/Public
- Natural Areas - Protected
- Natural Areas - Reserved
- Redevelopment Areas
- Section Area 7
- Planning Area

Southside Area Neighborhood Plan

Map 2.11

Homeowners
Associations



- HOA's
- Lincoln Center
 - Oakwood
 - Pershing Place
 - Wolf Pen Creek
 - Planning Area

MOBILITY



Mobility addresses vehicular, bicycle, and pedestrian movements within and through an area. Whether for transportation or recreation, good connectivity improves the quality of life for neighborhood residents. The purpose of mobility in neighborhood planning is to ensure that all modes and routes of transportation are safe and reliable, and minimize congestion on the road system including: an adequate and efficient street network, designated bike routes, a sufficient sidewalk network, and local transit services.

College Station is a town of movers and shakers; as well as drivers, walkers, runners, bikers, and skaters. This variety of movement necessitates multiple modes being considered in the planning of transportation facilities. Mobility within a community encompasses vehicular, pedestrian, and bicycle transportation and connectivity, as well as addresses the to-and-through movements of an area.

The Southside Area Neighborhood began development during a time when, Nationally, Americans owned less than one car per household. The National average is now just under three vehicles per household, according to the U.S. Department of Transportation. Many streets in the Southside Area began as dirt roads that were later surfaced to accommodate the limited number of vehicles in this suburban-style neighborhood. In some areas, the roads are shaped around natural or built features, such as the natural creek system and Brison Park, initially built as a series of lakes, causing the core of the street network to be a gentle web of curves and turns. Many other areas exhibit the traditional grid pattern that is typical for the time period. The Southside Area is very well connected with few cul-de-sacs or dead-end streets, compared to modern suburban neighborhoods.

Mobility in the Southside Area has traditionally accommodated vehicular traffic, with few pedestrian or bicycle facilities. As the number of Texas A&M students living in the area has grown, so has the need for alternate forms of transportation for biking and walking, some of which have been added through City investment.

PURPOSE OF THE CHAPTER

Goal

The purpose of this chapter is to outline a set of strategies that provide for needed transportation improvements, while remaining sensitive to the desire to preserve the existing character of the Southside Area. Based on the immense public input that was received during the planning process, and the clear desire to focus on neighborhood stabilization and preservation, the Mobility Goal for the Southside Area is,

“To maintain a safe and efficient transportation network that accommodates multiple modes of transportation, while retaining the character and integrity of the neighborhood.”

Public input gathered during the planning process highlighted concerns with the existing transportation network and future thoroughfare designations, as well as proposed bicycle and pedestrian improvements. The process yielded varying opinions and discussions that are included throughout the chapter.

This chapter focuses primarily on three areas of mobility: thoroughfares and neighborhood streets; the bicycle and pedestrian network; and bus transit opportunities. The street discussion evaluates the existing street network and its intended function - that streets are built to the contemporary standard and planned roadway context and that existing intersections are operating safely. The discussion on the bicycle and pedestrian network focuses on improvements to facilities to advance connectivity within and around the neighborhood while maintaining the character of the area. Finally, the discussion on transit focuses on opportunities to promote ridership and safety within the neighborhood.

Chapter Contents

This chapter is organized into five broad categories:

- Street Network & Connectivity

- Area 5 Mobility

- Bicycle & Pedestrian Mobility

- Area Transit

- Infrastructure Maintenance & Improvements

The following pages describe these components and their relationship to the Southside Area. This information is supported by **Appendix A, Existing Conditions** which provides supplementary quantitative data about the Area. This chapter describes some of the key issues facing the Southside Area and provides information and opinions garnered through the engagement process.

At the end of the chapter, strategies are identified to assist the neighborhood in moving toward the chapter goal.

The broad strategies are accompanied by recommended action statements that support changes to the Comprehensive Plan and considerations for future development in the Area. Specific information about timelines, responsible parties, and estimated costs are reflected in **Chapter 5, Implementation**.

STREET NETWORK & CONNECTIVITY

There are 12 streets within the Southside Area designated as Streets (minor collector) or greater on the College Station Thoroughfare Plan, as displayed in **Map 3.1, Thoroughfares**. Of these, Texas Avenue, George Bush Drive, and Wellborn Road are owned and maintained by the Texas Department of Transportation (TxDOT). Streets not designated on the Thoroughfare Plan are considered to be neighborhood streets.

Functional Classification, Context Class, & Thoroughfare Types

The functional classification of streets is based on the traffic service function they are intended to provide and the degree of land access they allow, and include freeway/expressways, major arterials, minor arterials, major collectors, and minor collectors. The functional classifications of thoroughfares are used to identify the volume capacities, necessary right-of-way widths, number of lanes, and design speeds for the streets.

The Comprehensive Plan goes a step further and identifies the context class along each segment of thoroughfare in the City based on the character through which a street travels, as well as the character of the street itself. Context classes in College Station include Mixed Use Urban, Urban, General Suburban, Restricted Suburban, and Estate/Rural. In the Southside Area, there are two context classes, Urban and General Suburban. In general, the Urban context is in the western portion of the neighborhood toward Wellborn Road, and the General Suburban context can be found in the eastern portion of the neighborhood toward Texas Avenue. This information is exhibited in **Map 3.2, Thoroughfare Context**.

With the functional classification and context class defined, the thoroughfare type can be defined. There are three thoroughfare types in College Station: Boulevard, Avenue, and Street.

Streets and Avenues (collectors) are designed to collect traffic from neighborhood streets and distribute the traffic to a higher level thoroughfare types, such as boulevards or highways in a safe and efficient manner.

Urban Street (Minor Collector)

There is one Urban Street (minor collector) – Luther Street– currently designated in the neighborhood. Minor collector streets are intended

to serve vehicle traffic in the range of 1,000 to 5,000 vehicles per day. Luther Street is not currently built to a contemporary minor collector street standard. Urban context should focus on creating multi-modal facilities due to the intense development patterns that the street is intended to serve and the higher concentration of non-vehicular trips that occur. The Comprehensive Plan illustrates that Urban Streets (minor collectors) should consist of two bike/parking lanes and two driving lanes. Portions of Luther Street, where parking has been removed from one side, meet this pavement section standard. However, this does not apply uniformly, as the pavement section varies.

Urban Street (Major Collector)

There are three Urban Streets (major collectors) currently designated in the neighborhood: Holleman Drive (from Wellborn Road to Welsh Avenue), Fairview Avenue, and Welsh Avenue. Major collector streets are intended to serve vehicle traffic in the range of 5,000 to 10,000 vehicles per day. Because of the intense development patterns that the street is intended to serve and the higher concentration of non-vehicular trips that occur, the Urban context should focus on creating multi-modal facilities to accommodate present and future users. According to the Comprehensive Plan, Urban Streets (major collectors) should consist of two bike/parking lanes, two driving lanes, and a median. Fairview Avenue and Welsh Avenue do not require this full width due to parking removal and lack of bike lanes, but still do not meet Major Collector standards after this reduction is made.

General Suburban Street (Minor Collector)

There is one Suburban Street (minor collector) –Dexter Drive – currently designated in the neighborhood. Minor collector streets are designed to serve vehicle traffic in the range of 1,000 to 5,000 vehicles per day. Dexter Drive is not built to a contemporary minor collector street standard.

General Suburban context should focus more on residential activity around the street itself, and place an emphasis on preserving the surrounding residential character. According to the Comprehensive Plan, a Suburban Street (minor collector) should consist of two bike/parking lanes and two driving lanes. Dexter Drive meets the pavement section standards in areas where parking has been removed from both sides between George Bush Drive and Thomas Street.

General Suburban Street (Major Collector)

There are four Suburban Streets (major collectors) currently designated in the neighborhood: Holleman Drive (from Welsh Avenue to Texas Avenue), Anderson Street, Glade Street, and Timber Street. Major collector streets are intended to be designed to serve vehicle traffic in the range of 5,000 to 10,000 vehicles per day. General Suburban context

should focus more on residential activity around the street itself, and place an emphasis on preserving the surrounding residential character. According to the Comprehensive Plan, a General Suburban Street (major collector) should consist of two bike/parking lanes, two driving lanes, and a possible median. None of the roadways in the planning area meet this standard.

Perimeter Streets

The Southside Area is bounded by four thoroughfares that connect the neighborhood to the remainder of the City and region. These streets include three Boulevards (major arterials) (Texas Avenue, George Bush Drive, and Wellborn Road) and one Avenue (minor arterial), Southwest Parkway. Traffic volumes on major arterial Boulevards are generally in the range of 20,000 to 60,000 vehicles per day, while Avenues (minor arterials) should be designed to accommodate traffic volumes of approximately 40,000 vehicles per day. According to the Comprehensive Plan, George Bush Drive, an Urban Boulevard (4-lane major arterial), should consist of two bike/parking lanes, four driving lanes, and a median. Wellborn Road, an Urban Boulevard (6-lane major arterial) and Texas Avenue, a General Suburban Boulevard (6-lane major arterial), should consist of two bike lanes, six driving lanes, and a median. Southwest Parkway, an Urban Avenue (minor arterial) in this area should consist of two bike lanes, four driving lanes, and a median. Of these perimeter streets, only Texas Avenue is built to these standards when considering the absence of bike lanes.

Context Transitions

As designated in the Future Land Use and Community Character Map of the Comprehensive Plan, there are a variety of uses present and planned for the Southside Area. This same variation extends into the Thoroughfare context, described above. The challenge of variety is transitioning between uses- or contexts in this situation. Therefore, it is important to pay particular attention to those areas of transition to ensure that both thoroughfare functionality and character is preserved. Moving from a single-family, residential-oriented General Suburban thoroughfare context to a more intense Urban context, requires consideration of traffic patterns, traffic volume, and multiple modes of transportation.

A thoroughfare context transition occurs on Holleman Drive, a major collector street, at Welsh Avenue from General Suburban to Urban. The difference in these designations is the optional median / center turn lane and the width of the roadside zones used for sidewalks,

landscaping, and utilities. The General Suburban designation requires 14.5 feet of roadside zone and Urban requires 19 feet. All of Holleman Drive has a center turn lane, with the exception of the four-lane portion between Oney Hervey Drive and Wellborn Road, which alleviates the need to transition the pavement between the contexts.



Figure 3.1 Holleman / Dexter Intersection.
Source: City of College Station, GIS

It may be necessary to reduce the roadside zone for Holleman Drive and Southwest Parking due to the existing built environment. However, it is important to ensure that right-of-way is available along the roadway for future sidewalk installation. As discussed further in the Context Sensitive Solutions portion of this chapter, it is the desire of the residents to require as little right-of-way acquisition within the Southside Area as possible to preserve the character and existing vegetation.

Intersections

Through the planning process, residents of the Southside Area and City staff have identified several neighborhood intersections that may warrant improvements to address current issues. The following is a list of the intersections identified for study or alteration:

Holleman Drive / Dexter Drive

This intersection is a two-way stop, with free-flow traffic on Holleman Drive. Traffic volumes are high on Holleman Drive, limiting turning movements from Dexter Drive to Holleman Drive.

Additionally, concerns have been raised about the sight distance along Holleman Drive (from the Dexter Drive intersection to the east) due to the grade change on Holleman Drive. Residents have requested that this intersection be studied to find a solution that addresses the concerns raised.

A four-way stop at this intersection was discussed as a possible solution with the Neighborhood Resource Team, however, if a four-way stop is not warranted, other solutions should be explored.



Figure 3.2 Holleman / Eleanor Intersection.
Source: City of College Station, GIS

Holleman Drive / Eleanor Street / Phoenix Street

This intersection is a four-way stop, with Eleanor Street and Phoenix Street being slightly off-set across Holleman Drive. Because of the off-set, this intersection can be uncomfortable for both motorists and pedestrians. Area residents have expressed a need to improve pedestrian safety in this location, with the understanding that a realignment of the intersection is not feasible. A four-legged painted crosswalk already exists at this intersection because of the number of pedestrians crossing Holleman Drive to access the Lincoln Center and other City parks north of Holleman Drive. Possible additional improvements discussed include a flashing light along Holleman Drive and/or rumble strips on the Holleman Drive pavement to warn motorists of the approaching intersection.

George Bush Drive / Wellborn Road

TxDOT has planned a grade separated intersection at George Bush Drive and Wellborn Road. While the improvement is not likely to occur during the life of this Plan, it will cause changes in both land use and traffic patterns in the area. Highland Street, Fidelity Street, and Grove Street will dead-end and will no longer connect to the TxDOT roadways. Park Place and Fairview Avenue will have only limited access (right-in and right-out turn movements) to Wellborn Road and George Bush Drive, respectively, and Montclair Avenue will have right-in and right-out access with an additional west-bound left-turn lane on George Bush Drive onto Montclair Avenue. Additional attention should be given to Luther Street and perhaps Dexter Drive to ensure that traffic will be adequately accommodated with the construction of the grade separation. This intersection improvement is described in detail in **Appendix D , Area 5 Transportation**.

On-Street Parking

On-street parking has been removed from many streets within the Southside Area as a response to safety concerns identified by the City's Traffic Management Team, a group comprised of representatives from various City departments, including the Fire Department and Police Department. On-street parking can affect emergency services access to homes in the area. Streets with a narrow width (less than 27 feet) were proposed to have parking removed from both sides. Most streets in the Southside Area are about 27 feet wide; however, this still is not wide enough to accommodate on-street parking on both sides of the street and emergency vehicle access. Due to the size of the emergency vehicles, if cars are parked on both sides of a 27-foot wide street, the space between the parked cars and the emergency vehicle is mere inches. Streets that fall into this category were

proposed to have parking removed from one side of the street. Finally, some streets sections are wider than 33 feet; these areas are wide enough to accommodate on-street parking on both sides of the street and emergency vehicle access, so on-street parking was not removed.

In 2010, City staff held three public meetings with residents of the Southside neighborhoods to get input and answer questions. The majority of the residents that attended the meetings supported removing parking from at least one side of the streets. The criteria used to determine which side of the street parking would be removed included, fire hydrant location, sight distance, mailboxes, sidewalks, traffic calming, and public input. After the initial meetings, City staff used the criteria to develop a parking removal plan. This plan was presented during a third public meeting to get residents' feedback. The modified plan was presented to the College Station City Council during a public hearing and adopted.

Redmond Terrace Subdivision

Residents have also identified safety concerns with heavy parking on both sides of streets in the Redmond Terrace Subdivision. The recommendation is to remove parking from one side of all through streets in the Redmond Terrace Subdivision, including Redmond Drive, Rosemary Lane, and Armistead Street.

The City of College Station has two process options for the removal of parking from a public street. First, the City may initiate an evaluation and pursue removal if there is a safety concern regarding emergency vehicle access. Second, neighborhood representatives can petition through the City Traffic Engineer to seek parking removal.

Since neighborhood residents have brought a safety concern to the attention of City Staff during this planning process, the City will initiate an evaluation and follow the first process option.

Context Sensitive Solutions

During the planning process there was much discussion regarding street widths and design within the neighborhood. Current City standards for street construction consist of a 6-inch curb and gutter system within a specified pavement width determined by the street classification, as shown in **Figure 3.1, Thoroughfare Requirements**. Since the neighborhood street network predates this standard, there are few streets in the area that meet these requirements. In some instances, the City's Thoroughfare Plan calls for street widths that exceed existing right-of-way widths and would require complete reconstruction of these streets. This would require that the City acquire additional right-of-way in many

locations and possibly remove mature canopy trees. This was a major concern for residents, property owners, and City staff.

Table 3.1 - Thoroughfare Requirements.

Thoroughfare	Right-of-Way Required for Standard width	Additional Pavement required for Standard Width
Texas Avenue	15 feet	N/A
George Bush Drive	18-48 feet	N/A
Wellborn Road	10-20 feet	N/A
Holleman Drive	17-40 feet	6 feet
Southwest Parkway	43 feet	24 feet
Luther Street	19-25 feet	0-11 feet
Fairview Avenue	20-26 feet	16-27 feet
Glade Street	12 feet	16 feet
Timber Street	12 feet	16 feet
Anderson Drive	2-7 feet	6 feet
Welsh Avenue	6-11 feet	6 feet
Dexter Drive	12-37 feet	11 feet

Source: Bryan / College Station Unified Design Guidelines.

Based on this input, the context of each street was evaluated to determine the minimum improvements necessary to preserve both the street capacity and character.

Curb-and Gutter

Streets that do not currently have a curb-and-gutter section are shown on **Map 3.3 Existing Character of Roadways**. For the purposes of public discussion, these roads were divided into two categories – streets around schools, and others.



Figure 3.3 Ribbon Curb Example.

Streets without curb-and-gutter around schools include Park Place (between Anderson Street and Timber Street), Holik Street, and Anna Street. In addition to an open-ditch drainage system, these sections also lack sidewalks. Following rain events, the ditches do not allow walking or parking, forcing pedestrians into the street. In response to this concern, the Neighborhood Resource Team recommended the inclusion of sidewalks, a curb-and-gutter system, and an underground storm sewer for streets around schools.

Based on input during a series of small area meetings, it is recommended that other streets without curb-and-gutter, including Old Jersey Street, Angus Street, Welsh Avenue, West Dexter Drive, and Aberdeen

Street should remain as they are currently constructed to help preserve existing mature trees and to retain the character and feel of the streets in the neighborhood. The Neighborhood Resource Team found the addition of a ribbon curb (see inset picture) to be acceptable in these areas. This type of curb does not require a revised drainage system, allowing the existing open ditches to remain in place. The material change (i.e., asphalt road and concrete curb) can provide a clear definition of the edge of road for pedestrian safety and parking. Additionally, the edged street may require less maintenance and will experience less erosion along the roadway.

Thoroughfare Widths

Due to the age of the neighborhood, Southside has both constrained rights-of-way and narrowed pavement widths. To increase the right-of-way width, the City would need to acquire additional property along the streets specified in the chart above **Table 3.1, Thoroughfare Requirements**. To widen the streets to the current minimum standards, the area that is now public right-of-way, but has been used and perceived as private front yards, would be reduced. This change has significant effects on the character of these streets, and was not generally supported by the Neighborhood Resource Team.

The following reductions/amendments are proposed to alleviate the effect which changing roadways to meet the current thoroughfare standards could have on the character of the neighborhood. The increased right-of-way widths proposed will accommodate sidewalks and full traffic lane widths, as proposed by the Thoroughfare Plan. The proposed right-of-way reductions result from limiting the roadside area

needed and requiring space for on-street parking on only one side of the road.

Dexter Drive

Dexter Drive is designated as a General Suburban Street (minor collector) on the City's Thoroughfare Plan. Generally, minor collector streets have 38 feet of pavement, and a right-of-way width of 77 feet. As built, Dexter Drive is approximately 27 feet wide within a right-of-way varying between 40 feet and 65 feet. Dexter Drive was designated as a General Suburban Street (minor collector) to recognize that it functions as a north-south collector between Holleman Drive and George Bush Drive in the Southside Area neighborhood. As constructed, Dexter Drive is not designed to handle the 5,000 vehicle trips per day that minor collector streets are intended to carry, and it is estimated that approximately 1,450 vehicles per day use Dexter Drive. Dexter Drive should remain designated as a General Suburban Street (minor collector) on the City's Thoroughfare Plan to recognize that it functions in this way. It should not, however, be upgraded to meet current General Suburban Street (minor collector) standards to preserve its character as a residential roadway. Additional traffic calming measures should be explored due to the large number of residential driveways that access the street.

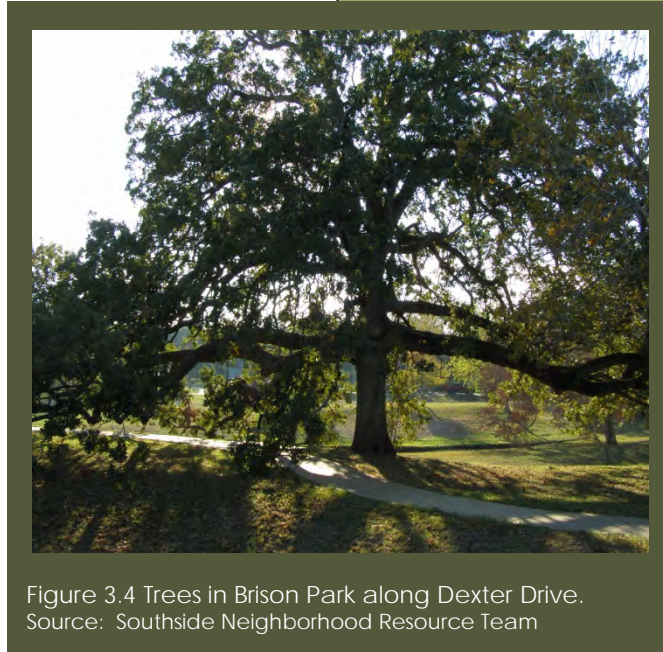


Figure 3.4 Trees in Brison Park along Dexter Drive.
Source: Southside Neighborhood Resource Team

Fairview Avenue

Fairview Avenue is currently designated as an Urban Street (major collector) on the City's Thoroughfare Plan. The standard for Urban Streets (major collector) is a right-of-way width of 86 feet and a pavement width of 48 feet (with a median). Built to minimum standards, Urban Streets (major collector) have a capacity of 10,000 vehicle trips per day. Fairview Avenue, however, has an existing right-of-way width ranging between 50 ft and 60 ft, and a pavement width ranging between 27 feet and 38 feet. It is estimated that Fairview carries 6,740 vehicles per day. It is recommended that Fairview Avenue remain as it is currently constructed and that it be reduced to an Urban Street (minor collector) designation on the City's Thoroughfare Plan – recognizing both its current function and the desire to preserve the character of this neighborhood street.

Montclair Avenue

As land use densities increase over time and traffic patterns shift in Area 5 of Southside, it is recommended that Montclair Avenue also be designated as an Urban Street (minor collector) on the City's Thoroughfare Plan. The standard for Urban Street (minor collector) is 85 feet of right-of-way and 38 feet of pavement. Built to minimum standards, Urban Streets (minor collectors) have a capacity of 5,000 vehicle trips per day. Because of the level of redevelopment anticipated, Montclair should be upgraded in the future to a modified Urban Street (minor collector) section (shown in the chart below). It is anticipated that the west side of Montclair Avenue will redevelop to a higher density over time, while the east side remains as individual single-family homes; therefore, the needed right-of-way dedication/acquisition must occur from west side of the street. Since Montclair Avenue is intended to function as an Urban Street (minor collector), individual residential driveways should access an improved rear alley, and not Montclair Avenue itself. Furthermore, in order to accommodate the land use densities proposed in Area 5 it is recommended that at intersections with Grove Street, Fidelity Street, Park Place and Luther Street, Montclair Avenue should flare out to accommodate left turn movements and prevent impediments to thru traffic. This modification should provide further roadway capacity. The

capacity will not reach the higher major collector street status of 10,000 vehicles per day, but can be assumed to increase to 8,000 vehicles per day with a Level of Service (LOS) "D" falling in between 5,333 vehicles per day - 6,666 vehicles per day.

Luther Street

Luther Street is on the southern edge of Area 5 in Southside and is currently designated as an Urban Street (minor collector) on the City's Thoroughfare Plan. The standard for Urban Streets is 85 feet of right-of-way and 38 feet of pavement. Built to minimum standards, Urban Streets (minor collector) have a capacity of 5,000 vehicle trips per day.

However, Luther Street has an existing right-of-way width ranging between 60 feet and 66 feet, and a pavement width ranging between 27 feet and 38 feet. It is estimated that Luther Street carries 4,100 vehicles per day. While no change in thoroughfare designation is recommended with this Plan, an alternative right-of-way width and Pavement width should be considered due to right-of-way constraints. Because the



Figure 3.5 Guineas Crossing.
Source: Southside Neighborhood Resource Team

property to the south of Luther Street (between Wellborn Road and Montclair Avenue) is either owned by the City of College Station as parkland or part of the Southgate Village Apartments, right-of-way dedication/acquisition must occur from the north side of the street. Since Luther Street is intended to function as an Urban Street (minor collector), individual residential driveways should access an improved rear alley and not Luther Street.

Table 3.2 Existing Roadway Character.

Proposed/ Designated Thoroughfare	Proposed/ Designated Functional Classification	Context	Standard ROW width	Proposed ROW width	Standard Pavement width	Proposed pavement width
Dexter Drive	Minor Collector	General Suburban	77'	40'-65' As existing	38'	27' As existing
Fairview Avenue	Minor Collector	Urban	85'	50'-60' As existing	38'	27'-38', As existing
Montclair Avenue	Minor Collector	Urban	85'	64'	38'	44'
Luther Street	Minor Collector	Urban	85'	64'	38'	35'

AREA 5 MOBILITY

George Bush and Wellborn Grade Separation

There is one major transportation project on the horizon that will affect not only traffic patterns but land use patterns within the Southside planning area (see **Chapter 2, Neighborhood Integrity and Community Character** for a complete discussion on land use). The George Bush Drive / Wellborn Road grade-separated intersection is a Texas Department of Transportation (TxDOT) project that is currently under final design. This project has been environmentally cleared with a "Finding of no significant impact" by the Federal Highway Administration. As part of the environmental clearance portion of the project, TxDOT conducted stakeholder workshops and public meetings. The next phase of the project is right of way acquisition and is anticipated to take three to five years. Utility



Figure 3.6: Proposed Grade-Separated Intersection.
Source: Texas Department of Transportation

relocation will follow, then, ultimately, construction. It is anticipated that the interchange will be in place in approximately ten years.

Once the grade-separated intersection is complete, Highlands Street will no longer connect to George Bush Drive and Grove Street and Fidelity Street will no longer connect to Wellborn Road – all becoming dead-end streets.

Roadway Capacity

When the interchange is in place, additional capacity will be available to the immediate transportation network. The interchange improvements will generate approximately 30,000 vehicles per day of additional capacity in the network. In order to gauge how this would affect the Southside planning area, a study was completed and is included in **Appendix D, Area 5 Transportation**.

BICYCLE & PEDESTRIAN MOBILITY

Bicycle and pedestrian connectivity is part of a multi-modal transportation network that allows for the movement of people to and through the neighborhood as an alternative to vehicular travel. In addition to promoting health and wellness, these non-vehicular modes of travel can help reduce overall vehicle miles traveled, congestion, pollution, and the costs associated with roadway expansion. In the most recent effort to improve bicycle and pedestrian mobility, the City adopted the Bicycle, Pedestrian, and Greenway Master Plan in 2010. That plan identified and prioritized improvements to the existing City-wide systems to enhance and encourage multi-modal transportation.

The Southside Area is older than most neighborhood areas and was developed at a time when the installation of substantial bicycle and pedestrian facilities were uncommon and not required. Though much of the planning area is known for its eclectic housing stock, curving street pattern, mature trees, and close proximity to a number of community destinations, bicycle and pedestrian facilities and connections are lacking. One emphasis of neighborhood conservation is to maintain and encourage owner-occupied and family-occupied housing. As potential home-buyers weigh various purchase and location options around the City, a lack of bicycle and pedestrian facilities may place this area at a market disadvantage when comparing other neighborhood areas where these facilities are more readily available.

During the planning process, most of the bicycle and pedestrian facilities identified in the Bicycle, Pedestrian, and Greenways Master Plan were

affirmed, while several were recommended to be added or removed. While specific concerns were raised regarding safety, connectivity, and accessibility in the neighborhood, the primary focus of the discussions was retaining the existing character of the neighborhood. As such, strategies related to this section focus on improving safety, connectivity and accessibility in key areas of the neighborhood, while retaining the existing roadway section on most streets. These strategies incorporate elements identified in the Bicycle, Pedestrian, and Greenways Master Plan, in addition to those identified during the planning process.

Types of Facilities

Bicycle and pedestrian facilities can include a variety of items. The following define the various types of bicycle and pedestrian facilities that are utilized or proposed for the Southside Area:

Bike Lane - a designated part of the roadway that is striped, signed, and has pavement markings to be used exclusively by bicyclists. The installation of bike lanes removes parking from both sides of a street.

Bike Route - a roadway that is shared by both bicycles and motor vehicles. Wide outside lanes and shoulders can serve as bike routes with signage.

Sidewalks - walkways alongside roads, typically five to eight feet wide, for pedestrians.

Side Path (Multi-use Path) - a wider sidewalk (10-12 feet wide) alongside a road with minimal cross flow by motor vehicles to be used by both bicyclists and pedestrians.

Greenway Trail (Multi-use Path) - all-weather and accessible paths for both pedestrian and bicyclists through greenway areas. These are typically 10-12 feet in width.

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



Figure 3.7 Holleman Drive Bike Lane.
Source: City of College Station

Bicycle Connectivity

Although the Southside Area street system is generally well-connected, the existing bicycle connectivity is seen as lacking due to the need for additional facilities on or along streets within the neighborhood. **Map 3.4, Bicycle Facilities**, illustrates existing bicycle facilities and proposed improvements based on the Bicycle, Pedestrian, and Greenways Master Plan. Possible network modifications were discussed during the planning process and are presented below.

Dexter Drive

Dexter Drive is currently designated as a bike route on the Bicycle, Pedestrian, and Greenways Master Plan. During this process, City staff received a number of comments related to the safety of cyclists on Dexter Drive because of its minimal width and traffic calming improvements on the road. The Neighborhood Resource Team agreed that the route should be altered, although a specific location could not be agreed upon. Both Fairview Avenue and Montclair Avenue were discussed. A bike route on Montclair Avenue would also require that the bike route designation extend on a portion of Luther Street.

However, Staff believes that Dexter Drive should retain its designation as a bike route since it is a natural route for cyclists to travel. The addition of the Montclair Avenue route will provide an alternative for cyclists and should be added to the Bicycle, Pedestrian, and Greenways Master Plan.

Multi-Use Path Removal

Because of physical obstructions identified by City staff, the proposed multi-use path that is currently shown at the rear of lots in the residential block between Dexter Drive and Suffolk Avenue is recommended to be removed from the Bicycle, Pedestrian, and Greenways Master Plan. See **Map 3.5, Pedestrian Facilities** and **Map 3.4, Bicycle Facilities** for the specific location.

Bike Route Improvements

In order to facilitate bicycle traffic through the neighborhood, the Neighborhood Resource Team suggested additional directional signage and a new way-finding system. This could include new signage, posted route maps, destination indicators, and more. This system was seen as most beneficial for the existing Welsh Avenue bike route that continues to Angus Avenue and West Dexter, ultimately connecting to Old Jersey Street for the connection to George Bush Drive.



Figure 3.8 Aerial View of Alley Between Dexter Drive & Suffolk Avenue.
Source: City of College Station, GIS

Pedestrian Connectivity

The Bicycle, Pedestrian, and Greenway Master Plan calls for sidewalks to be added in strategic locations throughout the neighborhood (**Map 3.5 Pedestrian Facilities**). This addition could accommodate the existing foot traffic in the area. Few sidewalks currently exist in the Southside Area; those that do exist were constructed in recent years. Most existing sidewalks in Southside are on thoroughfares or along perimeter roadways. Some areas of Southside, such as the McCulloch Subdivision, the Redmond Terrace Subdivision, and the Oakwood Subdivision have no sidewalks at all.

Current development standards require new sidewalks be constructed on both sides of all streets. In retrofitting a developed area that lacks a connected sidewalk network, sidewalk installation will most likely occur on only one side of streets to minimize the effect on existing improvements and mature vegetation, while also maximizing the number of streets where facilities can be provided given budget constraints.

The importance of retaining the character of existing streets in the Southside Area was emphasized throughout the planning process.

Some residents felt that sidewalks would take away from the historic character of the area since sidewalks were not built with the neighborhood. The largest opposition to the construction of new sidewalks came on behalf of the existing mature trees in the neighborhood.

The general consensus is that the value of the trees is greater than that of new sidewalks, and where trees are in place, sidewalks are not welcomed. This conversation resulted in the suggested removal of several sidewalks from the Bicycle, Pedestrian, and Greenway Master Plan including Old Jersey Street, Village Drive (east of Glade Street), and Park Place (between Timber Street and Dexter Drive). Old Jersey Street is intended to stay as a non-curb and gutter street to preserve the character of the block, therefore a sidewalk is not feasible in this location. The Village Drive sidewalk is recommended for removal because of the mature trees in this area and the inability to connect the sidewalk to Anderson Street. The Park Place section is recommended for removal because of a previous agreement between residents and the City that ensured that sidewalks would not be brought through this section of the neighborhood.

Dexter Drive

The Neighborhood Resource Team agreed that, while it was important

to preserve the character of Dexter Drive, pedestrians needed to be safely accommodated in this area and that a sidewalk should be constructed on one side of the street. The City is currently in design for a sidewalk on the west side of Dexter Drive from Park Place to Winding Road in response to an ADA (Americans with Disabilities Act) request. The remaining sidewalk section from Winding Road to Holleman Drive should be constructed as funds are available.

McCulloch & Southland Subdivisions – Area 7

Based on resident input, the Neighborhood Resource Team has recommended that sidewalks be added in the McCulloch Subdivision to connect the McCulloch Subdivision to the surrounding churches, parks, and nearby Lincoln Recreational Center. Discussion occurred between residents at a Small Area Meeting about the best location to accommodate pedestrians within the area. Some residents wanted sidewalks on their streets to increase safety for their children, while others did not because of the intrusion into areas currently being used and maintained as front yards. The resolution was to explore options for a sidewalk loop route within the subdivision to safely get pedestrians to the existing sidewalk on Holleman Drive. Alternatives discussed include a sidewalk on Nevada Street, Phoenix Street, and Georgia Street. Additionally, a sidewalk should be added along Southland Street connecting the pedestrian bridge at Oney Hervey Drive to Wellborn Road.



Figure 3.9 Pedestrian Bridge at end of Southland Street
Source: City of College Station

Pedestrian and Bicycle Access at Intersections

The evaluation of intersections to increase safety is paramount with pedestrians and bicyclists being most vulnerable in these locations and having the most potential conflicts with motorists. Review was concentrated at those intersections that are signalized and have pedestrian and/or bicycle facilities in the vicinity.

Design features at intersections were identified to enhance their safety, functionality and accessibility for users.

Some of the pedestrian facilities evaluated include crosswalks, pedestrian crosswalk signals, curb ramps, and obstructions. Further study is needed in regards to countdown signals, signal timing, and audible signals. Bicycle facilities at intersections were evaluated in regards to the presence of pavement markings. Further study is also needed in regards

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to signal detection. The intersections below were identified as needing improvements (See **Map 3.6, Intersection Improvements**). Further information on improvements are included in the Goals, Strategies, and Actions section of this Chapter.

- George Bush Drive at Texas Avenue
- George Bush Drive at Anderson Street
- George Bush Drive at Timber Street/Bizzell Street
- George Bush Drive at Dexter Drive/Throckmorton Street/Coke Street
- Holleman Drive at Wellborn Road
- Holleman Drive at Welsh Avenue
- Holleman Drive at Glade Street
- Holleman Drive at Anderson Street
- Holleman Drive at Texas Avenue
- Southwest Parkway at Welsh Avenue

AREA TRANSIT

The Southside Area has access to one fixed bus route operated by the Brazos Transit District (The District) while Texas A&M University (TAMU) Transportation Services operates three fixed routes in the planning area. The District provides fixed route, paratransit, and demand and response service throughout the City for the general public while Texas A&M University Transportation Services primarily provides off-campus service to students, faculty, and staff.

The District has fixed routes on George Bush Drive, Holleman Drive, Wellborn Road, Southwest Parkway, Welsh Avenue, Anderson Street, Montclair Avenue, and Village Street.

The Maroon Route travels George Bush Drive from Texas Avenue to Montclair Avenue and reaches Holleman Drive via Eleanor Street, eventually leaving the planning area via Welsh Avenue. On the return trip, the route utilizes Anderson Street to connect back to George Bush Drive.

TAMU Transportation Services operates three fixed routes in this area - Elephant Walk, Ring Dance, and Rudder, with four identified fixed bus stops within the planning area.

These stops are located on Holleman Drive near Village Street, Anderson Street near Park Place, Holleman Drive near Nevada Street, and on Southwest Parkway mid-block between Wellborn Road and Welsh Avenue.

Map 3.7, Bus Transit Network illustrates the existing bus routes and stops in the neighborhood. Potential obstacles to ridership include the lack of information regarding existing bus stops and routes, lack of clearly defined bus stops, lack of pedestrian facilities for safer access to the bus stops, lack of bus shelters, length of bus routes, and travel time.

The District and TAMU Transportation Services are currently evaluating the feasibility of operating an integrated bus system, whereby all residents could utilize both systems through a co-ridership partnership between the entities. This opportunity could reduce inefficiency in overlapping services. Additionally, a unified system would allow The District funding to be utilized for the upgrade of existing TAMU Transportation Services stops.

Limited discussion occurred regarding transit opportunities or issues in the Southside Area. One concern discussed by the Neighborhood Resource Team was the TAMU Transportation bus stop near the intersection of Holleman Drive and Village Street. There are no crosswalks in this location and the bus stops only on the north side of intersection, resulting in students crossing Holleman Drive from the neighboring apartment complexes. Additional improvements that increase the comfort of riders and encourage the use of transit, such as bus shelters, should be pursued.

INFRASTRUCTURE MAINTENANCE & IMPROVEMENTS

Street Maintenance

Street maintenance is provided through the Public Works Department. Most infrastructure is on a maintenance schedule, meaning it will be repaired or replaced before it fails. The City conducts an annual evaluation of streets and rates each one on a variety of criteria such as cracking, potholes, and other issues. When a rating falls below 85, the street is programmed for maintenance.

The majority of these improvements consist of repairing potholes or applying

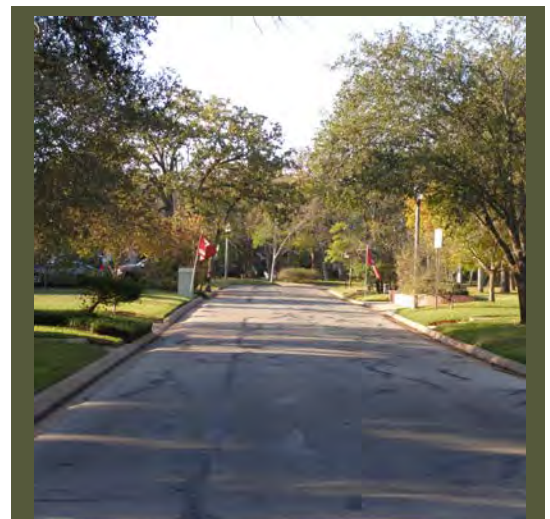


Figure 3.10 Southside Typical Street Section. Source: Southside Neighborhood Resource Team

seal coats. Prioritization is based on the evaluation and on changes in traffic density for more heavily traveled roads. An asphalt street generally has a life of 20 to 25 years.

Capital Improvements in the Southside Area

For infrastructure improvements that require funding above what can be supported by the City's general operating budget, the City of College Station has a multi-year Capital Improvement Plan that addresses infrastructure needs. These projects are typically funded through General Obligation Bonds (GOB) or Certificates of Obligation (COs), which are authorized by voter approval in a bond authorization election. These bonds are paid back through taxes.

Recent projects completed include street, water line and wastewater rehabilitations in the following areas:

- **College Park Breezy Heights (2006-2009):** Welsh (from Park Place to Holleman Drive), Luther Street (from Fairview Avenue to Hereford Street), and Thompson Street (from Fairview Avenue to Hereford Street).
- **West Park Area (2006-2007):** Maryem Street, Grove Street, Angus Street (from Montclair Avenue to Fairview Avenue), Park Place (from Wellborn Road to Fairview Avenue), and Kerry Street (from Montclair to Fairview).

The following are Capital Improvement Projects currently identified for the Southside Area:

Wellborn Road (Luther Street to Southwest Parkway)- Community Development Block Grant (CDBG) funded. Design and construction of a sidewalk on one side of FM 2154 from Luther to Southwest Parkway. 2013 construction.

Dexter Drive Sidewalks – Funded through 2008 GOB. Sidewalk Improvements along the west side of Dexter from Park Place south to Winding Road, construction is proposed in 2012-2013.

McCulloch Utility Rehabilitation – Funded through long term debt / utility revenue. In conjunction with a large scale rehabilitation of the water and wastewater infrastructure in the vicinity of Arizona Street, Phoenix Street, Carolina Street, and Georgia Street, the project includes the milling/overlaying of all existing aging streets in the respective project area. Construction is anticipated in 2017-2018.

Holleman Drive & Texas Avenue Preliminary Engineering Report - Unfunded. Evaluation of intersection to determine needed improvements for increased capacity and reduced queue lengths.

Holleman Drive & Wellborn Road Preliminary Engineering Report - Unfunded. Evaluation of intersection to determine needed improvements for increased capacity and reduced queue lengths by adding turn lanes or elevating the intersection.

George Bush and Wellborn Intersection – TxDOT project – not currently funded. A grade separation is proposed to allow free-flow movements through both George Bush Drive and Wellborn Road. Project is currently in the design phase. Right-of-way acquisition is expected to take 3-5 years.

GOAL, STRATEGIES, AND ACTIONS FOR THE SOUTHSIDE AREA

The **Mobility Goal** for the Southside Area is **to maintain a safe and efficient transportation network that accommodates multiple modes of transportation, while retaining the character and integrity of the neighborhood.** Strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the strategy.

Strategy M1- Address identified on-street parking issues to lessen the impact of rental property on Southside Area residents and increase emergency vehicle access.

Action M1.1- Conduct a safety evaluation (by Fire Department and City Traffic Engineer) for the streets in the Redmond Terrace Subdivision, including portions of Redmond Drive, Rosemary, and Armistead. If the evaluation warrants action, the City should pursue on-street parking removal from one side of all through streets in the Redmond Terrace Subdivision. Continue to work with neighborhood residents to explore alternatives to address perceived safety concerns if on-street parking removal is not merited in the Redmond Terrace Subdivision.

Strategy M2- Maintain the character of existing streets in the Southside Area to protect neighborhood integrity.

Action M2.1 – Evaluate the appropriateness of ribbon curbs on streets in the Southside Area with an open ditch section in order to retain the existing character in areas with mature vegetation, while improving the street edge.

Action M2.2 – Revise the Bryan/College Station Unified Design Guidelines to include a ribbon curb detail that may be used for

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public street rehabilitation.

Action M2.3 – Amend the City of College Station Thoroughfare Plan to include a neighborhood-appropriate cross section for existing streets identified as future thoroughfares in the College Station Comprehensive Plan in areas with a Future Land Use and Character designation of Neighborhood Conservation to protect the character of streets such as Dexter Drive.

Action M2.4 – Explore additional traffic calming measures for Dexter Drive such as, but not limited to, elongated speed tables, rumble strips, and chicanes.

Strategy M3- Increase pedestrian safety along public streets with high pedestrian traffic in the Southside Area neighborhood.

Action M3.1 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to propose sidewalks on both sides of Holleman Drive where possible.

Action M3.2 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to propose sidewalks on both sides of Southwest Parkway where possible.

Action M3.3 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to propose sidewalks on both sides of Welsh Avenue between Holleman Drive and Southwest Parkway.

Action M3.4 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to include a sidewalk loop through the McCulloch Subdivision (Phoenix Street, Nevada Street, and Georgia Street), providing safe pedestrian access to Holleman Drive and Welsh Avenue. Additional pedestrian facilities may also be needed in this area to accommodate Americans with Disabilities Act (ADA) needs.

Action M3.5 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to add sidewalks to both sides of Montclair Avenue.

Action M3.6 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to ensure that gaps in existing sidewalks are completed on Milliff Road at Texas Avenue and on Park Place at Texas Avenue.

Action M3.7 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to add a pedestrian connection from the Tower Park Apartment complex to Park Place through the City-owned water-tower property where a worn path indicates existing heavy pedestrian traffic.

Action M3.8 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to add a sidewalk along Southland Street to connect the pedestrian bridge to Oney Hervey Drive to Wellborn Road.

Action M3.9 – Explore alternative treatments where sidewalks are proposed along roadways with existing right-of-way or vegetation constraints, such as portions of Park Place and Fairview Avenue. Options that use existing street pavement widths to maintain neighborhood character, including, but not limited to, pavement markings, color differentiation of the pedestrian area, and sidewalk installation that reduces driving lane widths should be considered.

Action M3.10 – Evaluate streets in the immediate vicinity of schools for an underground drainage system, allowing on-street parking, and sidewalks for safe routes to schools. Specifically, Park Place from Anderson Street to Holik Street, Anna Street from Glade Street to Timber Street, , and Holik Street from Park Place to Anna Street should be upgraded to current street section requirements.

Action M3.11 – Evaluate existing sidewalk along Glade Street to identify improvements that are in compliance with the Americans with Disabilities Act (ADA).

Strategy M4- Increase bicycle safety and accessibility in the Southside Area neighborhood.

Action M4.1 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to designate Montclair Avenue and portions of Luther Street as Bike Routes to provide additional north-south options.

Action M4.2 – Explore the possibility of a way-finding system to direct bicycle traffic through the neighborhood. Possible solutions may include posted route maps with “You Are Here” information or destination information. This would be in addition to the existing bike route signage.

Action M4.3 – Re-stripe bike lanes on Holleman Drive.

Strategy M5- Increase bicycle and pedestrian safety at intersections both within and surrounding the Southside Area neighborhood.

Action M-5.1 – Increase pedestrian safety at the crosswalk located at Eleanor Street / Phoenix Street and Holleman Drive by installing devices such as rumble strips or flashing lights to alert drivers of the approaching pedestrian crosswalk.

Action M5.2 – Conduct a warrant study to determine if a four-way stop is appropriate at the intersection of Dexter Drive and Holleman Drive to address vehicular congestion and safety of pedestrians and bicyclists. If a four-way stop is not warranted, the City should explore additional measures of addressing the intersection concerns.

Action M5.3 – Evaluate the intersection of George Bush Drive at Texas Avenue –Bicycle improvements will require further engineering study to determine how to accommodate through movements in the existing limited right-of-way.

Action M5.4 – Evaluate the intersection of George Bush Drive at Anderson Street – The crosswalk on the west side of George Bush Drive is being moved to the east side of the intersection in order for the left turn movement from Anderson Street to George Bush Drive to coincide with pedestrians crossing George Bush Drive. This will create a more efficient and safer intersection. Additional pedestrian improvements proposed include perpendicular curb ramps at the southwest and southeast corners of the intersection. Bicycle improvements proposed include the continuation of the bike lanes that drop before the intersection and there appears to be adequate room on the northbound bike lane.

Action M5.5 – Evaluate the intersection of George Bush Drive at Timber Street/Bizzell Street – Pedestrian improvements proposed include sidewalks to close existing gaps, perpendicular curb ramps, the removal of an obstruction (water valve) in the sidewalk on the southwest corner, and concrete pads to make the pedestrian crosswalk signal buttons ADA accessible.

Action M5.6 – Evaluate the intersection of George Bush Drive at Dexter Drive/Throckmorton Street/Coke Street – Pedestrian improvements proposed include leveling the sidewalk connection to the multi-use path at the southwest corner of the intersection. Bicycle improvements include repairing the pavement in southbound bike lane of Throckmorton. A section of the pavement currently drops down and creates a hazard.

Action M5.7 – Evaluate the intersection of Holleman Drive at Wellborn Road – This intersection has an at-grade railroad crossing, existing and proposed sidewalks approaching the intersection and bike lanes that end before the intersection. Pedestrian improvements proposed include sidewalks to close existing gaps and perpendicular curb ramps. Bicycle improvements will require further engineering study to determine how to accommodate through movements in the existing limited right-of-way. This intersection will also require coordination between the City of College Station, the Texas Department of Transportation, and Union Pacific Railroad Company.

Action M5.8 – Evaluate the intersection of Holleman Drive at Welsh Avenue – Pedestrian improvements proposed include a curb ramp to cross south on Holleman and perpendicular curb ramps at the southeast corner. Bicycle improvements proposed include the continuation of the bike lanes that drop before the intersection going northbound on Welsh and there appears to

be adequate room to accommodate the continuation.

Action M5.9- Evaluate the intersection of Holleman Drive at Glade Street – Pedestrian improvements proposed include concrete pads to make the pedestrian crosswalk signal buttons ADA accessible at the south and northwest corners as well as updating the existing curb ramps without detectable warnings (south and northwest corners) with perpendicular curb ramps.

Action M5.10 – Evaluate the intersection of Holleman Drive at Anderson Street - Bicycle improvements proposed include the continuation of the bike lanes that drop before the intersection or need to be restriped in all directions and there appears to be adequate room to accommodate the continuation.

Action M5.11 – Evaluate the intersection of Holleman Drive at Texas Avenue – Pedestrian improvements proposed include restriping the existing crosswalks. Bicycle improvements will require further engineering study to determine how to accommodate through movements in the existing limited right-of-way.

Action M5.12 – Evaluate the intersection of Southwest Parkway at Welsh Avenue – Pedestrian improvements proposed include updating the existing curb ramps without detectable warnings (three of the four corners) with perpendicular curb ramps.

Strategy M6- Reduce the traffic impact on the neighborhood that will result from the future grade-separation at George Bush Drive and Wellborn Road, and potential redevelopment of Area 5.

Action M6.1 – Amend the Thoroughfare Plan to designate Montclair Avenue as a Minor Collector with a reduced right-of-way width.

Action M6.2 – Amend the Thoroughfare Plan to reduce the designation of Fairview Avenue to a Minor Collector with a reduced right-of-way width.

Action M6.3 – Install half street closures of the following streets between Fairview Avenue and Montclair Avenue allowing traffic to flow west and not east: Angus Avenue, Kerry Street, Fidelity Street and Park Place.

Strategy M7- Remove proposed pedestrian and bicycle facilities from the Master Plan in areas where right-of-way constraints, mature vegetation, or grading prevents implementation.

Action M7.1 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to remove proposed sidewalks on the following street sections from the Plan:

- Village Drive (east of Glade Street)

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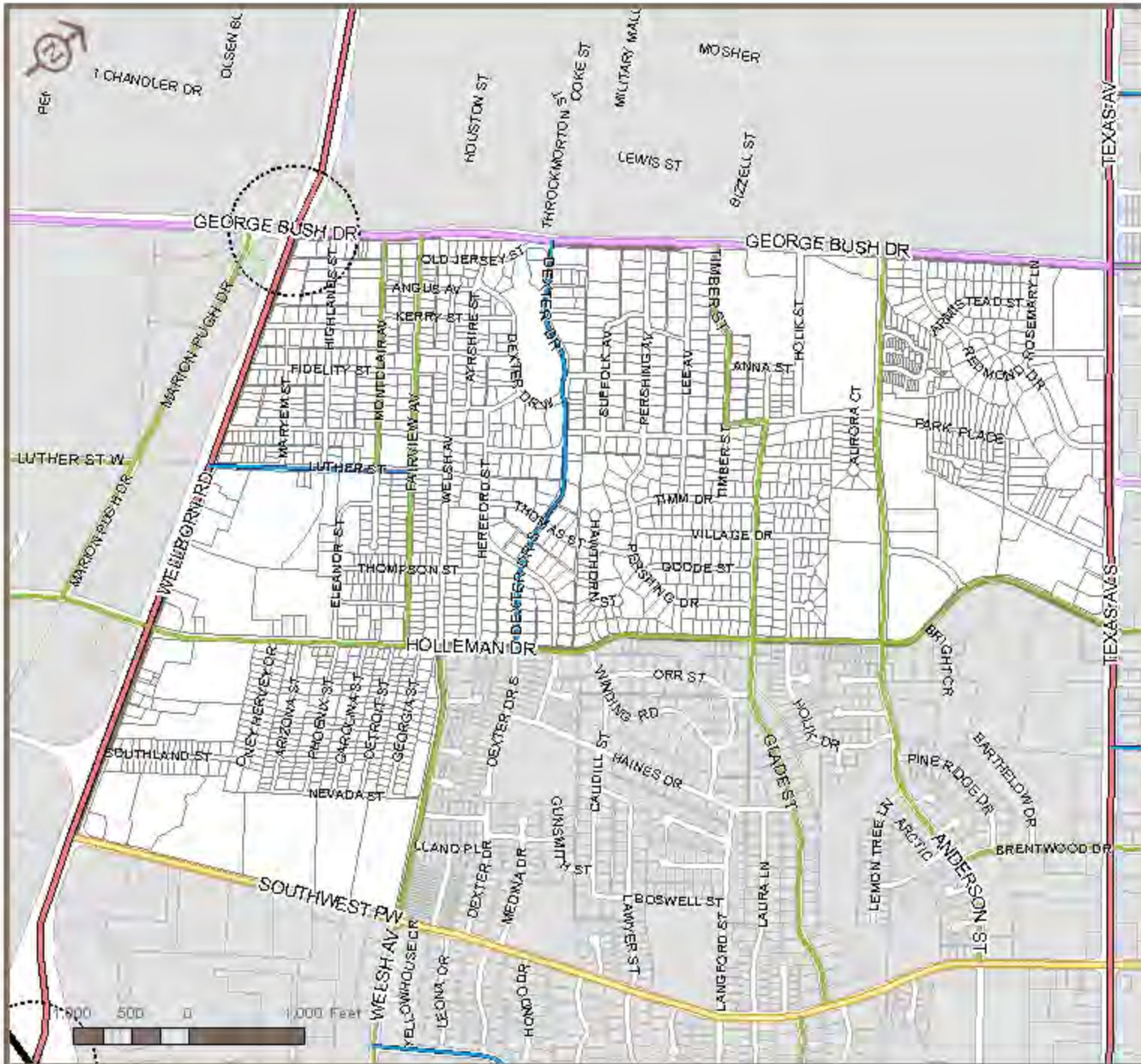
- Old Jersey Street
- Park Place (From Timber Street to Dexter Drive)

Action M7.2 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to remove the proposed multi-use path that is currently depicted at the rear of lots between Dexter Drive and Suffolk Avenue.

Southside Area
Neighborhood Plan

Map 3.1

Thoroughfare Plan



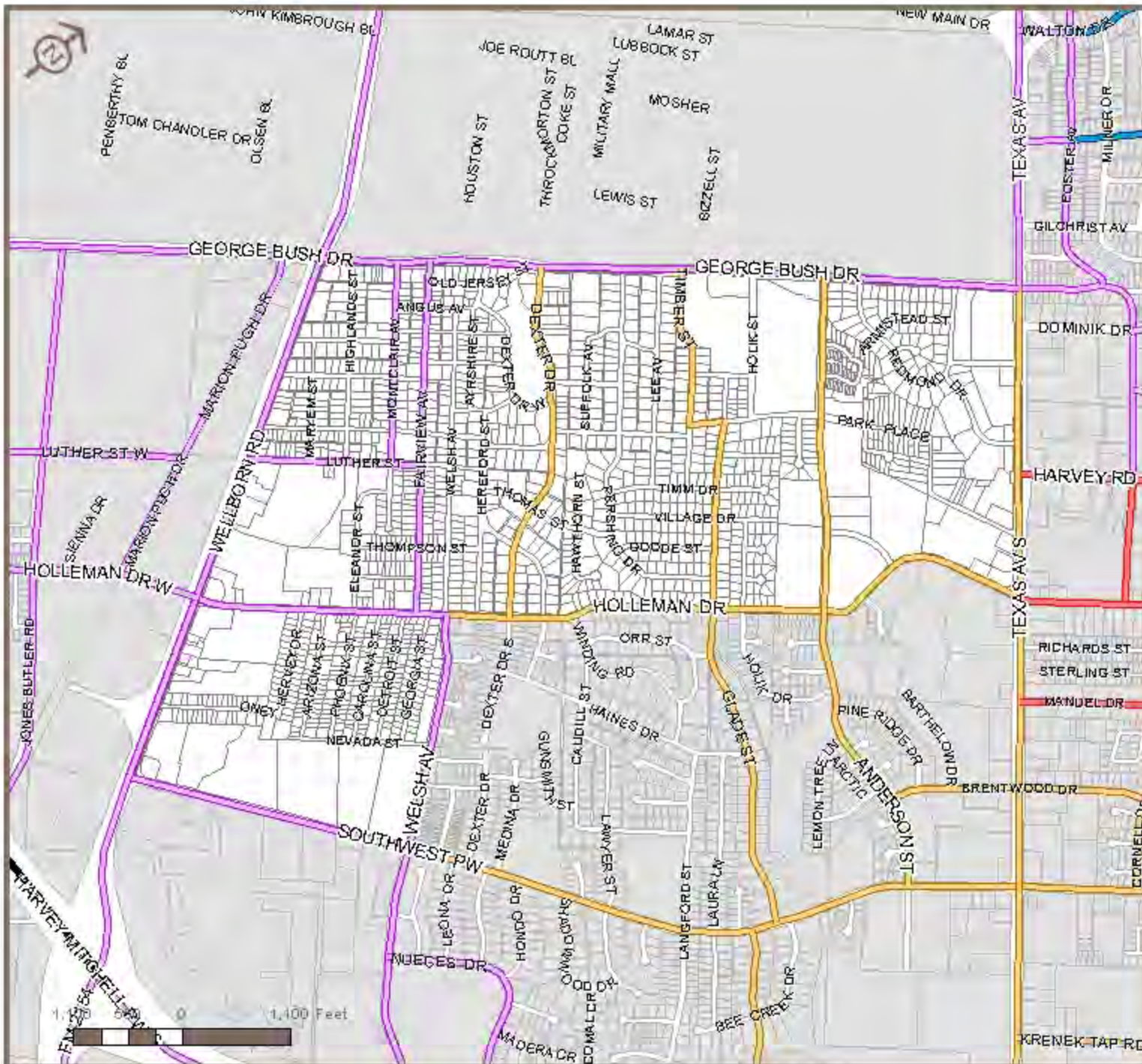
Thoroughfare Plan

- Grade Separation
- Proposed
- Free way/Expressway, Existing
- 6 Lane Major Arterial
- Proposed
- 4 Lane Major Arterial
- Proposed
- 4 Lane Minor Arterial
- Proposed
- 4 Lane Major Collector
- Proposed
- 2 Lane Major Collector
- Proposed
- 2 Lane Minor Collector
- Proposed
- Planning Area

Southside Area Neighborhood Plan

Map 3.2

Thoroughfare Plan -
Context Type

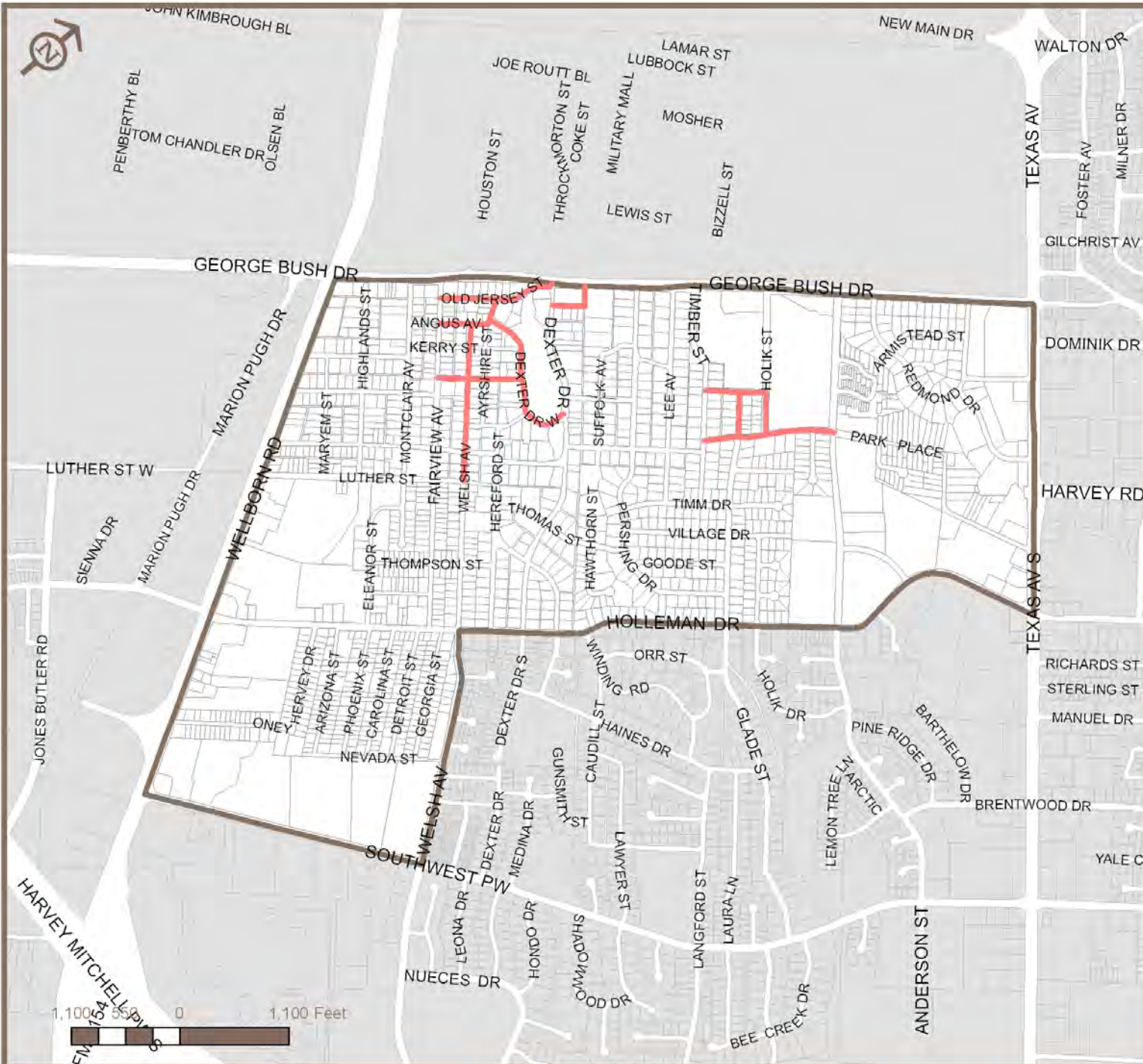


- Thoroughfare Plan
- Highway
- Mixed Use Urban
- Urban
- Restricted Suburban
- General Suburban
- Estate/Rural
- Planning Area

Southside Area Neighborhood Plan

Map 3.3

Existing Roadway & Character



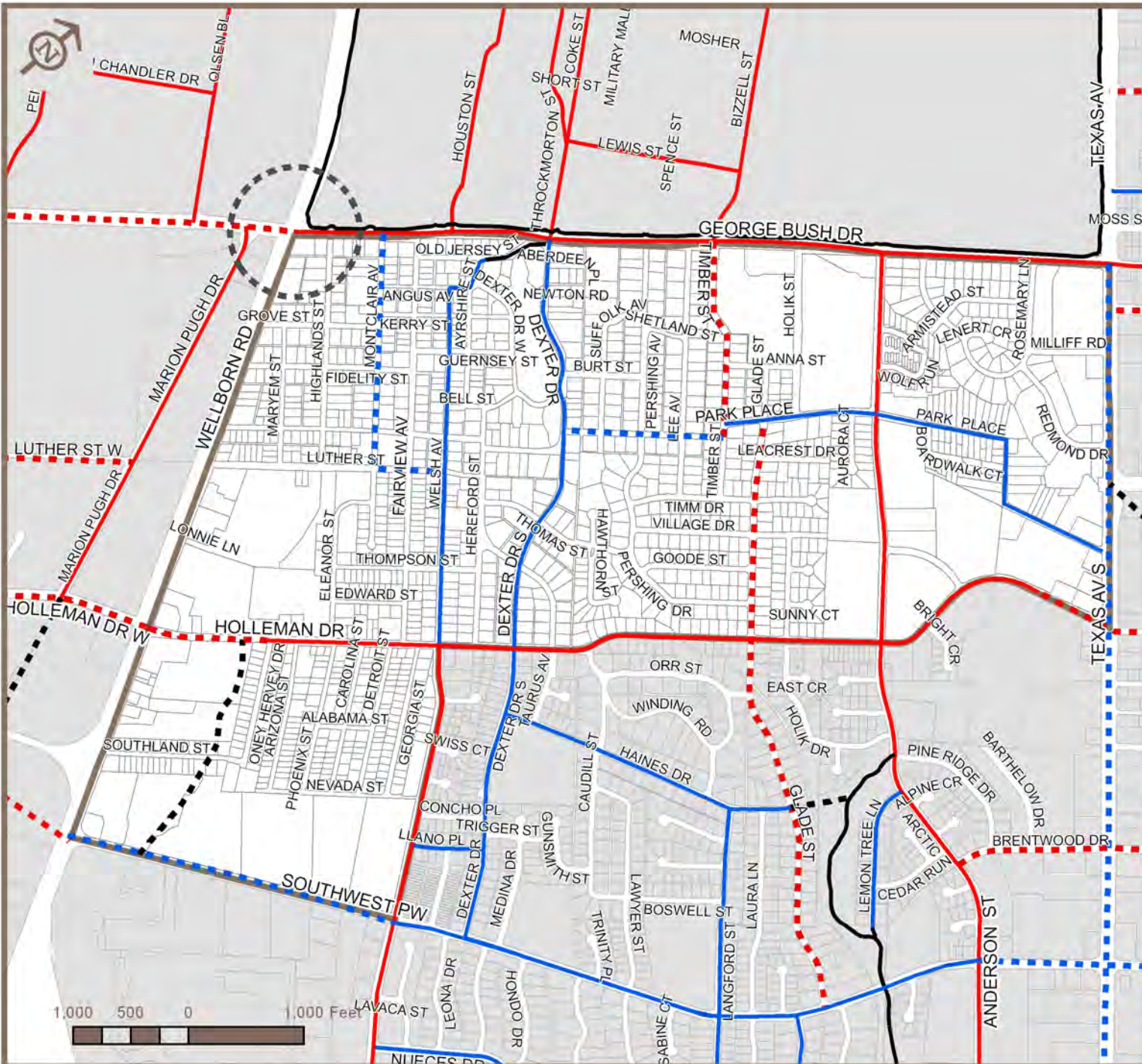
- No Curb & No Gutter
- Planning Area

Source: Planning & Development Services

Southside Area Neighborhood Plan

Map 3.4

Bicycle Facilities



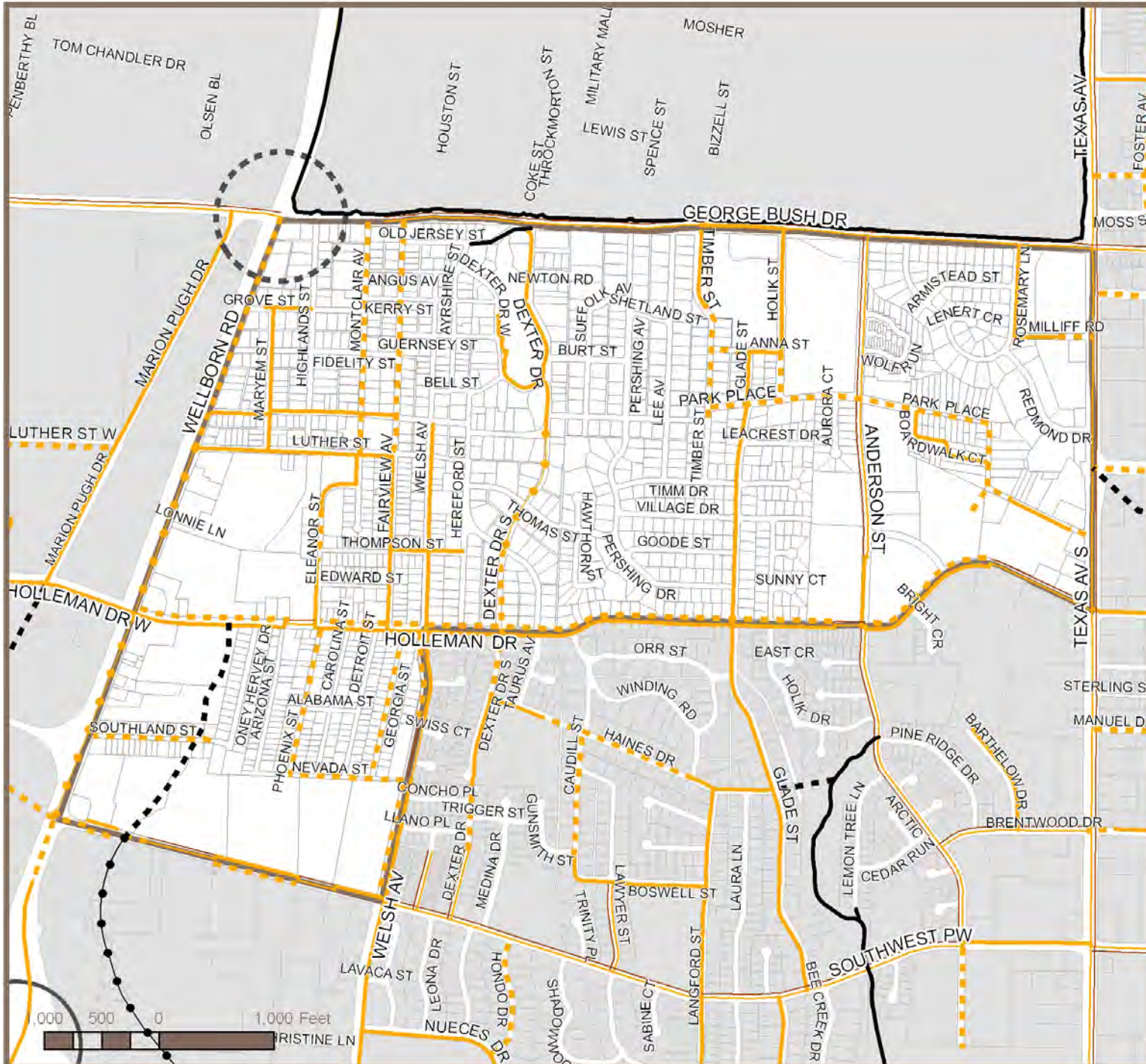
Bicycle Plan

- Bike Lane Existing
- - - Bike Lane Funded
- - - Bike Lane Proposed
- Bike Route Existing
- - - Bike Route Proposed
- Multi-use Path Existing
- - - Multi-use Path Proposed
- - - Grade Separation Proposed
- Planning Area

Southside Area Neighborhood Plan

Map 3.5

Pedestrian Facilities



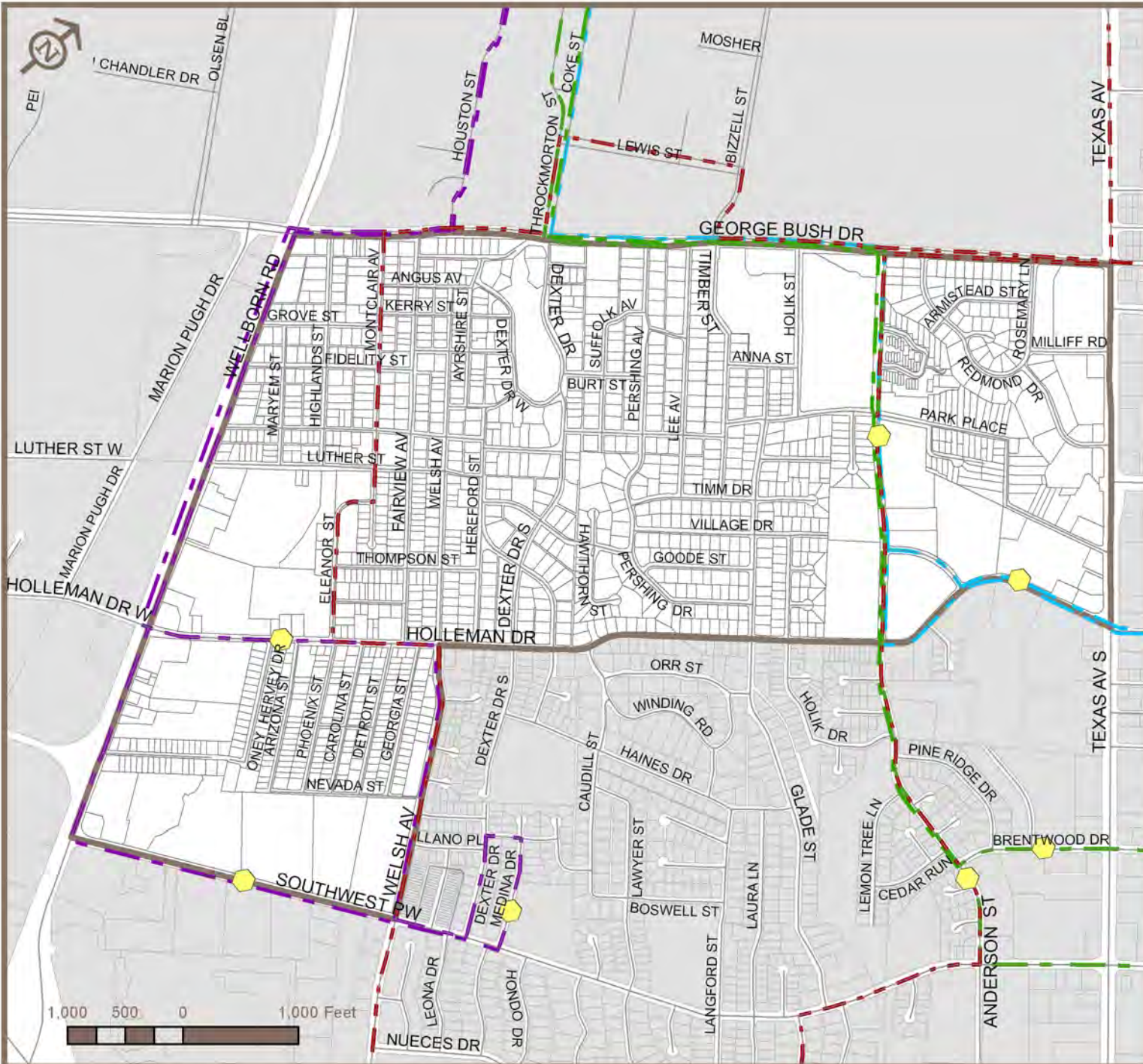
Pedestrian Plan

- Sidewalk Existing on One Side
- Sidewalk Existing on Both Sides
- Sidewalk Funded
- Sidewalk Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Grade Separation Existing
- Grade Separation Funded
- Grade Separation Proposed
- Planning Area

Southside Area Neighborhood Plan

Map 3.7

Bus Routes



Bus Routes

- A&M - Elephant Walk
- A&M - Ring Dance
- A&M - Rudder
- - - The District - Maroon
- ⬡ Bus Stops
- Planning Area

PUBLIC FACILITIES AND SERVICES



Since they are an essential part of quality of life and physical, social and economic health of a society, public facilities and services are meant to provide for a growing community. Few have grown at College Station’s vertiginous rate, with a projected growth of 3% the city’s already big population and high expectancy of service quality ask for careful planning to ensure service for the community.

Enhanced Neighborhood Investment and Identity

Neighborhood identity is made up of a variety of elements including public and private landscaping, community gathering places, park facilities and maintenance, fencing, drainage, sidewalks, public facility maintenance, and signage that serves to enhance an area’s aesthetic quality. Together these elements can provide a distinct image for an area. Maintaining, and possibly improving, this identity is important to promoting the long-term viability and attractiveness of a neighborhood. Overall, these elements should work together - providing a safe, cohesive and inviting public realm.

Public investments such as utility and street rehabilitation, drainage improvements, and streetlight programs can support neighborhood investment. Building on these elements throughout the neighborhood can strengthen its overall image and identity.

PURPOSE OF THE CHAPTER

Goal

The purpose of this chapter is to outline a set of strategies regarding Public Facilities and Services within and serving the Southside Area. Based on the public input that was received during the planning process and Staff research regarding existing conditions of the area, the Public Facilities and Services Goal for the Southside Area is:

“To provide public facilities and services that meet the needs of the residents and positively contribute to the character and integrity of the neighborhood.”

Chapter Contents

This chapter is organized into seven broad categories:

- Public Facilities
- Community Services
- Neighborhood Parks
- Floodplain & Greenways
- Infrastructure & Capital Investments
- Code Enforcement & Noise Violations
- Public Safety

The following pages describe these components and their relationship to the Southside Area. This information is supported by **Appendix A, Existing Conditions** which provides supplementary quantitative data about the Area. This chapter describes some of the key issues facing the Southside Area and provides information and opinions garnered through the engagement process. At the end of the chapter, strategies are identified to assist the neighborhood in moving toward the chapter goal. The broad strategies are accompanied by recommended action statements that support changes to the Comprehensive Plan and considerations for future development in the Area. Specific information about timelines, responsible parties, and estimated costs are reflected in **Chapter 5, Implementation**.

COMMUNITY SERVICES

Community Facilities

An important aspect of neighborhood identity is a sense of community and place. Both public and private community facilities provide unique amenities to the area and provide places for neighbors to gather and interact.

Lincoln Center

Located within the W.A. Tarrow Park at the northwest corner of Holleman Drive and Eleanor Street, the Lincoln Center provides a variety of recreational and social services to the citizens of College Station, including youth summer day camp, after school Boys & Girls Club programs, and senior services, including daily hot lunch and health screenings.



Figure 4.1 Lincoln Center.
Source: Neighborhood Resource Team

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The Lincoln Center also includes an indoor gymnasium, fitness center, 1/3-mile lighted jogging trail, playground and splash pad. Through discussions that occurred during the planning process, a community garden initiative has begun at the Lincoln Center, including both youth and senior gardens. Both the City and Keep Brazos Beautiful have coordinated this effort to encourage neighborhood residents to work together toward a common goal.

College Station Conference Center

Located on George Bush Drive, the City's Conference Center has been used as a meeting place for the community for gatherings such as club meetings, lectures, receptions, dances, parties, and exhibits, as well as noncommercial, commercial, and political meetings. Due to facility deterioration, the Conference Center is closed indefinitely.

Barbara Bush Parent Center

Located next to the College Station Conference Center on George Bush Drive and operated by the College Station Independent School District, the Barbara Bush Parent Center offers programs such as parenting classes, GED programs, English as a Second Language programs, and much more to meet the parenting needs for the school district residents.

Lincoln House of Hope

Located on Eleanor Street, across from the Lincoln Center, A&M Church of Christ runs a non-profit, private facility that offers WIC Services, free monthly food distribution, free GED classes, and addiction counseling with a trained staff.

Neighborhood Services

The City's Neighborhood Services division maintains collaborative partnerships between neighborhoods, community organizations and the City of College Station. By registering a neighborhood or homeowner association with the Neighborhood Services division, the association is eligible for resources and assistance from the City. Associations have regular communication with City staff regarding area development and City services.

Home Owners Association (HOA) Education

Workshops and seminars provide association leaders with important information such as State HOA laws, insurance requirements, financial

record keeping and practices, how to conduct meetings, liability and much more. Since HOAs are legal entities, it is very important that HOA leaders understand laws related to their operations and ensure that their associations remain in good standing. These workshops are held periodically and offer HOA leaders certificates and education credits for workshop completion.

Seminar Suppers

Seminar Suppers are an educational and networking forum designed for elected and prospective neighborhood and homeowner association representatives. These seminars are held monthly by City Neighborhood Services staff. They feature speakers from various City departments and the local community providing association leaders with information on programs and services. The goals of the seminars are to keep neighborhood leaders informed and aware of issues going on in the City and to support them in building strong, solid associations.

Mosquito Abatement

The Mosquito Abatement program is designed to grant funds to registered neighborhood and homeowners associations for the purchase of mosquito abatement products. These associations can receive a rebate when they purchase mosquito dunks containing B.T.I., a live bacteria that is deadly to mosquito larvae but harmless to other living things. If residents are not part of a neighborhood or homeowners association, mosquito dunks may be purchased from the City of College Station at a reduced price, but will not be eligible for reimbursement funds.

Gateway Grants

The City currently offers matching grants to partnership organizations for beautification projects, such as neighborhood signs, with funding available on an annual basis.

Recycling

The City recycles newspaper, magazines, white paper, mixed-color paper, aluminum and steel cans, #1 and #2 plastic, clear and brown glass, and lead acid car batteries, all of which are acceptable for curbside pick-up. Residences eligible for curbside pick-up include all single-family and duplex residences. Additionally, the City provides annual curbside Christmas tree recycling. City participation in curbside recycling is around 60% of the total population, but no data exists to monitor neighborhood-level participation.

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The City offers a drop-off site for small E-Waste (such as old cell phones), rechargeable batteries, catalogues, and phone books behind the Police Department on William King Cole Drive. A 24-Hour Do-It-Yourself Used Motor Oil and Oil Filter Center is also offer by the City. Recycling of white goods, or large appliances containing freon, is available at the Brazos Valley Solid Waste Management Association (BVSWMA) landfill on State Highway 30 in Anderson, with a charge for freon extraction. The City's Sanitation department collects all appliances, including tagged Freon appliances with its residential curbside collection.

An average of 409 household collections per week took place in the Southside Area between October 2010 and September 2011.

Renewable Energy

At a resident's request, the City conducts free energy audits to help them reduce their energy consumption. In 2011, City Staff conducted seven energy audits, approved two Good Cents New Homes, and issued 16 energy rebates in the Southside Area. A Good Cents New Home is designed and built using construction techniques that exceed the current International Energy Codes to reduce energy usage in the house.

College Station Utilities also offers voluntary participation in the Wind Watts program, which allows customers to purchase power solely from wind energy sources. This program costs less than \$0.01 more per kilowatt hour. As of November 2011, 46 utility users within the planning area had made the decision to use cleaner energy. That is approximately 8% of City-wide participation in the Wind Watts program.

Community Development & Affordable Housing

Dedicated to providing safe and decent affordable housing, the City of College Station is committed to assisting low- and moderate-income families. The City offers grant and loan assistance programs serving homeowners and homebuyers. In addition, it supports local non-profit agencies providing assistance to homeowners, tenants, and homebuyers.

All program applicants have an opportunity to meet with a housing counselor. Personalized counseling activities include: explanation of a credit report, practical steps to improve credit, ways to budget wisely, strategies to achieve homeownership, and benefits and hazards to homeownership.

The goals of the Community Development division of the City are to encourage the expansion and accessibility of human services; expand and improve public facilities and infrastructure where needed; and to expand economic opportunities in the community for low- and moderate-income residents of the City. Additional goals include providing for an adequate supply of safe and affordable housing, rehabilitation of rental and owner occupied residential property and expanding home ownership opportunities.

The City of College Station receives federal funds from the Department of Housing and Urban Development (HUD) through the Community Development Block Grant (CDBG) and the HOME Investment Partnership (HOME) grant. The Community Development Division of the City of College Station is tasked with administering these grant funds through programs designed in accordance with the division's goals, federal regulations and input from the City Council.

Recent CDBG projects completed in the Southside Area between 2008 and 2011:

- Lincoln Center Entryway Improvements
- W. A. Tarrow Park Improvements
- Lincoln Center Additional Parking
- Lincoln Center Entry Awning
- Lincoln Center Summer Program
- CSISD Kids Klub Subsidized Tuition
- Construction of three new homes by Down Payment Assistance being Provided to homebuyers
- Donation of two residential lots for home construction – completed on one lot
- Provided for nine home purchases
- Conveyed one lot to Habitat for Humanity for home construction

CDBG Projects underway for 2012:

- Lincoln Center Summer Program
- CSISD Kids Klub Subsidized Tuition
- Funds provided to Habitat for Humanity to construct two new homes
- Funds provided to design sidewalk construction on Wellborn Road (East FM2154) from Luther Street to Southwest Parkway

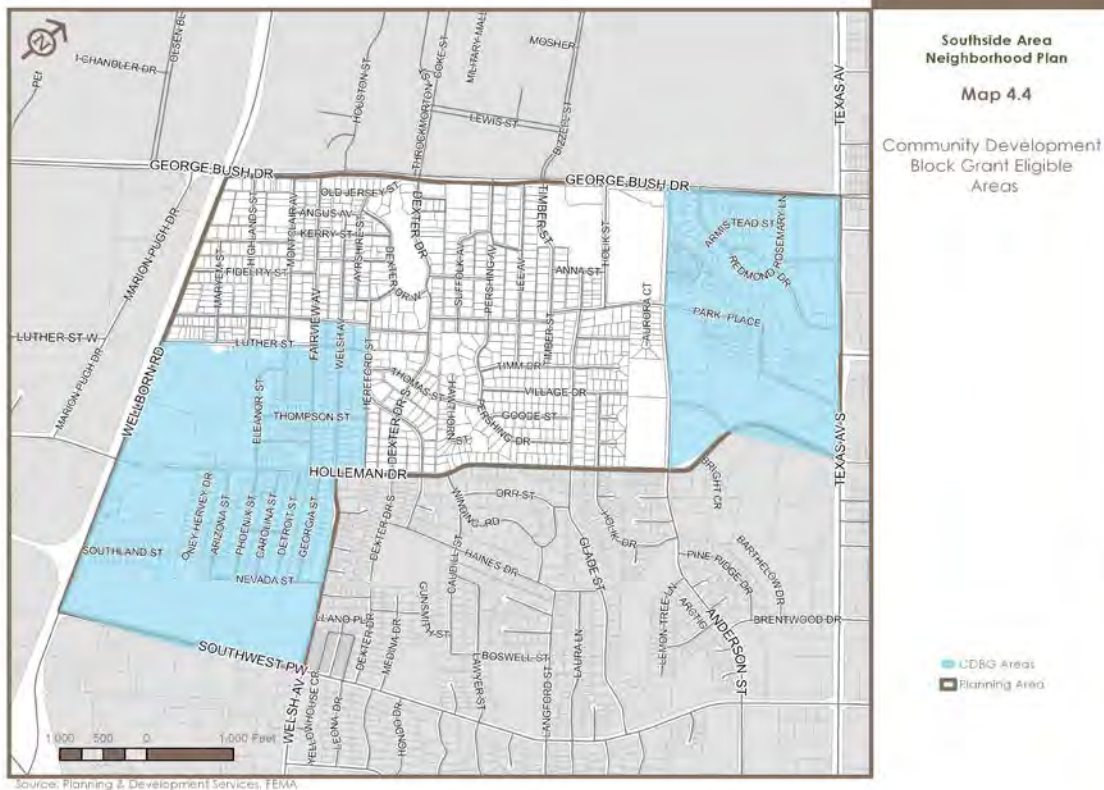


Figure 4.2 Community Development Block Grant Eligible Areas.
Source: City of College Station, GIS

NEIGHBORHOOD PARKS

Park facilities contribute significantly to the identity of the Southside Area neighborhood. As part of the Parks and Recreation Master Plan, individual park master plans, or development plans, are anticipated to be completed for each of the parks. These plans will identify needs that a specific park may have while seeking to achieve the goals of the overall Master Plan. These plans will also identify possible opportunities for investment in the Southside Area neighborhood parks. While no specific park maintenance items or improvement needs were identified during the planning process, several improvements are planned, as detailed within this chapter.

Existing Facilities

The Southside Area is home to a number of public parks, including Anderson Park, Brison Park, Luther Jones Park, and W.A. Tarrow Park (including the Lincoln Center and Wayne Smith Baseball Fields)

Neighborhood parks often serve as the center of interaction between neighbors, and homes adjoining a park typically maintain higher property values than other homes in the same neighborhood.

Brison, Luther Jones, and W.A. Tarrow Parks are all well integrated into the neighborhood pattern, with homes fronting onto the parks and strong social ties with the surrounding subdivisions. Parks within Southside have helped shape the character and identity of the areas that surround them.

Anderson Park

A 8.94 acre Neighborhood Park at the northwest corner of Anderson and Holleman that includes a playground, basketball courts, and soccer fields.

Brison Park

A 9.2 acre Neighborhood Park bounded by Dexter and West Dexter that includes a sidewalk.

Luther Jones Park

An 1.8 acre Mini-Park bounded by Fairview Avenue, Luther Street, Montclair Avenue, and Park Place Streets that includes a youth softball field.

W.A. Tarrow Park

A 21.26 acre Community Park at Holleman Drive, Wellborn Road, Eleanor Street, and Luther Street that includes youth baseball fields, a playground, the Lincoln Center, and a splash park (open during summer months). Further information about facilities contained within the City parks can be found in **Appendix A, Existing Conditions**.

Programmed Park Improvements

Below are park improvement projects that have been identified through the City's Capital Improvements Programming process in the Southside Area

Lincoln Center Addition

Funded through 2008 General Obligation Bond Authorization, improvements to the Lincoln Center may potentially include parking modifications, a new gymnasium, and a shade structure.



Figure 4.3 W.A. Tarrow Park.
Source: Southside Neighborhood Resource Team

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The programming phase for the project is anticipated to be done in 2012-2013 and the design and construction is scheduled for 2013-2014.

Anderson Park

Identified improvements include a parking lot, addition of soccer fields, iron fencing for safety, and improvements to the turf, such as soil, sprigging, and grading. The improvements are currently unfunded and unscheduled.

Luther Jones Park Improvements

Identified improvements include new fences, lighting for the softball field, and two new sidewalks. The improvements are currently unfunded and unscheduled.

FLOODPLAIN & GREENWAYS

Greenway Programs & Floodplain Management

The Greenways Program seeks to preserve a network of natural corridors along rivers, streams, utility corridors, and rights-of-way. Greenways are a resource that serve a variety of functions including floodplain management, protection of open space, and wildlife and plant habitat. Development has encroached into the floodplain throughout the Southside Area, starting with some of the earliest development being centered around the floodplain as an amenity. The Greenways Program is intended to pursue the conservation and acquisition of sensitive areas, such as these, to both protect them and, when appropriate, make them available for public use.

The Southside Area neighborhood is impacted by Wolf Pen Creek and Bee Creek, as well as their associated tributaries. Using recent Federal Emergency Management Agency (FEMA) data, areas have been identified that are designated floodplain or should be reserved for environmental or recreational purposes. **Map 4.1, Floodplain and Open Space** highlights the properties in the area that are identified as Natural Areas-Reserved or Natural Areas- Protected. Major areas of impact can be found in Area 1 in the Redmond Terrace Subdivision and in Area 7 near Southland Street, although other areas of floodplain exist in the neighborhood.

Area 1 – Redmond Terrace Subdivision

The Wolf Pen Creek tributary in the northeast corner of the planning area surrounds the Redmond Terrace neighborhood.

This area has a history of flooding, including previous inundation of structures southwest of Redmond Drive, causing significant damage and ultimately having to be demolished by the City.

The property is now vacant, however is able to be developed because of previous zoning and platting entitlements. In recent years, improvements on Texas A&M University property to the north has improved flooding conditions in the area, although large areas remain in the FEMA designated 100-year floodplain. Floodplain in this area should be acquired by the City's Greenway Program and preserved for flood control.

Area 7 – Southland Street Area

The Bee Creek tributaries within the planning area are contained in both the Brison Park area, southwest of Dexter Drive, and west of the McCulloch's Subdivision, at the end of Southland Street where the City is acquiring properties that have a continued history of severe flooding. The land will be used to naturally convey floodwaters and to extend a multi-use path that will eventually connect Holleman Drive and Southwest Parkway. As of June 2012, five properties within this area have been acquired by the City of College Station. The City should continue the acquisition of environmentally-sensitive properties along the projected multi-use path in this area.

INFRASTRUCTURE & CAPITAL INVESTMENTS

Generally, the City of College Station is responsible for maintaining public infrastructure, including streets, sidewalks, water lines, wastewater lines, fire hydrants, electrical lines, street lights, and traffic lights. Most infrastructure is on a maintenance schedule, meaning it will be repaired or replaced before it fails. Emergency repairs or replacement are generally initiated by a citizen phone call. In the Southside Area, the City currently maintains 23 miles of streets, 8.76 miles of sidewalks, 3.46 miles of water lines, 19.42 miles of waste water, 151 fire hydrants, 512 streetlights, and 14 traffic lights.

Public Infrastructure

Reliable utilities and adequate public services are significant components of maintaining the vitality of a neighborhood area; therefore, continued public investment in maintaining water, wastewater, electric, stormwater facilities, and street lights are important.

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Water and Sewer Capacity

The water system in the Southside Area primarily consists of 6-inch lines designed to support single-family development at a similar density that exists today.

Increased density on a larger scale (to a more dense housing type, including duplex) is not supported by the existing water system in the area.

Significant City or private investment would be necessary to support the increased density envisioned by the existing Urban/Redevelopment designations in Area 5 of the Comprehensive Plan.

The College Station water tower, located to the west of Texas Avenue at Park Place, serves as part of the City's water reserve and holds about three million gallons of water. This reserve is primarily kept in place to ensure that immediate water resources are available in the event of a fire and to maintain adequate system pressures. In order to serve the neighborhood with fire protection, over 150 fire hydrants are located within the Southside Planning Area and are well dispersed throughout.

The Southside Area sewer network is in adequate condition considering the age of much of the infrastructure. Sporadic issues can arise during times of extreme wet weather that result in the need to fix leaking pipes. Portions of the system have been replaced with recent Capital Improvement Projects. The west side of the Southside Area is within the City's 'CC6' sub-basin that conveys sanitary sewer into the Bee Creek Trunkline. This trunkline is currently under design to serve the ultimate build-out in this portion of the City, with construction scheduled to begin within the next couple of years. This project will ultimately increase long-term capacity and help to prepare for land uses projected by the Comprehensive Plan Future Land Use and Character Map, including the urban designation in Area 5.

Maintenance and Future Improvements

Utility Maintenance

While it is estimated that new utility lines have a 50-75 year life span, utility lines in older parts of the City were often made of clay, giving them a shorter life span and making them vulnerable to College Station's shifting soil. Many patches and spot repairs have been done on lines in the Southside Area to extend the life of these older utilities. The City periodically tests its utility lines to ensure that they are working properly.

Capital Improvements in the Southside Area

Recent Rehabilitation Projects

West Park Rehabilitation Project - (2006)

The City rehabilitated water and sewer lines in the majority of the West Park Subdivision (Area 5) in 2006. The project extended from George Bush Drive to Luther Street, and from Wellborn Road to Fairview Avenue, and included the installation of new water lines, sanitary sewer lines, drainage improvements, and road surface rehabilitation, including concrete cross sections for multiple streets and sidewalks. The lines were sized to support single-family development at a similar density that exists today. The existing water and wastewater capacity in the area limits dense development in Area 5 without significant public or private investment.

College Park/Breezy Heights Rehabilitation Project - (2008)

The improvements extended from George Bush Drive to Holleman Drive, and from Fairview Avenue to Dexter Drive. Again new water and sanitary sewer lines were installed, drainage improvements were made, and new road surfaces were put in place. The latter primarily being an asphalt mill and overlay, as requested by the residents in lieu of wider concrete streets with sidewalks, which many residents opposed. This project also included an arborist assisted in an extensive survey, cataloging, and preservation program for many of the older trees near and in the City right-of-way.

Water and Wastewater Master Plan

Planned Projects

All water distribution lines identified on **Map 4.2 Water and Wastewater Lines** are in need of replacement due to an increase in service disruptions caused by deteriorating lines and inadequate fire protection due to the existence of smaller lines within the area. The projects include the following:

McCulloch Water Line Rehabilitation (Estimated start date 2017)

This project will be funded by long term debt / utility revenue. The project includes the rehabilitation of water lines in the vicinity of Southland Street, Oney Hervey Drive, Arizona Street, Phoenix Street, Carolina Street, Detroit Street, Georgia Street, and a segment of Holleman Drive.

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The project also includes the rehabilitation of wastewater lines in the vicinity of Arizona Street, Phoenix Street, Carolina Street, and Georgia Street.

The sanitary sewer lines are in need of replacement due to an increased in service disruptions caused by deteriorating lines, shallow lines, and poor access to mains located near back lot lines. This project will move any rear serving sewer mains to front lot lines.

Oakwood Water Line Rehabilitation (Estimated start date 10+ years)

Funding for this project is not identified. The proposed project includes the rehabilitation of water and wastewater lines in the vicinity of Dexter Drive, and portions of Park Place, Suffolk Avenue, Bell Street, Hereford Street, Hawthorne Street, and Thomas Street.

Woodstone Water Line Rehabilitation (Estimated start date 10+ years)

Funding for this project is not identified. The proposed project includes the rehabilitation of water and wastewater lines in the vicinity of Timber Street, portions of Park Place, portions of Glade Street, portions of Lee Avenue, Pershing Drive, Timm Drive, Village Drive, and Holik Drive.

Additional phases remain for utility and street rehabilitation in this area, but are not currently scheduled.

Storm Water System

Much of the drainage in the Southside Area is conveyed through open ditches or along curbed roadways, without an underground storm sewer system.

An open ditch conveys storm water run-off to the creeks. Residents cited the open-ditch drainage system as an area of concern during the planning process, but City staff have evaluated the function of these ditches and found them to be working properly overall.

Open ditch roadway sections contribute to the character of the Southside Area and are recommended to remain in some areas of the neighborhood, specifically west of Brison Park, as discussed in **Chapter 3, Mobility** of this Plan. Open-ditch streets surrounding area schools, including Anna Street, Holik Street, Park Place, and Glade Street, are recommended to be upgraded to current City standards, including an underground storm pipe. No drainage rehabilitation projects are currently planned or programmed in the Southside area.



Figure 4.4 Open ditch drainage limits pedestrian accessibility.

Source: Southside Neighborhood Resource Team

Open-Ditch Maintenance

Areas that rely on an open-ditch drainage system, as shown in Photo 4.1, require attention to silt collection within the ditch section. As silt drifts into the ditch, water run-off is obstructed and tends to collect in larger amounts or stagnates, though facilities are functioning properly overall. A general comment was provided by residents that such areas need to be evaluated and maintained.

Creek Maintenance

The creeks traversing Southside provide a natural drainage system that keeps drainage in the built environment functioning properly. When the natural system is disrupted by silt or pollution, the function is decreased. Blocked culverts and overgrown creek beds are challenging to monitor; the City relies on residents to report the issues for maintenance or repair.

College Station started the Adopt-A-Greenway Program in 2012 as a hands-on initiative for City Staff and residents to work together to handle conditions such as these. Additional program awareness is needed to get more people involved to ensure a better future of the creek conditions.

Electric Infrastructure

Streetlight Maintenance

The City uses an automated system with a sensor on each street light that reports whether the light is in working or non-working order. The Public Utilities Department also relies on information from citizens about lights that are not working properly. Street light repair is a high priority and repairs generally occur within 36 hours.

Standard street lighting is primarily used within the Southside Area, with decorative lighting fixtures also used in some areas of the neighborhood. The location of street lighting can be seen on **Map 4.3, Southside Street Lights by Wattage**. Higher wattage bulbs, up to 400 Watts, are used along the major perimeter roadways, and lower wattage bulbs, 100 Watts, are primarily used along interior local streets.

McCulloch & Southland Subdivisions – Area 7

While street light placement appears adequate, residents in and around the McCulloch Subdivisions report that portions of the neighborhood are effectively unlit due to the existing tree canopy in this area.

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Residents have requested that the street lights in this area be evaluated and that new street lights be installed (or existing street lights be altered) to more adequately light the area. For lights located on poles above the tree canopy, it may be possible to lower the fixture to provide additional light and a sense of security.

Street lighting in the Southland Subdivision is inadequate. Additional street lights are needed along Southland Street and at the pedestrian bridge connecting Southland Street to Oney Hervey Drive.

Redmond Terrace

This area has fewer streets lights than many other areas of the City. Staff and residents identified this portion of Southside as needing additional lighting, particularly on Armistead Street.

Streets

Capital Projects

McCulloch Subdivision Rehabilitation (Estimated start date 2017)

The previously described water and wastewater capital improvements include the milling/overlaying of all existing aging streets in the respective project area, including Arizona Street, Phoenix Street, Carolina Street, and Georgia Street.

Street Maintenance

An asphalt street generally has a life of 20 to 25 years. That period of time can be extended with preventive maintenance such as crack sealing, seal coating, micro-surfacing, and pothole repair. The City conducts an annual evaluation of streets and rates each street on a variety of criteria such as cracking, potholes, and other issues that require maintenance. When a rating falls below 85, the street is programmed for maintenance. The majority of these improvements consist of repairing potholes or applying seal coats. Prioritization is based on the evaluation and on changes in traffic density for more heavily traveled roads. All streets in the City are swept once per month.

Potholes

Asphalt repair is a constant need due to severe drought and weather condition often occurring in Brazos County. A general concern was expressed by residents, during the planning process, that attention is needed in regards to pothole repair. In most situations, repair can be made within 48 hours of reporting the condition to Public Works.

Street Edges

Due to the lack of curb in many areas of Southside, as discussed in detail throughout the Mobility chapter of this plan, some road edges have disintegrated due to age and on-street parking.

These areas have been identified for improvements to repair and, if possible, remedy the situation through edging improvements.

Asphalt Depth

Street overlays have occurred over the decades that have caused increased asphalt depths on some streets. Residents cited concerns with drop-offs at the pavement edge on streets that lack curb-and-gutter. It was requested that streets be milled prior to future overlays, though this may be cost prohibitive in some instances.

Alleys

Southside is one of the few areas of College Station with platted alleys. The alleys are primarily unimproved and used as public utility easements. Due to the abundance of these alleys in the Southside Area and the cost to maintain them (i.e.: mowing), the responsibility is that of the abutting property owner. Public alleys may not be fenced and private improvements should not be placed within them. If an alley is not utilized for public infrastructure and all abutting residents along the length of the alley request that it be abandoned, the City may consider alley abandonment.

CODE ENFORCEMENT & NOISE VIOLATIONS*Code Enforcement Trends*

The City has established a minimum level of property maintenance to ensure basic health, safety, and welfare of its residents. Code violations and a lack of property maintenance can detract from neighborhood integrity, and over the long-term, can change the character of an area. Lawn maintenance, trash, open storage, and dilapidated homes play a role in how surrounding property owners make decisions about future investments in the maintenance and improvement of their own home. This was a particular concern expressed throughout the Southside Area planning process due to the age of structures and a high number of renter-occupied units.

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Code Enforcement in College Station is primarily on a complaint basis, meaning that City Code Enforcement Officers will make contact with residents or property owners when a complaint has been submitted. Under this method of enforcement, neighbors play a particularly important role as the eyes and ears of Code Enforcement. In areas within the City designated as Community Development Block Grant (CDBG) eligible (see **Map 4.4, Community Development Block Grant Eligible Areas**), proactive Code Enforcement takes place due to specified funding.

1,402 Code Enforcement cases were reported within the Southside Area in 2011. The most frequent code violation cases in the Southside Area and the City as a whole are health & sanitation related. Generally, these cases include tall grass and weeds or trash on the lawn. When grass or weeds exceed 12 inches across the entire yard, the Code of Ordinances requires the property to be mowed. The second most common case type is a sanitation violation, meaning that garbage containers were left out at the street after collection or were stored improperly.

SeeClickFix

In 2011, the City began using SeeClickFix, a web-based application that allows citizens to report non-emergency issues. The City uses this application to get feedback from citizens regarding some of our top Code Enforcement violations. Examples include overgrown weeds and grass, accumulation of trash, junk vehicles, and overflowing trash containers. SeeClickFix is now available for iPhone, BlackBerry, and Android phones.

Noise Violations and Enforcement

Noise complaints are an issue throughout College Station. The City prohibits loud noises when heard outside the structure in which they occur, or beyond the property where the noise takes place higher than 65 decibels from 7am to 10pm and 55 decibels from 10 pm to 7 am. All areas of Southside have a fair number of issues with loud parties with 157 complaints reported in the area during 2011.

Aggie Up

The Aggie Up program was implemented in 2008 as collaboration between the City of College Station, City of Bryan, and Texas A&M University. The group brings representatives from Fire, Police, Code Enforcement, and Neighborhood Services together with TAMU Student Services representatives to address issues relating to off-campus student behavior. This program is responsible for the successful implementation of the Noise Abatement Program, as well as several promotional campaigns to educate students on neighborhood citizenship.

Strong and Sustainable Neighborhood Initiative

The Strong and Sustainable Neighborhood Initiative began in Fall 2007. The program focuses on the realignment of City services like code enforcement and neighborhood services to support and strengthen local neighborhoods. The program began from policy debates within the community relating to the influx of students and renters in owner-occupied areas. Focus groups with owner-residents, property managers, and students provided insight on several areas where services could be improved to minimize the impacts from student behavior issues. Aggie Up is a program developed from the Strong and Sustainable Neighborhood Initiative.

This number was only 12% of the total number of noise complaints in the City as a whole during that year, showing that the noise condition in Southside is not unlike the rest of College Station.

Parking Restrictions and Enforcement

Parking complaints are common throughout Southside and are most common during football season. Much of the Southside Area has had parking removed from at least one side of the street, yet, in some instances, residents and their visitors still park in these areas. Parking enforcement is conducted by the Police Department and is primarily complaint-based due to limited resources. Because of continued complaints in some areas of Southside during this planning process, the City's Code Enforcement division has begun sporadic night and weekend parking enforcement in the Southside Area to address areas of high complaint. To report parking violations, residents may call the Police non-emergency line if immediate attention is necessary, or for on-going parking violations, may submit the complaint on SeeClickFix to request that the City inspect that area during a specific time of day when violations are prevalent.

College Station Police and Code Enforcement issued 133 citations in the Southside Area for illegal parking from January to November of 2011.

PUBLIC SAFETY

Speeding

A safe and efficient street network contributes to quality of life for neighborhood residents. Southside residents cited speeding within the neighborhood as a primary safety concern, particularly on the main north/south roadways, such as Dexter Drive and Welsh Avenue. Traffic calming measures can sometimes be used to deter speeding, but one of the easiest and least expensive ways to slow traffic is to allow on-street parking. An on-going task of local law enforcement officers is speed limit enforcement in neighborhoods and throughout the City. A way to help encourage compliance with the speed limit is to increase the awareness of the posted speed limit. One opportunity to increase awareness includes the temporary placement of radar speed limit signs in targeted areas that display the speed of passing vehicles on the typical speed limit sign.

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In addition to increasing speed awareness, this tool can be used to assess whether vehicles are speeding and to collect data for traffic count and pattern analysis.

Property Security

Property security is a concern in many college communities because of the seasonal effects of school breaks that leave a large number of homes empty, creating easy targets for break-ins and burglary. Burglaries of a vehicle or habitation are a consistent issue throughout the community. In the Southside Area, 184 complaints were reported during 2010. **Map 4.5, Burglary and Theft**, illustrates the overall reported burglary and theft activity in the area.

Community Policing

College Station Police implemented a community policing system in 2009, where officers are assigned to beats and work closely with residents and organizations to identify and address security issues. Neighborhood residents could assist in these efforts by creating a formalized Neighborhood Watch. This commitment to safety is manifested through the use of signage along public rights-of-way indicating the presence of a Watch.

Animal Control Issues

In some areas of Southside, there have been issues with dangerous dogs loose in the neighborhood. Other issues in the area include animals being tethered outside during extreme weather conditions and unpermitted livestock (such as chickens) being housed in backyards. Animal Control works closely with Neighborhood Associations and area leaders to identify homes where violations occur and attempt to educate them on the Animal Control ordinances.

Neighborhood Identity

Neighborhood Signs

The Southside Area consists of a number of subdivisions and neighborhood areas, which results in a lack of consistent identity for the Area. The presence of neighborhood signs may help unify the area and indicate to visitors that they are entering the Southside Area neighborhood. Such signage would be unique to the Southside Area, but could be similar to street signs found in the Northgate District. This opportunity could be supported by the City's Gateway Grant program to offer matching funds.

During a restoration of the original Billy Goat Bridge, located in Brison Park, the identification sign was removed. Residents have indicated that this sign is important to the history and character of the park and should be replaced.

GOAL, STRATEGIES, AND ACTIONS FOR THE SOUTHSIDE AREA

The **Public Facilities & Services Goal** for the Southside Area is **to provide public facilities and services that meet the needs of the residents and positively contribute to the character and integrity of the neighborhood.** Strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the strategy.

Strategy PF&S1- Enhance Neighborhood Identity and promote the Southside Area as a collection of unique neighborhoods.

Action PF&S1.1 – Explore appropriate way-finding signage and identification markers on street signs that identify the Southside Area to visitors and promote a sense of place in the area.

Action PF&S1.2 – Replace the removed “Billy Goat Bridge” sign within Brison Park to bring back a piece of history to the neighborhood.

Action PF&S1.3–Encourage neighborhood organizations to pursue common neighborhood signage for greater neighborhood identity and image. Neighborhood grant funding opportunities should be supported.

Strategy PF&S2 – Promote the protection and maintenance of floodplain and stormwater facilities for function, conservation, and recreation.

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

Action PF&S 2.2 –Acquire properties in the Southland Street area that are affected by flooding conditions that may be utilized as part of the proposed multi-use path.

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Action PF&S 2.3 –Acquire properties on Redmond Drive that are affected by flooding to protect the floodplain and surrounding development.

Strategy PF&S3- Invest in the sensitive rehabilitation of older water, sanitary sewer, electric, drainage, and other infrastructure to maintain Southside’s viability and attractiveness.

Action PF&S3.1 – Implement the Water Master Plan and Waste Water Mater Plan by completing programmed Utility Master Plan water and wastewater upgrades.

Action PF&S 3.2–Evaluate the open-ditch sections within the Southside Area to determine areas are in need of reshaping or re-establishing.

Action PF&S3.3– Post additional signage closer to Eleanor Street that displays the Lincoln Center splash pad hours of operations to increase awareness and use of the facility.

Strategy PF&S4- Increase awareness of the housing assistance programs available through College Station Community Development to retain and expand affordable housing opportunities for eligible households in the Southside Area.

Action PF&S4.1 – Promote owner-occupied housing rehabilitation assistance, down payment assistance, and the rental rehabilitation program through neighborhood meetings, various media outlets, to service providers, and individual citizens and property owners.

Action PF&S4.2 – Partner with Code Enforcement officers to identify property owners in need of assistance or rental units in need of rehabilitation.

Action PF&S4.3 – Partner with non-profit developers of affordable housing to build new homes for sale to eligible homebuyers.

Action PF&S4.4 – Encourage other community organizations to provide assistance for affordable housing opportunities.

Strategy PF&S5- Promote public safety within the Southside Area so that the neighborhood will remain a desirable place to live.

Action PF&S5.1 – Evaluate where additional street lights may be needed and installed in the Redmond Terrace area.

Action PF&S5.2 – Evaluate existing street lights in the McCulloch Subdivision and Southland Subdivision area for effectiveness.

Action PF&S 5.3 – Assist in the organization of Neighborhood Watch programs through the City’s Neighborhood Services and Police Department.

Action PF&S5.4 – Develop an on-going parking monitoring program in conjunction with the Neighborhood Traffic Calming Program and emergency responders to monitor on-street parking issues and take proactive actions to address issues. This program should set up regularly scheduled review of parking by visual inspection and tracking of parking violations including parking in bike lanes.

Action PF&S5.5 – Utilize Code Enforcement Officers to assist in sporadic parking enforcement based on complaint patterns.

Strategy PF&S6- Focus Code Enforcement efforts in areas of Southside that may be experiencing a transition in character, in order to help slow the transition and to and enhance neighborhood integrity.

Action PF&S6.1 – Increase the awareness and accessibility of SeeClickFix through Neighborhood Services and the Police Department.

Action PF&S6.2 – Provide proactive Code Enforcement in CDBG eligible areas. In other areas, Code Enforcement should remain reactive, but with a more strict timeline for compliance.

Action PF&S6.3 – Create an indicator system that tracks Code Enforcement and property maintenance activity to identify frequent violations, specific properties, and time periods.

Action PF&S6.4 – Develop a more robust property maintenance enforcement program to include specific training on the International Property Maintenance Code and cross-training with Police, Fire, and Utilities to identify issues and respond before they become a code violation.

Action PF&S6.5 – Utilize rental registration program information to provide annual reminders to rental property residents about code requirements and to notify property owners of significant enforcement activity occurring on their properties.

9-13-12 | Public Facilities and Services

Strategy PF&S7- Assist Southside Area neighborhoods in identifying and completing Neighborhood enhancement projects.

Action PF&S7.1 – Provide technical assistance to neighborhood organizations applying for neighborhood grants. Incorporate training for organizations on developing projects that would be available for funding.

Action PF&S7.2 – Identify and work with key community partners like Big Event, Aggie Replant, and Keep Brazos Beautiful to assist with neighborhood beautification projects.

Southside Area Neighborhood Plan

Map 4.1

Floodplain & Open Space

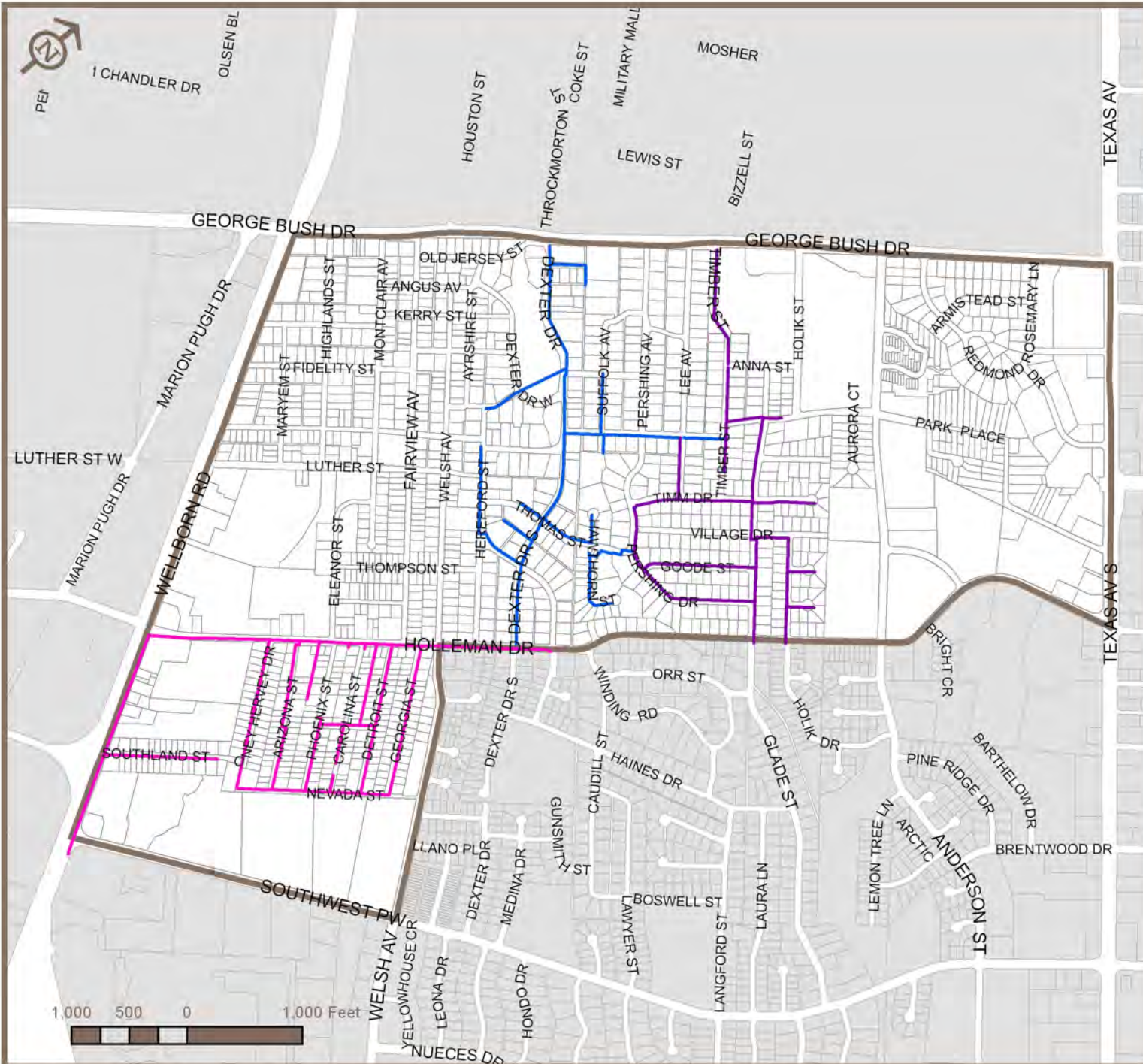


- Flood Hazard Areas**
- Floodway
 - 100-Year Floodplain
 - 500-Year Floodplain
- Comprehensive Land Use Plan**
- Natural Areas - Protected
 - Natural Areas - Reserved
 - Planning Area

Southside Area Neighborhood Plan

Map 4.2

Water Line Rehabilitation

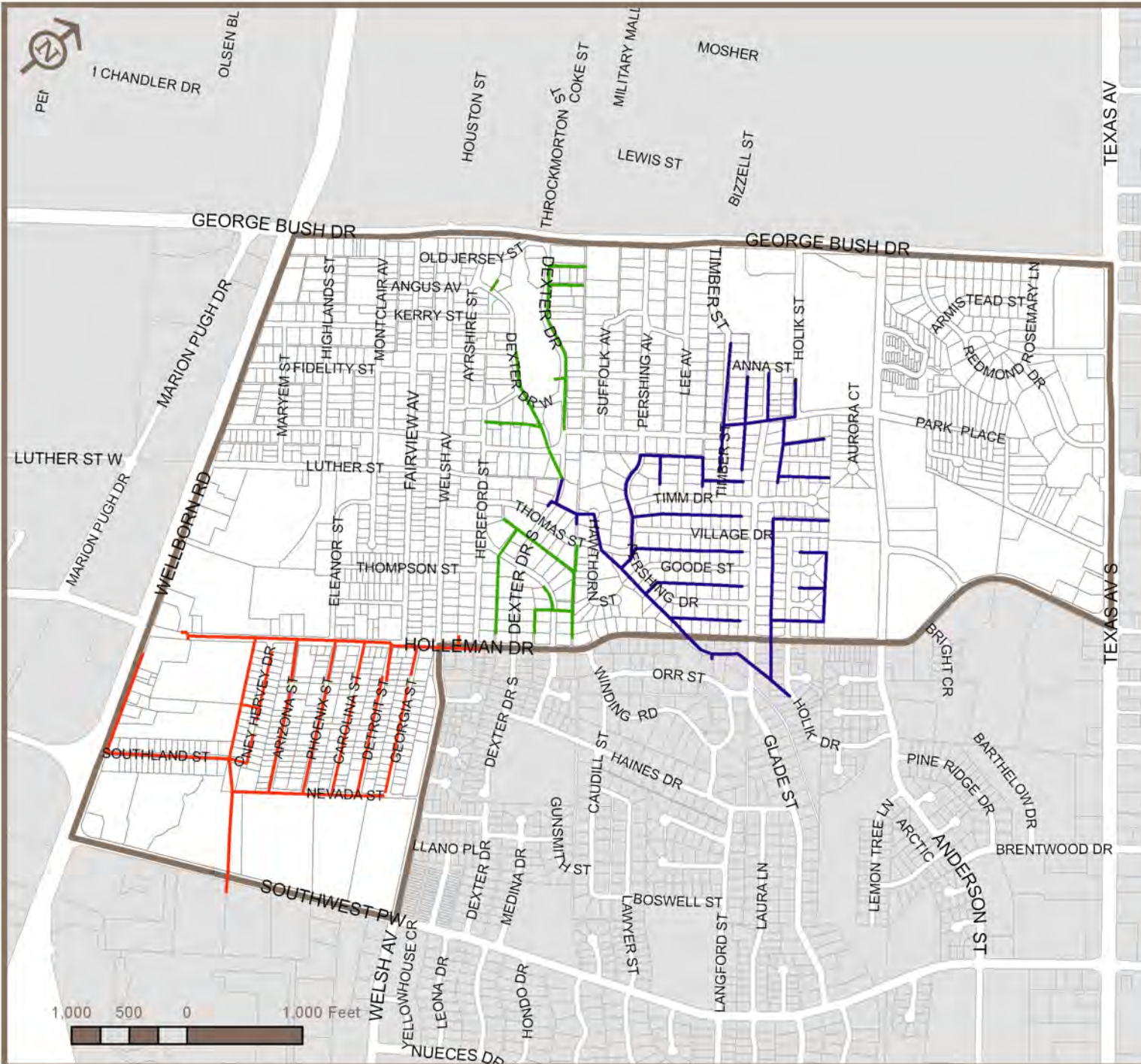


- Woodson Village Water
- Oakwood Water Line Rehab.
- McCulloch Water Line Rehab.
- ▭ Planning Area

Southside Area Neighborhood Plan

Map 4.3

Wastewater Line Rehabilitation

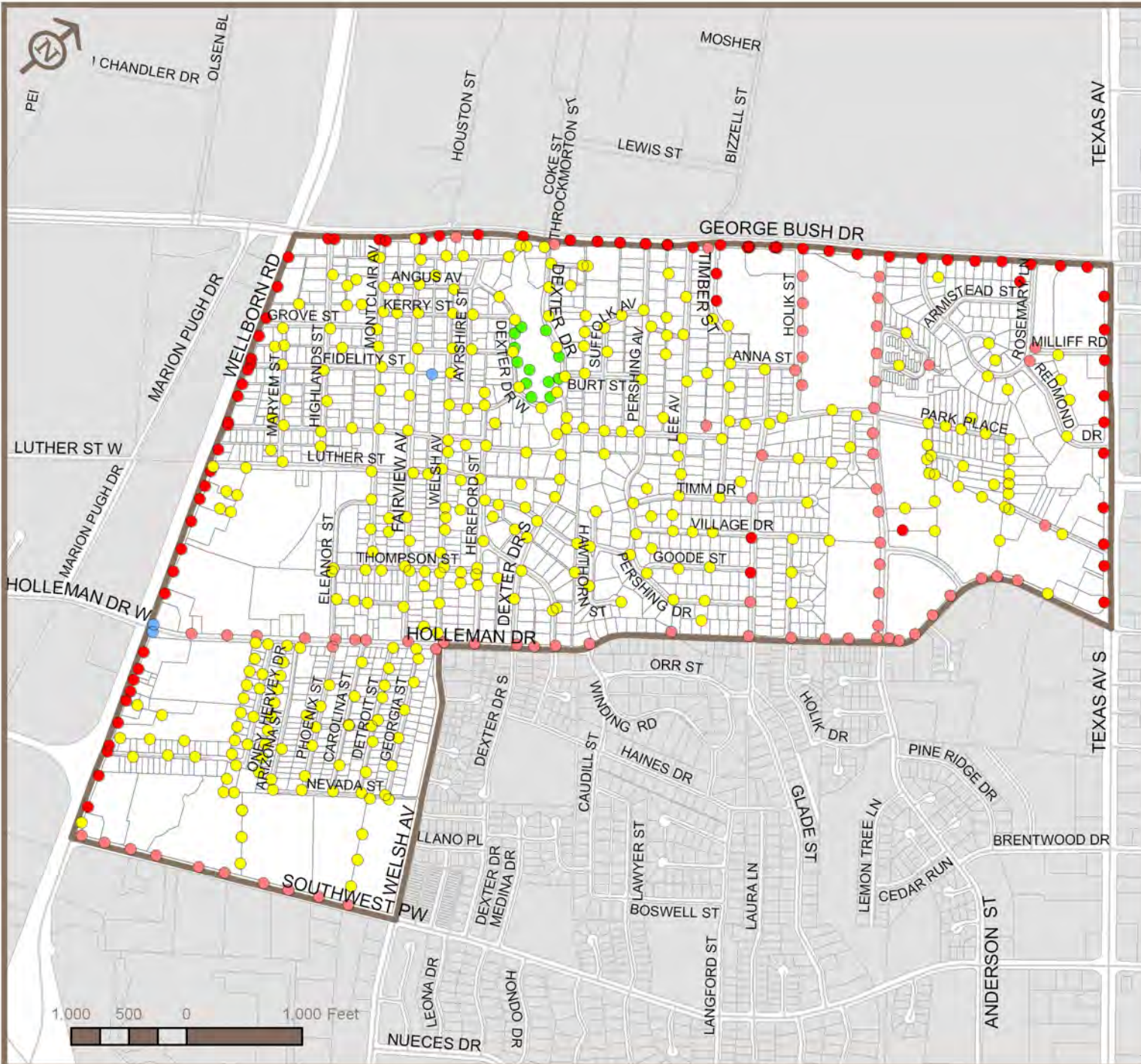


- Oakwood Wastewater Line Rehab.
- McCulloch Wastewater Line Rehab.
- Woodson Village Wastewater Line Rehab.
- Planning Area

Southside Area Neighborhood Plan

Map 4.4

Southside Street Lights by Wattage



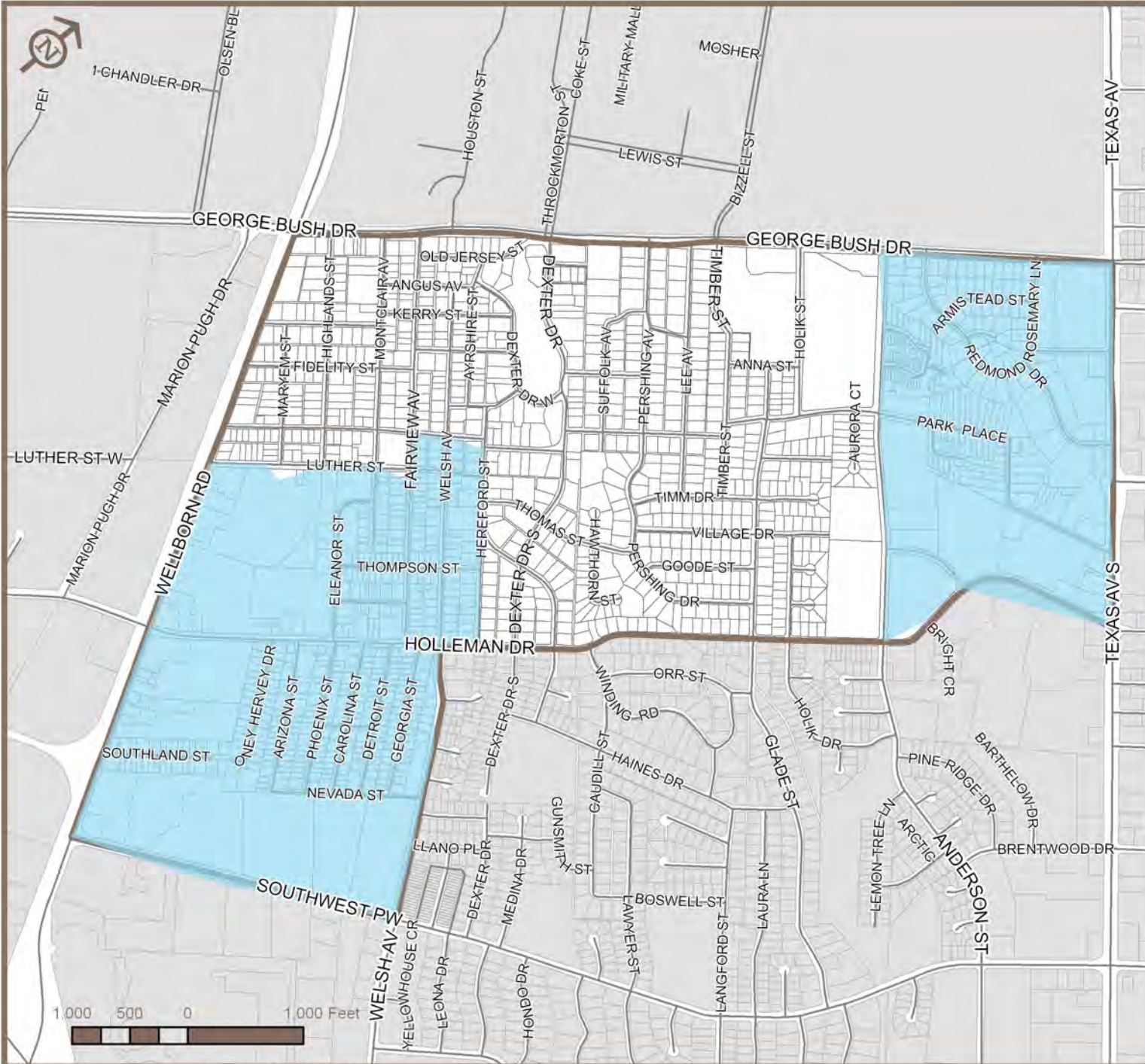
Southside Street Lights

- 100 Watts
- 175 Watts
- 200 Watts
- 250 Watts
- 400 Watts
- Planning Area

Southside Area Neighborhood Plan

Map 4.5

Community Development
Block Grant Eligible
Areas

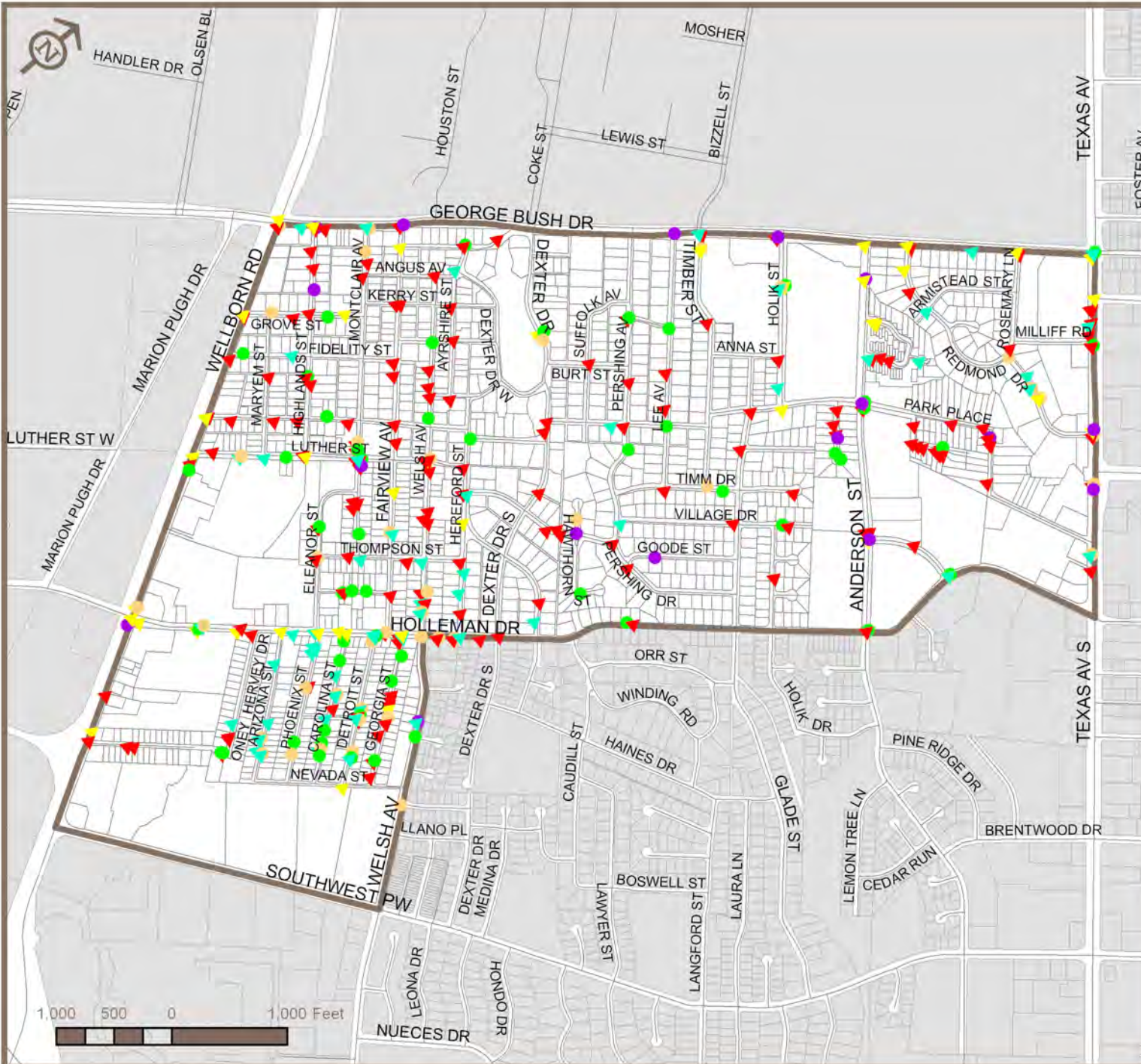


Source: Planning & Development Services, FEMA

Southside Area Neighborhood Plan

Map 4.6

Significant Police Activity
(2010 - Aug 2011)



- Significant Police Activity**
- ▲ Assault Offenses
 - ▲ Burglary/Robbery/Theft Offenses
 - ▲ Drug Offenses
 - Criminal Mischief
 - Criminal Trespass
 - Alcohol Offenses
 - ▭ Planning Area

Source: Planning & Development Services

IMPLEMENTATION



The long term success of the Southside Area Neighborhood Plan requires the commitment of the City and the neighborhood to promote the goals of this Plan. This can only be accomplished through an understanding of what is required to implement and achieve all of the goals, strategies, and action items outlined in this Plan. This chapter sets the course for how to turn recommendations from the various chapters into reality to generate change over the next five to seven years. It outlines the timeframe; establishes implementation responsibilities and administration; determines possible funding sources; and sets the framework for evaluation procedures for the Plan as it progresses.

TIMEFRAME

The Southside Area Neighborhood Plan is anticipated to be implemented over a five to seven year time frame. The Plan implementation is programmed into three time frames - short term (1 to 2 years), mid-term (3 to 5 years), and long term (5 to 7 years). Additionally, there are some items in the Plan that may not be completed before the end of the planning horizon. Where strategies are sequential, they are prioritized in relative chronological order. Due to budget constraints, prioritization of short term projects was based on items that can be achieved with existing resources. **Figure 5.1, Complete Task List**, summarizes the strategies in table form with a proposed implementation schedule. This list will be evaluated annually as part of the on-going review of the plan, and reflects only those tasks underway in the current implementation period of the Plan.

IMPLEMENTATION AND COORDINATION ROLES

Collaboration will need to occur on a number of levels in order to accomplish what is recommended in this Plan. Outlined are several partners and the types of actions in which they should participate.

City Council will take the lead in the following areas:

- Adopt and amend the Plan by ordinance after receiving recommendations from the Planning and Zoning Commission;
- Support and act as champions for the Plan;
- Adopt new or amended ordinances, regulations, and policies to implement the Plan;
- Consider and approve the funding commitments that will be required to implement the Plan;
- Provide final approval of projects and activities with associated costs during the budget process; and
- Provide policy direction to the Planning and Zoning Commission, other appointed City boards and commissions and City staff.

Planning and Zoning Commission will take the lead in the following areas:

- Adopt, amend, or modify the Plan for subsequent approval and adoption by the City Council;
- Recommend changes in development code and the zoning ordinance to the City Council that reflects the Plan's goals, strategies, and action items; and
- Review applications for consistency with this Plan and the Comprehensive Plan.

- **Neighborhood Organizations** will take the lead in the following areas:

- Support and act as champions for the Plan;
- Promote new and existing programs to their constituents;
- Communicate news and other information about projects and the Plan to their constituents;
- Develop and carry-out neighborhood improvement projects consistent with this Plan;
- Assist in monitoring the Plan and participate in the annual review process of the Plan;
- Maintain and expand organization membership and resident involvement; and
- Assist City staff in developing new training, programs, and project opportunities to implement the Plan.

City Staff will take the lead in the following areas:

- Manage day-to-day implementation of the Plan, including periodic coordination through an interdepartmental Plan implementation committee;
- Support and carry out capital improvement and public works project efforts and programming;
- Manage the drafting of new or amended regulations and ordinances that further the goals of the Plan;
- Conduct studies and develop additional plans;
- Review development applications for consistency with this Plan and the Comprehensive Plan;
- Administer collaborative programs and ensure open channels of communication with various private, public, and non-profit implementation partners; and
- Maintain an inventory of potential Plan amendments as suggested by City staff and others for consideration during annual and periodic Plan review and updates to the Planning and Zoning Commission and City Council.

FUNDING

The availability of funding will play an integral role in the success of the Plan. Due to current budget constraints, an emphasis was placed on developing strategies that can be implemented largely with existing Staff and financial resources; however, implementing these strategies has an overall cost that could impact other programs and responsibilities.

9-13-12 | Implementation

Some strategies, such as those involving infrastructure construction, will have additional costs to implement. Estimated costs are provided in **Figure 5.1, Complete Task List**. The primary sources for funding opportunities are outlined below:

- **General Fund** - The most common source of funding for municipalities is through the General Fund. This fund consists of a collection of property taxes, sales taxes, fines, and fees. This fund usually covers the day-to-day operational needs of the City such as salaries, supplies, etc.
- **Capital Projects Fund** - Capital project funds typically help maintain, improve, or construct new infrastructure such as streets, parks, trails, other public facilities, and associated land acquisition. This fund typically consists of debt service funds (general obligation bonds) and special revenue funds (such as Drainage Utility District funds) as described below.
- **General Obligation Bonds** - This is a municipal bond approved by voter referendum that is secured through the taxing and borrowing power of a jurisdiction. It is repaid by levy through a municipal pledge. Bonds can be used for land acquisition and/or construction of facilities. Some communities pass referendums specifically for open space, watershed protection, and trail projects. Street, bicycle, pedestrian, and greenway projects are typically implemented through this funding source.
- **Drainage Utility District** - The City currently uses the existing revenue from the drainage utility fee for capital construction projects that improve drainage. It is a flat fee system and can be used for acquisition and maintenance of floodways and floodplains in areas that are directly affected by drainage-related problems. Funds are currently used for minor unscheduled drainage projects that arise throughout the year.
- **Sidewalk Fund** - This mechanism allows for funds that would otherwise go to the construction of a sidewalk in a developing area, where it may not be fully utilized by the public, to instead go into a fund for the maintenance or construction of sidewalks in that area of the City.
- **State and Federal Governments/Grants** - Funding opportunities from the State and Federal government are also available, particularly in the areas of transportation and the environment. These funds are primarily available through grants, but may also be through specific budget appropriations. Often, grant funding includes local matching requirements. Included in this funding source is Community Development Block Grant (CBDG) funds. A portion of the Southside Area neighborhood is eligible for this funding.

Overall, the estimated additional cost of implementing the Plan (not including projects already identified in other adopted plans) is approximately \$3.2 million. The primary cost of implementation is based on construction costs for transportation infrastructure such

as the rehabilitation or extension of streets, construction or retrofit of bike lanes, bike routes and sidewalks, and other traffic safety studies or projects

Administrative Costs

Currently, the administration of the Plan can be absorbed into the existing organization, but as more neighborhood, district, and corridor plans are completed, additional staffing will be needed to properly manage the additional programming that is recommended in this and other similar plans.

TASKS

The Southside Area Neighborhood Plan contains recommendations for almost 80 different tasks. **Figure 5.1, Complete Task List** delineates the specific tasks and provides an implementation schedule along with estimated costs and potential funding sources. Additionally, if funding is not readily available, certain actions may not be implemented, which, in turn, impacts the ability to achieve the stated goals of this Plan.

ONGOING EVALUATION

As part of any planning process, ongoing evaluation must be incorporated into the implementation program. Continued evaluation of conditions and opportunities in the neighborhood allows the Plan to adapt and remain relevant over the course of the Plan's life. Successful evaluation incorporates the establishment of descriptive indicators that track the efficacy of the proposed tasks, understanding changed conditions, and potential reprioritization of tasks and funding based on the findings of the evaluation.

To ensure the ongoing relevance of the Southside Area Neighborhood Plan, the Plan should be evaluated annually as part of the annual Comprehensive Plan review. Plan updates should include the following components:

- Updated existing conditions;
- Progress toward reaching goals, as determined through specific indicators;
- Report on any completed tasks;
- Status update of all tasks underway for the current implementation period;
- Outline of remaining tasks scheduled for the remainder of the current implementation period;
- Revised cost estimates; and
- Recommendations for changes in implementation schedule or task list.

As part of the annual evaluation, neighborhood representatives, the Planning and Zoning Commission, and the City Council should be involved in the review of the Plan.

Figure 5.1 Complete Task List

Chapter	Strategy	Action Number	Action	Implementation Schedule				Implementation and Coordination Roles					Funding						
				Short (1-2 years)	Mid (3-5 Years)	Long (5 - 7 Years)	Beyond Plan	City Department	City Boards	Neighborhood Organization	External Partners	Assistance from a Consultant	Additional Est. Cost	Potential Source					
														General Fund	Capital Budget	Other Governments	Grants		
4: PF&S	Code Enforcement	PF&S 6.1	Promote See-Click-Fix	X				PDS & PD											
		PF&S 6.2	Proactive Code Enforcement in CDBG eligible areas	X				PDS											
		PF&S 6.3	Create and implement a Code Enforcement Indicator program		X			PDS											
		PF&S 6.4	Develop and implement a property maintenance enforcement program		X			PDS											
		PF&S 6.5	Use Rental Registration contacts to educate renters about code requirements	X				PDS											
	Neighborhood Enhancement	PF&S 7.1	Provide assistance to neighborhood organizations applying for neighborhood grants	X				PDS											
		PF&S 7.2	Identify assistance for neighborhood beautification projects	X				PDS											

Abbreviations: PDS-Planning and Development Services; PARD-Parks and Recreation; PW-Public Works; PD-Police Department; CC-City Council; P&Z-Planning and Zoning Commission; BPG Bicycle, Pedestrian & Greenways Board LC-Landmark Commission

- (1) Preliminary evaluation included as a part of the on-going Economic Development Master Plan. Further detailed study is beyond the life of this Plan.
- (2) To be determined through CSU evaluation
- (3) Included in approved Water / Wastewater master plans and currently funded.
- (4) Based on BCAD appraised values
- (5) Costs to be determined through PER
- (6) Cost not included - beyond the life of the Plan
- (7) Possibly funded through the City's traffic calming program

APPENDIX A EXISTING CONDITIONS

The Southside Area was one of the first areas of the City to begin development prior to College Station incorporation in 1938. The area primarily consists of single-family residential neighborhoods, with active non-residential activity along the perimeter. Though early sporadic development occurred due to off-campus housing, the first recorded subdivision in the area was the South Oakwood Subdivision circa 1932. Most of the Southside Area was built-out by 1970's, and since that time has faced redevelopment pressures throughout the neighborhood.

Demographics

The Southside Area, shown in **Figure EC.1**, is home to approximately 6,525 College Station residents, making up 6.9% of College Station's population in 2010 (US Census).

Age

The age diversity of the population in the area adds to its unique character. With its close proximity to Texas A&M University campus, it has become a desirable location for college-aged residents. As seen in **Figure EC. 2, Age of Population**, there is representation of all age groups within the area and evidence of a strong family environment, with 1,025 families in 2010 being a slight decrease from 1,098 families in 2000. Even still, the number of college-aged residents greatly outnumbers all others in the area (US Census), though this likely results from the number of apartment complexes in the planning area.

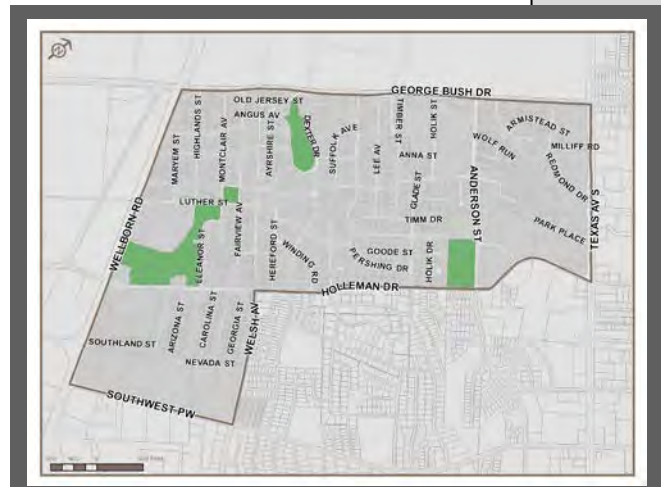


Figure EC.1: Southside Neighborhood Plan Area.

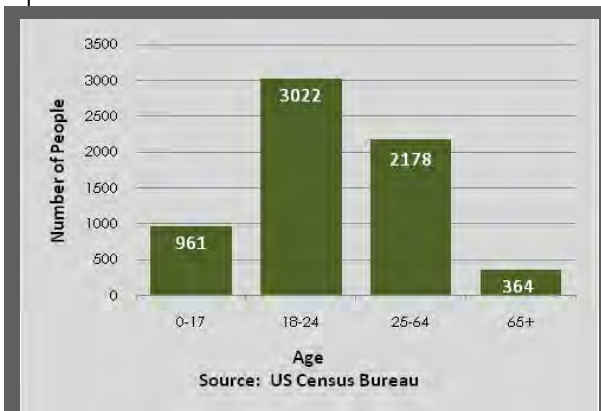


Figure EC.2, Age of Population. Source: COCS

Town and Gown

The mixture of students and families in the single-family areas continues to be a point of contention in the neighborhood. In order to address the conflict between the two types of residents, the City of College Station has partnered with Texas A&M Department of Student Life to provide the Noise Abatement Class. This voluntary program gives students the opportunity to learn more about living in a

neighborhood and responsibilities such as citizenship, neighborhood courtesy, trash collection, and noise control. The Municipal Court is a key supporter of the program, which is offered on campus twice each month and is typically at maximum attendance.

Community Character

The character of the Southside Area is often linked to its historical significance. Being one of the earliest College Station residential areas, the architecture ranges from Vernacular to Modernist, and the time of construction ranges from turn-of-the-century to present. When the City of College Station incorporated in 1938, it included approximately half of the Southside Area within its boundaries. Subsequent annexations took place between 1940 and 1969 within the planning area. The earliest known Southside Area subdivision is College Park, recorded in 1940, followed by West Park Addition in 1940, as shown in **Map EC.1, Age of Subdivision**, indicating recorded plat dates. The oldest house in the area, built in 1880, is located in the College Park Subdivision. The second oldest house, built in 1891, is located in the South Oakwood Subdivision.

Campus Connection

Prior to 1938, Texas A&M faculty housing was primarily located on campus. As the College grew in enrollment, faculty housing was moved off campus (between approximately 1938 and 1941). A few of the houses went to the north and east sides of campus, and some to the City of Bryan, but the bulk of the homes were relocated to the Southside Area. As of November 2011, 35 of these homes, sporadically placed throughout the Southside Area, remain as a reminder of College Station's rich history and connection to Texas A&M University. **Map EC.2, Historic Resources** indicates the locations of former campus homes.

Prior to the opening of the first off-campus public school in 1949, the children of faculty and staff attended school on the Texas A&M campus. The Southside Area is home to the first A&M Consolidated off-campus school, currently owned by the City of College Station and used as the College Station Conference Center. In 1941 the first formal school for African American education in College Station, Lincoln School, was constructed in the Southside Area. This building is now owned by the City of College Station and is used as the Lincoln Center, a community center in the Southside Area. The Lincoln Center is the only site in the area honored with a Texas Historical Commission Marker. There are no sites within the Southside Area found on the National Historic Register.

No formal historic districts exist in the Southside Area. In order to become a historic district, citizens must apply for a Historic Preservation Overlay zoning district, created by the City in 2008. The City of College Station does have a Historic Preservation Committee that distributes historic markers to residents that take the time to record the history of their property and are able to show historical significance. The marker is merely symbolic and has no legal or regulatory meaning. There are currently 65 of these markers in the Southside Area, as shown in **Map EC.2, Historic Resources**. Similarly, the "College Station Southside Historic Area" street signs found in the north side of the area are merely decorative signs used by the City of College Station to limit parking on certain days. These signs do not mark a formal historic district or designation.

Zoning & Land Use

Zoning

As displayed in **Figure EC.3, Zoning by Subdivision**, almost 88% of the Southside Area is zoned for residential uses, including single-family homes, duplexes, and apartments. **Map EC.3, Zoning** displays the zoning on properties in the Southside Area. Though some duplexes can be found dispersed among the single-family homes, multi-family tends to be consolidated in a few specific areas within the planning boundary. These areas of concentration occur along Southwest Parkway, between Wellborn Road and Welsh Avenue,

Holleman Drive, near Anderson Street, and a large complex along Luther Street, near Wellborn Road. **Map EC.4, Multi-Family Properties** depicts the locations of multi-family housing.

Zoning	Acres	%
Administrative/Professional	0.30	0.0%
College and University	6.60	0.9%
Commercial-Industrial	8.31	1.2%
Duplex Residential	18.78	2.6%
General Commercial	35.46	4.9%
High Density Multi-Family	66.64	9.2%
Light Commercial	1.44	0.2%
Multi-Family	40.73	5.7%
Planned Development District	34.72	4.8%
Single Family Residential	507.46	70.4%
Townhouse	0.32	0.0%
Total	720.76	100.0%

Table EC.1: Zoning by Subdivision. Source: COCS

Comprehensive Plan

The City of College Station's Future Land Use and Character Map in the Comprehensive Plan 2008 indicates future land uses deemed appropriate for an area, but does not indicate timing of development. **Map EC.5, Future Land Use and Character Map** displays land use designations in the Southside Area. This map shows that 30.7% of the Southside Area is designated for Neighborhood Conservation, as displayed in **Figure EC.4, Comprehensive Plan**. This designation is a

Comprehensive Plan	Acres	%
General Suburban	56.14	8.8%
Neighborhood Conservation	195.24	30.7%
Urban	95.89	15.1%
General Commercial	44.46	7.0%
Urban	55.50	8.7%
Urban Mixed Use	0.98	0.2%
Institutional/Public	29.78	4.7%
Redevelopment Areas	41.19	6.5%
Natural Areas - Protected	8.95	1.4%
Natural Areas - Protected	15.31	2.4%
Natural Areas - Reserved	92.25	14.5%
Utilities	1.06	0.2%
Total	636.75	100.0%

Table EC.2, Comprehensive Plan Acreage. Source: COCS

statement that the current land uses and character of the area should be maintained. Conversely, 6.5% of the area is designated for Redevelopment which means that this portion of the Southside Area is

intended to redevelop over time into townhomes, apartments, or mixed-use developments. There are several areas in Southside that are not

developed or zoned consistent with the Comprehensive Plan, predominantly between George Bush Drive and Luther Street, from Wellborn Road to Fairview. This area is designated as Urban and Urban Mixed-Use on the Future Land Use and Character Map, but is currently zoned for and developed as single-family housing.

Non-conforming uses

When a property is zoned for a particular use but being used for another, the use is considered non-conforming. Generally, non-conforming uses exist because of their age or a change in zoning regulations on the property. Non-conforming uses are generally permitted to continue until the site is redeveloped or the use is discontinued. In the Southside Area, there are 123 properties identified as being non-conforming, as displayed in **Map EC.6, Areas of Zoning Non-Conformance**. Most of these properties were originally platted for single-family use and remain zoned for that use, but are developed as duplex units. In the last five years, there have been no zoning map amendments within the Southside Area that changed the permitted land uses on the property.

Vacant Land

As most of the Southside Area has been fully developed for several decades, vacant land is scarce (**Map EC.7, Vacant Property** from October 2011). However, over the last decade, the number of housing units has increased from 2,906 units in 2000 to 3,074 in 2010 (US Census). This is a 5% increase in an area that was considered built-out prior to 2000. The scarceness of vacant land, in combination with structural neglect, in some cases, has resulted in older houses being demolished for redevelopment throughout the area.

Recent Development Activity

There are two new housing trends that have emerged in the area. First is the construction of new large houses on single or consolidated lots. This is predominantly occurring in the north side of the area. The second trend is the construction of housing that accommodates student renters. Concentrations of this housing type can be found along and near Luther Street, Park Place Avenue, and the southern portion of the planning area. In the last five years, 91 new single-family building permits were issued and 162 additions and remodels have been approved. Though both trends have caused some concern in the neighborhood, both comply with the single-family zoning district in place on the properties.

Development Projects

HEB Grocery Store was the first major recent development in the Southside Area. What began in 2001 as an approximately 87,100 square foot grocery store now includes a fuel station and car wash. In addition, 6,078 square feet of commercial retail space was added along Texas Avenue which has been the home of SewVac, Aggieland Print Shop, and other small businesses.

Texas Avenue Crossing, at the southwest corner of Texas Avenue and George Bush Drive, began redevelopment in 2002 with 85,233 square feet of retail space and roof-top parking.

Park Place Crossroads development began in 2005 as an 8,050 square-foot multi-tenant retail center next to the established Harvey Washbangers Restaurant and Washateria.

Southwest Crossing at Bee Creek, at the northwest corner of Southwest Parkway and Wellborn Road, began in 2004 and has expanded into 23,400 square feet of multi-tenant commercial space. The complex became the second location of Layne's Chicken Fingers and the new location of C.C. Creations.

F.S Kapchinski Subdivision replat resulted in the construction of a new street, Boardwalk Court, off of the east end of Park Place Avenue. The subdivision consists of 11 single-family lots on almost three acres near Park Place Crossroads and HEB.

Texas A&M Hillel Foundation Student Center, currently under construction along George Bush Drive. The new 16,768 square-foot building is located at the southeast corner of Dexter Street and George Bush Drive and will be two stories in height upon completion.

General development activity is displayed on **Map EC.8, Development Activity**.

Vegetation

Mature trees canopy over much of the Southside Area adding beauty and character to the neighborhood. College Station is located in the Post Oak Savannah of Texas, however, through the years, the Southside Area has become home to a number of species of trees, including the predominate Live Oaks that have been planted as this former farmland developed into a housing subdivision. The City of College Station has made unsuccessful attempts in the past to protect this natural feature through tree preservation initiatives, but ultimately, the protection of this resource is at the discretion of the individual property owner.

-Property owners should be aware that when construction or surface disturbance occurs around a tree, particularly under the canopy, that tree is subjected to possible damage to the underground root network. Visible signs of damage can be delayed for years.

Neighborhood Destinations

Park Centers

With approximately 42 acres of parkland in the Southside Area, the ratio of persons to parkland is approximately 155 people to 1 acre. Brison Park is the oldest established park in the area and was originally platted in 1940 as open space for a lake in the College Park Subdivision. It was dedicated to the City as a public park in 1947. As shown in **Figure EC. 5, Southside Area Parks**, there are ballfields, basketball courts, and open spaces available throughout the planning area in Anderson Park, W.A.

Tarrow Park, Luther Jones Park, and the Wayne Smith Ballfield Complex. The Lincoln Center, located on Holleman Drive is part of W.A. Tarrow Park and has a gymnasium, fitness room, jogging trail, expansive covered pavilion, and a zero-depth water park.

Name	Dedication Year	Acres	Basketball	Baseball	Playground	Shelter	Soccer	Open Space	Trails
Anderson Park	1979	8.94	X		X	X	X	X	
Brisson Park	1947	9.2						X	X
Luther Jones Park	1964	1.8		X				X	
W.A. Tarrow Park	1954	21.26	X	X	X	X			

Table EC.3 Southside Area Parks (2011). Source: City of College Station (COCS)

Commercial Centers

Though not much commercial activity exists within the interior of the Southside Area, the perimeter is active with commercial establishments along Texas Avenue, George Bush Drive, Holleman Drive, and Wellborn Road. Along these thoroughfares, residents are served by a range of businesses including grocery, retail, restaurants, fuel, and professional services. Many of the commercial centers in the area, were constructed or redeveloped within the last 10 years.

Southgate is one of College Station’s oldest commercial areas and was constructed during the early to mid-twentieth century. This newly refurbished center is the location of Loupot’s Bookstore, established in 1932, and Pruitt’s Fabric Shop, established in 1946, both of which are embedded into the history of College Station. In former years it was home to the Sul Ross Masonic Lodge and Madeley Pharmacy, a local hang-out loved for its milkshakes and cherry phosphates.

Religious and Education Centers

Southside Area is home to eight places of worship including the Unitarian Fellowship, St. Thomas Episcopal Church, Pleasant Grove Baptist Church, Texas A&M Hillel Foundation, Church of Latter Day Saints, Grace Bible Church, St. Matthews Baptist Church, and First United Methodist Church of College Station.

Also in the area are two College Station Independent School District (CSISD) schools that received a “Recognized” accountability rating, A&M Consolidated Middle School and Oakwood Intermediate School. Timber Academy and the Barbara Bush Learning Center are also located in the Planning Area.

Two City of College Station Community Centers, the Lincoln Center and the College Station Conference Center are also within the Southside Area, as shown on **Map EC.9, Neighborhood Destinations**.

Neighborhood Integrity

Housing Data

The average house in the Southside Area is approximately 1,600 square feet in area covering about 13.8% of the lot. The average value according to the Brazos County Appraisal District for 2011 is almost \$180,587, however, property values vary substantially across the neighborhood. The average property value in the Southside Area has risen from \$51,654 in 2000 and \$92,615 in 2005 to \$124,549 in 2010.

Additional information is available in **Map EC. 10, Single-Family Home Property Value.**

The single-family residential portion of the Southside Area includes 1,131 lots on over 300 acres, an average of 3.76 lots per acre. This density is comparable to the City average of 3 single-family lots per acre. This information is further detailed in **Figure EC.6, Housing Data by Subdivision.**

Subdivision	Avg. Lot Size (sf)	Avg. Home Size (sf)	Ave. Prop. Value	Net Acres	Total Lots	Density	Avg. Lot Coverage
Ball Subdivision	26,955.87	1,139.33	\$37,943.33	1.89	3	1.59	4.23%
Breezy Heights Addition	9,412.12	1,441.44	\$152,405.23	19.12	88	4.60	15.31%
College Park	12,361.22	1,836.16	\$204,645.59	47.03	170	3.61	14.85%
Dulaney Subdivision	23,114.20	2,263.60	\$210,998.00	2.85	5	1.75	9.79%
The Glade	12,936.13	1,859.72	\$135,899.09	3.29	11	3.34	14.38%
Holick	12,533.63	1,844.67	\$237,352.12	9.63	33	3.43	14.72%
Hdrilcka	9,928.82	1,128.75	\$76,049.75	7.13	32	4.49	11.37%
Kapchinski's Subdivision	12,992.24	1,588.95	\$177,739.64	16.49	56	3.40	12.23%
Leacrest	11,374.36	1,800.09	\$150,850.00	12.33	47	3.81	15.83%
McCulloch's Subdivision	6,800.02	1,188.05	\$80,416.09	20.58	129	6.27	17.47%
(South) Oakwood	16,636.56	2,818.59	\$385,903.78	30.26	82	2.71	16.94%
Pecan Tree Estates	7,461.78	1,447.00	\$99,180.00	0.17	1	5.85	19.39%
Pershing Park	11,348.70	2,461.42	\$309,471.67	3.13	12	3.84	21.69%
Redmond Terrace	14,768.44	1,782.43	\$154,134.31	21.92	65	2.96	12.07%
Southeast College Park	16,566.13	1,911.38	\$215,207.74	21.12	53	2.51	11.54%
Skrivanek	9,880.82	1,860.73	\$151,021.25	8.64	40	4.63	18.83%
Southland Addition	8,176.06	1,321.42	\$84,880.42	4.72	24	5.08	16.16%
University South	4,952.73	1,114.00	\$107,583.33	0.37	3	8.19	22.49%
WM Sparks Subdivision	10,175.23	1,329.55	\$136,825.56	2.09	9	4.31	13.07%
West Park Addition	11,684.99	1,375.25	\$152,365.91	29.83	110	3.69	11.77%
Wolfpen Village	4,432.06	1,554.81	\$143,406.28	4.41	43	9.76	35.08%
Woodson Village	12,867.20	1,877.98	\$179,803.35	34.00	115	3.38	14.60%
Average	11,626.12	1,679.33	\$180,587.12	-	-	3.76	14.44%
Total	-	-	-	300.98	1131	-	-

Table EC.4, Housing Data by Subdivision (2011).

Source: Brazos County Appraisal District

Age and Maintenance

Based on information obtained from the Brazos County Appraisal District, the average age of the housing stock in the Southside Area is 42 years old. (Map EC.11, Age of Single-Family Structure) A correlation between the age of the housing stock and the number of property maintenance cases can be seen in a comparison of the maps depicting this data. Between 2007 and 2011, there were 195 property maintenance Code Enforcement cases, as displayed in Map EC.12, Property Maintenance Cases.

Rental Registration

As of November 2011, 767 single-family and duplex properties were registered as rental with the City of College Station, as shown in Figure EC.7, Rental Registration by Subdivision and Map EC.13, Rental Registered Properties. Approximately 50% of all single-family homes in the Southside Area are registered as rental properties. According to the 2010 US Census, 2,274 units in the Southside Area are renter occupied. In 2000, the Census reported 2,031 rented units in the area. This number does account for multi-family residences including 1,753 units. This number may not include houses that are owned by parents but lived in by their child attending Texas A&M. These units are required to have rental registration with the City. A display of this information can be seen in Map EC.14, Population Density by Census Block.

Subdivision	Total Registered Units						Total SF Units		Total Units	
	Single-Family		Duplex		Total		#	% REG	#	% REG
	#	%	#	%	#	%				
BREEZY HEIGHTS	56	9.9%	19	9.5%	75	9.7%	88	63.6%	100	75.0%
COLLEGE PARK	113	19.9%	10	5.0%	123	15.9%	171	66.1%	177	69.5%
DULANY	1	0.2%	-	-	1	0.1%	5	20.0%	5	20.0%
GLADE	3	0.5%	-	-	3	0.4%	11	27.3%	11	27.3%
HOLIK	24	4.2%	-	-	24	3.1%	32	75.0%	32	75.0%
HRDLICKA	5	0.9%	6	3.0%	11	1.4%	32	15.6%	36	30.6%
KAPCHINSKIS	44	7.8%	-	-	44	5.7%	56	78.6%	56	78.6%
LEACREST	21	3.7%	-	-	21	2.7%	47	44.7%	47	44.7%
LITTLE KNIGHT ADDITION	-	0.0%	36	18.0%	36	4.6%	0	0.0%	18	200.0%
MCCULLOCH ADDITION	40	7.1%	53	26.5%	93	12.0%	129	31.0%	156	59.6%
PECAN TREE ESTATES	1	0.2%	64	32.0%	65	8.4%	1	100.0%	35	185.7%
PERSHING PARK	1	0.2%	-	-	1	0.1%	12	8.3%	12	8.3%
REDMOND TERRACE	34	6.0%	-	-	34	4.4%	65	52.3%	65	52.3%
SKRIVANEK	23	4.1%	-	-	23	3.0%	42	54.8%	42	54.8%
(SOUTH) OAKWOOD	12	2.1%	2	1.0%	14	1.8%	81	14.8%	82	17.1%
SOUTHEAST COLLEGE PARK	26	4.6%	-	-	26	3.4%	53	49.1%	53	49.1%
SOUTHLAND ADDITION	5	0.9%	-	-	5	0.6%	26	19.2%	26	19.2%
UNIVERSITY SOUTH	3	0.5%	-	-	3	0.4%	3	100.0%	3	100.0%
W.M. SPARKS	8	1.4%	6	3.0%	14	1.8%	9	88.9%	12	116.7%
WELCH PLACE	-	0.0%	2	1.0%	2	0.3%	-	0.0%	1	200.0%
WEST PARK	96	16.9%	2	1.0%	98	12.6%	111	86.5%	112	87.5%
WOLF PEN VILLAGE	10	1.8%	-	-	10	1.3%	42	23.8%	42	23.8%
WOODSON VILLAGE	41	7.2%	-	-	41	5.3%	115	35.7%	115	35.7%
Total	567	100.0%	200	100.0%	767	100.0%	1131	50.1%	1238	62.0%

Table EC.5, Rental Registration by Subdivision(2011).

Source: City of College Station (COCS)

Code Enforcement

College Station Code Enforcement is a division of the Planning and Development Services Department. The Southside Area is served by two full-time Code Enforcement Officers, a Commercial Officer and a Residential Officer. These Officers patrol for violations such as tall weeds and grass, parking in the yard, illegal signage, property maintenance, overflowing trash containers, and open storage. This division is not responsible for parking or noise level enforcement. As of August 2011, there were a total of 1,402 Code Enforcement cases active in the Southside Area, as displayed in **Figure EC.8, Code Enforcement Cases**, **Figure EC.9, Code Enforcement by Subdivision**, and

Case Type	Cases
Brush/Bulky/Frig/HZMT/Litter/Oil	35
Fire Protection	41
Health & Sanitation Violation	598
PD party/noise complaint	38
Property Maintenance	71
Public Nuisance Violation	128
Sanitation Violation	287
Traffic Code	165
Unified Development Ordinance	39
Total	1402

Table EC.6 Code Enforcement Cases (2011). COCS

Map EC.15, Code Enforcement Cases.

Subdivision	Lots	Code Violations	Violations Per Lot
Anderson Ridge	1	13	13.00
Ball Subdivision	3	9	3.00
Breezy Heights Addition	88	134	1.52
College Park	170	218	1.28
Dulaney Subdivision	5	1	0.20
The Glade	11	6	0.55
Holick	33	32	0.97
Hdrilcka	32	49	1.53
Kapchincki's Subdivision	56	65	1.16
Leacrest	47	47	1.00
Little Knight	18	40	2.22
McCulloch's Subdivision	129	147	1.14
(South) Oakwood	82	31	0.38
Parkway Circle	2	3	1.50
Petterak	3	1	0.33
Pecan Tree Estates	36	67	1.86
Pershing Park	12	0	0.00
Redmond Terrace	65	92	1.42
Regeny Square	2	2	1.00
Renaissance Park	1	4	4.00
Schick Addition	1	1	1.00
Southeast College Park	53	31	0.58
Skrivanek	40	47	1.18
Southland Addition	24	21	0.88
University South	3	7	2.33
WM Sparks Subdivision	9	32	3.56
Welch Place	7	4	0.57
West Park Addition	110	216	1.96
William Brooke Hunter Estates	1	2	2.00
Wolfpen Village	43	13	0.30
Woodson Village	115	67	0.58

Table EC.7, Code Enforcement Cases by Subdivision (2011). COCS

Emergency Services

Activity	Cases
Burglary or Theft	184
Assault	139
Criminal Mischief or Trespass	285
Warrant Arrest	106
Drug related offences	58
Alcohol related offences	42
Harassment	12
Disorderly Conduct	18
Other	204
Total	1048

Table EC.8, Significant Police Activity (2010). COCS

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 the beats. The Southside Area is within Sector B, which includes Beats 40 and 50. Each Beat consists of a team that includes a Patrol Sergeant, Patrol Officers, Detectives, Traffic Enforcement, and Animal Control. **Figure EC. 10, Significant Activity** lists citations issued during 2010, in the Southside Area. A complete account of activity may be seen in **Map EC.16, Significant Activity**.

Noise and Loud Parties

College Station Police responded to 157 noise complaints in 2011. This was 12% of all calls across the City. Concentrations of complaints tend to occur in areas where residences are used for rental properties, as displayed on **Map EC.17, Loud Party Violations**.

Speeding and Parking

Second only to rental properties in the area, the issues of excessive speeding and illegal parking are primary concerns of the neighborhood residents. As of November 2011, College Station Police and Code Enforcement issued 133 citations for illegal parking.

Fire

The Southside Area is served by Fire Station No. 1 on Holleman Drive and Fire Station No. 4 at Easterwood Airport. An average of 486 service calls per year, primarily for Emergency Medical Services (EMS), came from the Southside Area from 2006-2010.

Mobility

CIP and Maintenance Projects

The City of College Station has a 7-year Capital Improvement Plan that addresses infrastructure needs in the City that result from development growth and aging infrastructure. These projects are typically funded through General Obligation Bonds, which are authorized by voter approval in a bond authorization election. These bonds are paid back through property taxes.

The following are Capital Improvement Projects recently completed in the Southside Area:

West Park Rehab Project (2006) extended from George Bush to Luther Street and Wellborn Road to Fairview Avenue. The project included the installation of new water lines, sanitary sewer lines, drainage improvements, and road surface rehabilitation, including concrete cross sections for multiple streets and sidewalks.

College Park/Breezy Heights Rehab Project (2008) extended from George Bush to Holleman and from Fairview to Dexter. Again new water and sanitary sewer lines were installed, drainage improvements were made and new road surfaces were put in place. The latter primarily being an asphalt mill and overlay, as requested by the residents in lieu of wider concrete streets with sidewalks, which many residents opposed. This project also included an older section of the area, so an arborist assisted in an extensive survey, cataloging and preservation program for many of the older trees near and in the City right-of-way.

McCulloch Addition Utility Rehab Project is estimated to begin around 2016. This project includes the rehabilitation of water and wastewater lines in the Southgate area, in the vicinity of Arizona Street, Phoenix Street, Carolina Street, and Georgia Street. The sanitary sewer lines are in need of replacement due to an increase in service disruptions caused by deteriorating lines, shallow lines, and poor access. The water distribution lines also experience an increase in service disruptions caused by deteriorating lines and inadequate fire protection due to the existence of smaller lines within the respective area, requiring future replacement.

Bee Creek Truck Line Project will extend from Rock Prairie Road Carter Creek Waste Water Treatment Plant. Design has started and construction is estimated to begin in 2012 to upgrade the main sewer line that serves the western portion of the City's service area.

Additional phases remain for utility and street rehabilitation in this area, but are not currently scheduled. No street or drainage rehabilitation projects are currently planned or programmed in the Southside area.

Streets

The Southside Area is bounded by six roads identified in the College Station Thoroughfare Plan, (**Map EC.18, Thoroughfare Plan**), Texas Avenue, George Bush Drive, Wellborn Road, Southwest Parkway, Welsh Avenue, and Holleman Drive. Of these, Texas Avenue, George Bush Drive, and Wellborn Road are owned and maintained by the Texas Department of Transportation. Landscaping improvements along Texas Avenue during the recent renovations were partially funded by the City of College Station as part of a beautification initiative.

Within the Southside Area, the availability of right-of-way for street improvements may become a challenge. Many of the major thoroughfare rights-of-way in the area do not meet minimum width standards. For example, Luther Street should ultimately be a 100' right-of-way due to the amount of traffic that it is projected to carry and the surrounding uses which it will serve, but the current right-of-way varies

from 60'-66' wide. This information is further detailed in **Figure EC. 11. Street Information**. On-street parking has been restricted along specific roadways where the pavement width is lacking, as displayed in **Map EC.19, Existing Parking Restrictions**. The lack of right-of-way may present challenges for future bike lanes and sidewalks, and may have an impact on drainage and utility maintenance.

Street	Functional Classification	Context	Required Right-of-way (ROW)	Thoroughfare Type	Existing ROW Width	Exist Street Width
George Bush Drive	4-Lane Major Arterial	Urban and General Suburban	128'-118'	Boulevard, 4-Lane	Varies generally 105'-115'	80'-100'
Wellborn Road	6-Lane Major Arterial	Urban	150'	Boulevard, 6-Lane	160' - 170'	60'
Texas Avenue	6-Lane Major Arterial	General Suburban	140'	Boulevard, 6-Lane	125'	95'
Southwest Parkway	4 Lane Minor Arterial	Urban	128'	Avenue, 4-Lane	85'	54'
Holleman Drive	2-Lane Major Collector	Urban and General Suburban	100'-77'	Street, 2-Lane	60'	48'
Luther Street	2-Lane Minor collector	Urban	100'	Street, 2-Lane	60' - 66'	27' - 38'
Fairview Avenue	2-Lane Major Collector	Urban	100'	Street, 2-Lane	50' - 60'	38'
Welsh Avenue (South of Holleman)	2-Lane Major Collector	Urban	100'	Street, 2-Lane	80' - 75'	48'
Nueces Drive	2-Lane Minor Collector	Urban	100'	Street, 2-Lane	85' - 80'	38'
Dexter Drive	2-Lane Minor Collector	General Suburban	77'	Street, 2-Lane	40' - 65'	27'
Timber Street	2-Lane Major Collector	General Suburban	77'	Street, 2-Lane	65'	38'
Glade Street	2-Lane Major Collector	General Suburban	77'	Street, 2-Lane	60'	38''
Anderson Street	2-Lane Major Collector	General Suburban	77'	Street, 2-Lane	75' - 70'	48'

Table FC.9. Street Information (2011) Source: City of College Station (CQCS)

An annual evaluation of all streets is used in scheduling pothole repair, crack sealing, and other preventive maintenance and repair activities. Prioritization is based on the City's Annual Inventory and Evaluation program and on changes in traffic density for collectors and arterials.

Street Lighting

Standard street lighting is primarily used within the Southside Area, with decorative lighting fixtures placed periodically in the north side. The location of street lighting can be seen on **Map EC.20, Southside Street Lights by Wattage**. Higher wattage bulbs, up to 400 Watts, are used along the major perimeter roadways, and lower wattage bulbs, 100 Watts, are primarily used along interior local streets.

Sidewalks

Being one of the earliest developed areas in College Station, the street sections in this area are not generally built to current standards. Sidewalks are now standard for residential street development, but are found only sporadically within this area, as displayed on **Map EC.21, Pedestrian Facilities**. There are 8.79 miles of existing sidewalks in the Southside Area and an additional 3.61 miles proposed. These are included in the Bicycle, Pedestrian, and Greenways Master Plan to enhance the pedestrian connectivity in the Southside Area. **Map EC.9, Neighborhood Destinations**, as referenced earlier in this report, also provides a look at walking distances based on an approximate five-minute route. The distance from the center is measured as a direct point to point distance and does not follow an existing sidewalk or street. As such, actual walking times vary.

In addition to identifying future extensions to the sidewalk network, the City has conducted a survey of existing facilities and determined areas that need improvements. Through observation, several intersections and sidewalks have been identified as needing minor modifications to create a more user-friendly network. These modifications range from sidewalk extensions to restriping crosswalks. Accessibility within the area was also surveyed and was discovered to be lacking at specific intersections and roadways. Improvements, as identified by the survey conducted, will be addressed in the Mobility Chapter of the Southside Area Neighborhood Plan.

Bicycle Facilities

According to a study conducted by the Texas Transportation Institute in 2005, almost 2,000 bicycle commuters enter campus every day. Many of these commuters either come from or pass through the Southside Area. The 2009 American Community Survey shows that 2.1% of the College Station population uses a bicycle as their primary form of transportation to work. Based on this survey, College Station has the highest percentage of bicycle commuters in the State of Texas, which has an overall bicycle commuter population of 0.2%. One of College station's major initiatives is to improve bicycle facilities throughout the City. In the Southside Area there are currently 3.75 miles of bike lanes, 1.6 miles of bike routes, and 1.44 miles of multi-use paths. The Bicycle, Pedestrian, and Greenways Master Plan provides additional information regarding these facilities. **Map EC.22, Bicycle Facilities**.

Proposed facilities identified in the Master Plan include bike lanes along Timber Street, Holleman Drive, and Glade Street, totaling 1 mile, and

designated bike routes on Park Place, Southwest Parkway, and Texas Avenue, totaling 3.2 miles, and multi-use paths totaling .72 miles.

Transit Routes

Public transportation in the Southside Area is provided by College Station Independent School District, Brazos Transit District, and Texas A&M University. Brazos Transit District, also known as The District, has established routes and stops in the area, but functions also as an appointment-based system and with spontaneous stops. Texas A&M University bus stops are located along George Bush Drive, Anderson Drive, Holleman Drive, Welsh Avenue, Village Drive, and Southwest Parkway. Current route maps may be accessed online on the Texas A&M Transportation Services website or **Map EC.23, Transit Routes** may be referenced for combined provider route information.

Traffic Incidents

With 145 intersections, the Southside Area has one of the highest levels vehicular connectivity in College Station. Considering this, the number of traffic incidents is comparable to the City as a whole. **Map EC.24, Traffic Incidents** shows both vehicular incidents and incidents involving a pedestrian or cyclist.

In 2010 there were 239 reported vehicular traffic incidents in the Southside area. Of these incidents, 36 were considered major accidents. This is up from 235 in 2009, but less than the reported 282 in 2008 and 281 in 2007.

Between 2006 and 2011, there were 47 reported crashes involving a motor vehicle and a bicyclist or pedestrian primarily occurring along Texas Avenue, Holleman Drive, Southwest Parkway, Welsh Avenue, and Dexter Drive, as displayed in **Map EC.24, Traffic Incidents**. On average, there were five bicycle and three pedestrian crashes reported each year. Crossing at intersections or crosswalks accounted for 13% of pedestrian crashes and 44% of bicycle crashes.

Sustainability

Social

There isn't a number that can be used to measure quality of life, but the sustainability of the social realm can be studied by observing the health and quality of interaction between people. In the Southside Area, there are numerous opportunities for interaction through both recreation and education.

College Station Conference Center houses program such as Exploring History Luncheons, Senior Dances, and extra education classes (like as Getting Paid to Talk, Belly Dance, Basic Drawing, Soap Making, Piano, Photography, Home Made Toiletries, and Bird Watching) are offered by the City of College Station. Resident organized activities such as yoga classes, bridge clubs, and crafts/scrap booking groups are also a standard addition to the Conference Center calendar.

Barbara Bush Parent Center offers General Education Diploma (GED), English Second Language (EDL), Intensive College Readiness (ICR) and parenting classes. Here, citizens can utilize employment assistance, a computer lab, and library services. This center provides the citizens of College Station and the Southside Area with the opportunity to better their situation in life with guidance and support from fellow community members.

Lincoln Center is not only home to the College Station Boys and Girls Club and numerous senior services such as daily lunches, outings, games, and health screening, but is also the hub for many social events throughout the year. The Juneteenth Celebration-Freedom Walk brings friends and families together in a carnival-like setting to celebrate history through live music, dancing, and festivities. Throughout the seasons, citizens can enjoy unique events at the Center such as Breakfast with Santa, Easter Festival and Egg Hunt, and Light's On Afterschool.

Environmental

The City of College Station offers several options to its utility customers aimed at conserving our precious natural resources. However, the most important aspect of the conservation effort is awareness.

Water Use

Water Conservation

With the concern of a lingering drought at hand, water conservation is a major concern for all Texans. In order to increase consumer awareness of the need to use water efficiently, the City of College Station has implemented an inclining block rate for single-family residential water customers that increases water costs with increasing water usage. For instance, usage in the first tier, up to 10,000 gallons per month, is charged \$2.26 per 1,000 gallons. Usage in the top tier, over 26,000 gallons, is charged \$4.96 per 1,000 gallons. Irrigation usage is also charged a higher rate. In addition, City Staff contacts consumers directly to offer services such as a free water audit, rebates for water efficient fixtures, educational material, and advice for water conservation.

During 2011, City Staff conducted four irrigation check-ups and distributed two water-efficient toilet rebates in the Southside Area. This information could reflect a need for more education and conservation awareness efforts or a lower number of existing automatic sprinkler systems due to the age of the homes. Also, the low number of toilet rebates could be a result of the high number of rental units in the area. Future education efforts may be more effective if directed to rental property owners.

Water Quality

Public water systems are required by the Texas Commission on Environmental Quality (TCEQ) to monitor and test public drinking water. The City of College Station installed water sampling stations throughout the City to get a good representation of the water distribution system. There are four water sample sites located in the Southside Area.

In general, the water in the Southside Area is considered to be high quality. On average, water quality in the neighborhood is sampled eight times a month. From October, 2010, to October 2011, approximately 96 bacteriological samples were taken in the Southside Area with no positive bacteria samples found. During sampling days, the following items are monitored; chlorine, temperature, pH, turbidity, and fluoride. These parameters are monitored to indicate any changes in the water distribution system. Fluoride is found naturally in the water and, depending on the wells in service, its concentration can range from 0.09 to 0.49 ppm.

The City of College Station Water Quality Report of 2010 is the most current data available and may be accessed from the City's website.

Water and Sewer Capacity

The College Station water tower, located behind HEB Grocery, serves as part of the City's water reserve and holds about 3 million gallons of water. This reserve is primarily kept in place to ensure that immediate water resources are available in the event of a fire and to maintain adequate system pressures. In order to serve the neighborhood with fire protection, over 150 fire hydrants are located within the Southside Planning Area. Hydrants are well dispersed throughout the area, but can be found in concentration in various areas.

The Southside Area sewer network is in adequate condition considering the age of much of the infrastructure. Sporadic issues can arise during times of extreme wet weather that result in the need to fix leaking pipes. Portion of the system have been replaced with recent Capital Improvement Projects and additional replacement is planned in the McCullough Addition Subdivision. The west side of the Southside Area is within the City's 'CC6' sub-basin that conveys sanitary sewer into the Bee Creek Trunkline. This trunkline is currently under design to serve the ultimate build-out in this respective area, with construction scheduled to begin within the next couple of years. Specific issues related to this trunkline have not extended to the Southside Area.

Electric Use

Energy Conservation

Southside Area residents appear to be concerned or aware of the need to conserve energy, either due to the brownouts experienced in 2011 or the desire to be less of a consumer. In 2011, City Staff conducted seven energy audits, approved two Good Cents New Homes, and issued 16 energy rebates. A Good Cents New Home is designed and built using construction techniques that exceed the current International Energy Codes to reduce energy usage in the house.

Impervious Cover

Impervious cover refers to artificial structures such as pavement, driveways, and sidewalks that are covered by impenetrable materials such as brick, stone, and rooftops which prohibit infiltration of water into the underlying soil. Impervious building cover was calculated for

the single-family subdivisions within the neighborhood. For building coverage only, the amount of coverage ranges from 9.79% coverage in Dulaney Subdivision to almost 35% coverage in Wolf Pen Village, with the overall average in the entire area being 13.82% building coverage. This is compared to 20.6% lot coverage for residential areas in the entire City. Additional information is provided in **Figure EC. 6, Single-Family Housing Data by Subdivision** presented earlier in this report.

Floodplain

With Wolf Pen Creek, Bee Creek, and a Bee Creek tributary all within the Southside Area bounds, there is 17.24 acres of Federal Emergency Management Administration (FEMA) regulated 100-year floodplain and 14.38 acres of floodway, as displayed in **Map EC.25, Floodplain**. This is reflected by over 18% of the Southside Area being designated Natural Areas-Protected or Natural Areas-Reserved on the Comprehensive Plan Land Use and Character Map. Though the Natural Areas land use designation is in place to limit future development within environmentally sensitive areas, early development in the area has resulted in much of the floodplain being previously developed.

Recycling

The City of College Station offers curb-side recycling collection once a week, on the same day as bulky items and clean green brush collections, to residents that have registered for the service. An average of 409 household collections per week took place in the Southside Area between October 2010 and September 2011. This represents only a portion of the 13,853 City-wide participants in the recycling program during this same time.

In previous years, recycling participation was limited to single-family, duplex, and four-plex dwellings only. Additional opportunities have now been become available to commercial and multi-family establishments. Such establishments may chose to contract with an authorized recycling franchisee for recycling collection services.

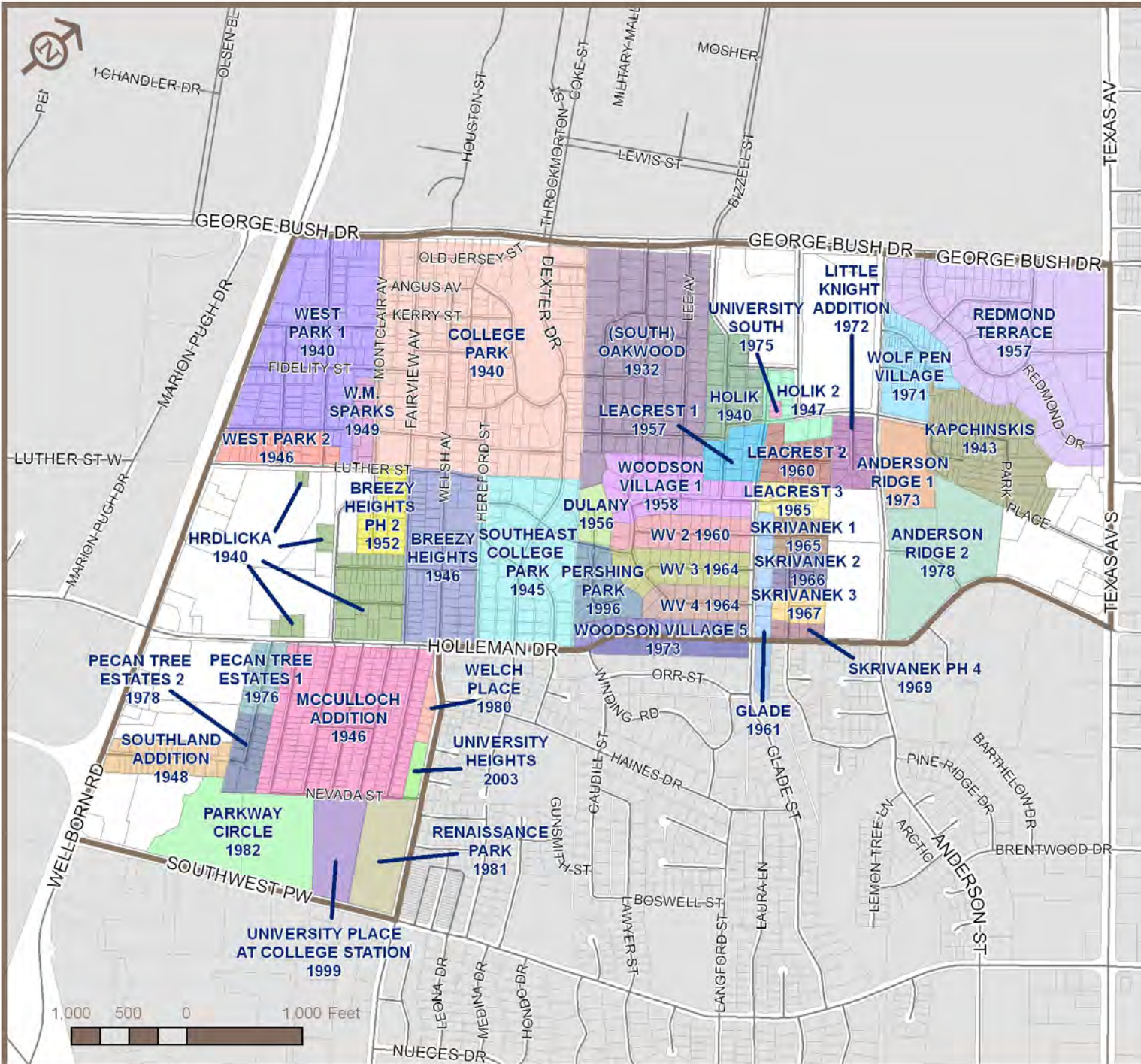
Wind Watts

College Station Utilities began offering residential utility customers the option to purchase some or all of their electricity from wind power in 2009, and commercial customers in 2010. The City's Wind Watts are purchased from the South Trent wind farm in west Texas. As of November 2011, 46 utility users had made the decision to use cleaner energy. That is approximately 8% of City-wide participation in the Wind Watts program.

Southside Area Neighborhood Plan

Map EC. 1

Age of Subdivision

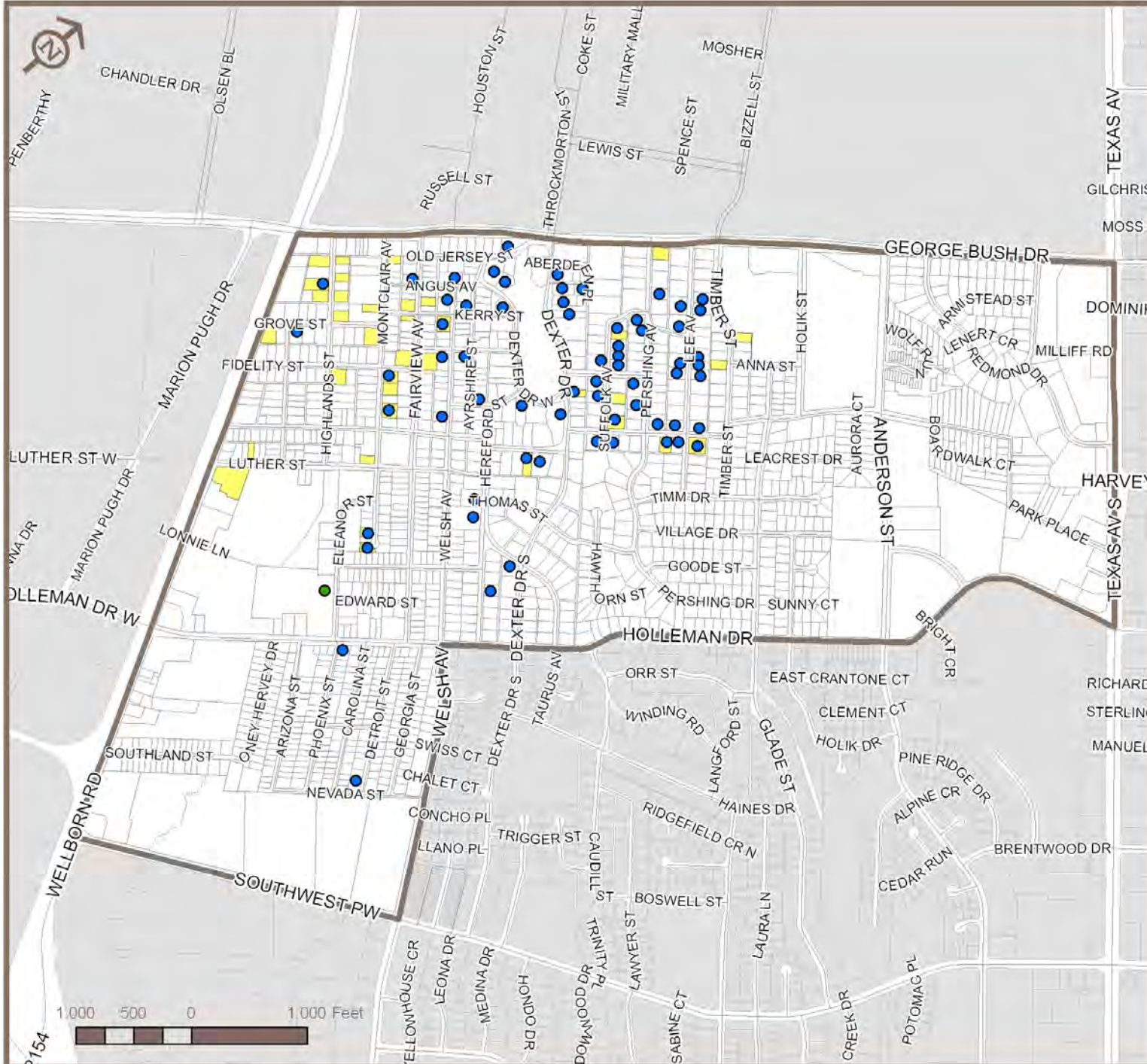


■ Planning Area

Southside Area Neighborhood Plan

Map EC. 2

Historic Resources



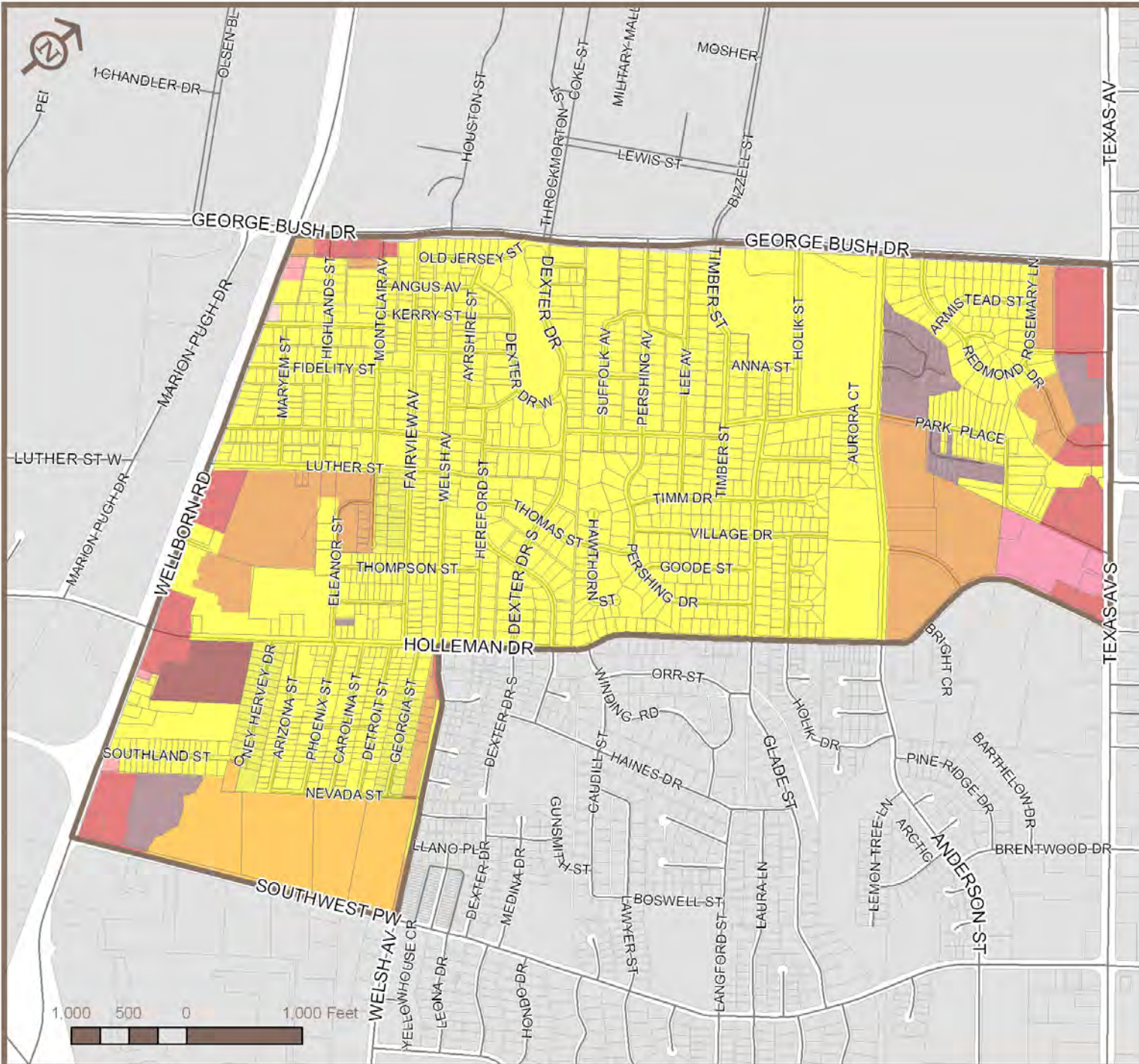
Note: "Campus Houses" denote lots that have or have had houses that hold some historical significance as it pertains to Texas A&M University.

- State Historical Marker
- Historical Markers
- Campus Houses
- Planning Area

Southside Area Neighborhood Plan

Map EC. 3

Zoning

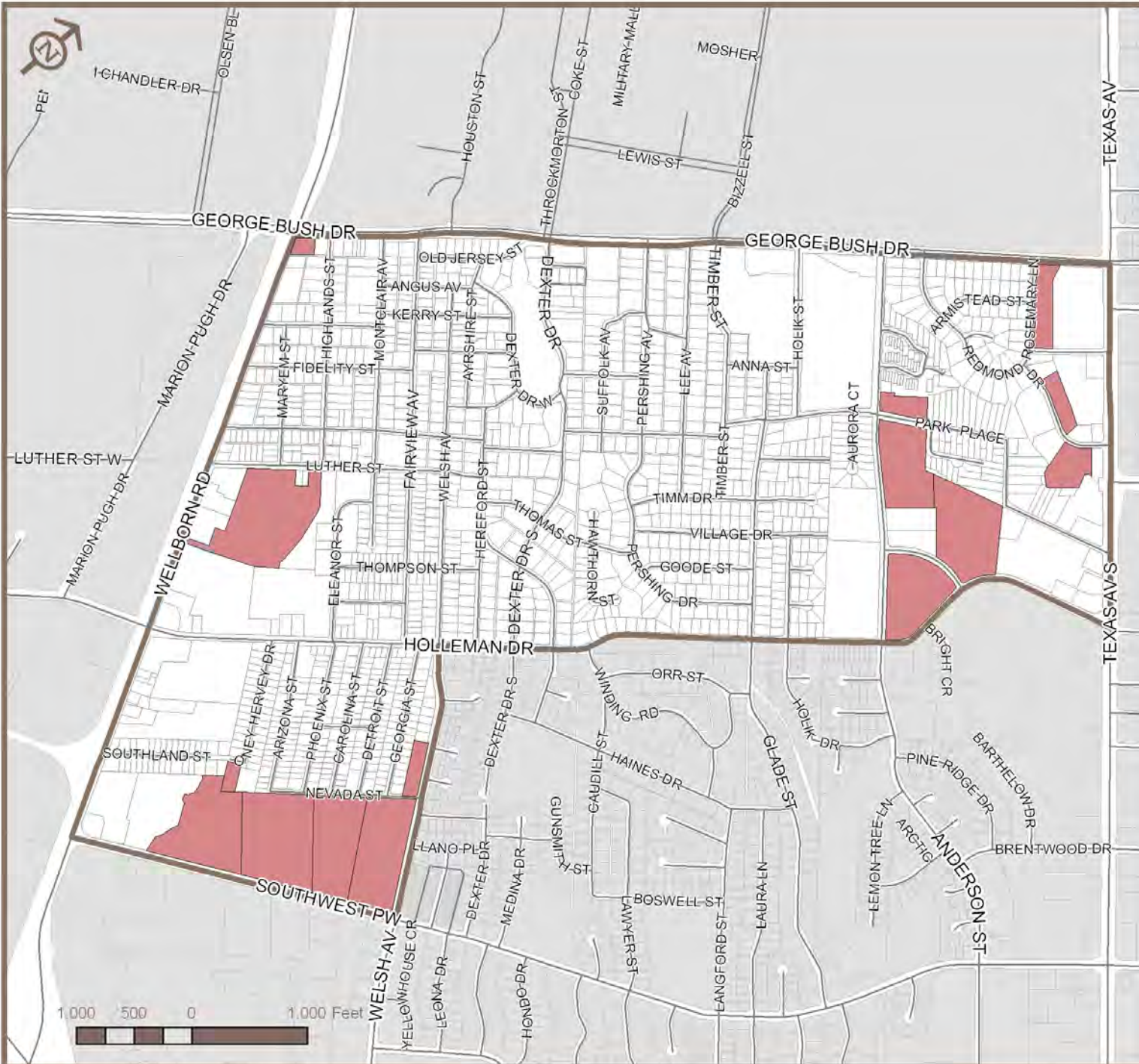


- Zoning**
- A - P
 - C - 1
 - C - 2
 - C - 3
 - C - U
 - PDD
 - PDD - B
 - R - 1
 - R - 2
 - R - 3
 - R - 4
 - R - 6
 - Planning Area

Southside Area Neighborhood Plan

Map EC. 4

Multi-Family Properties

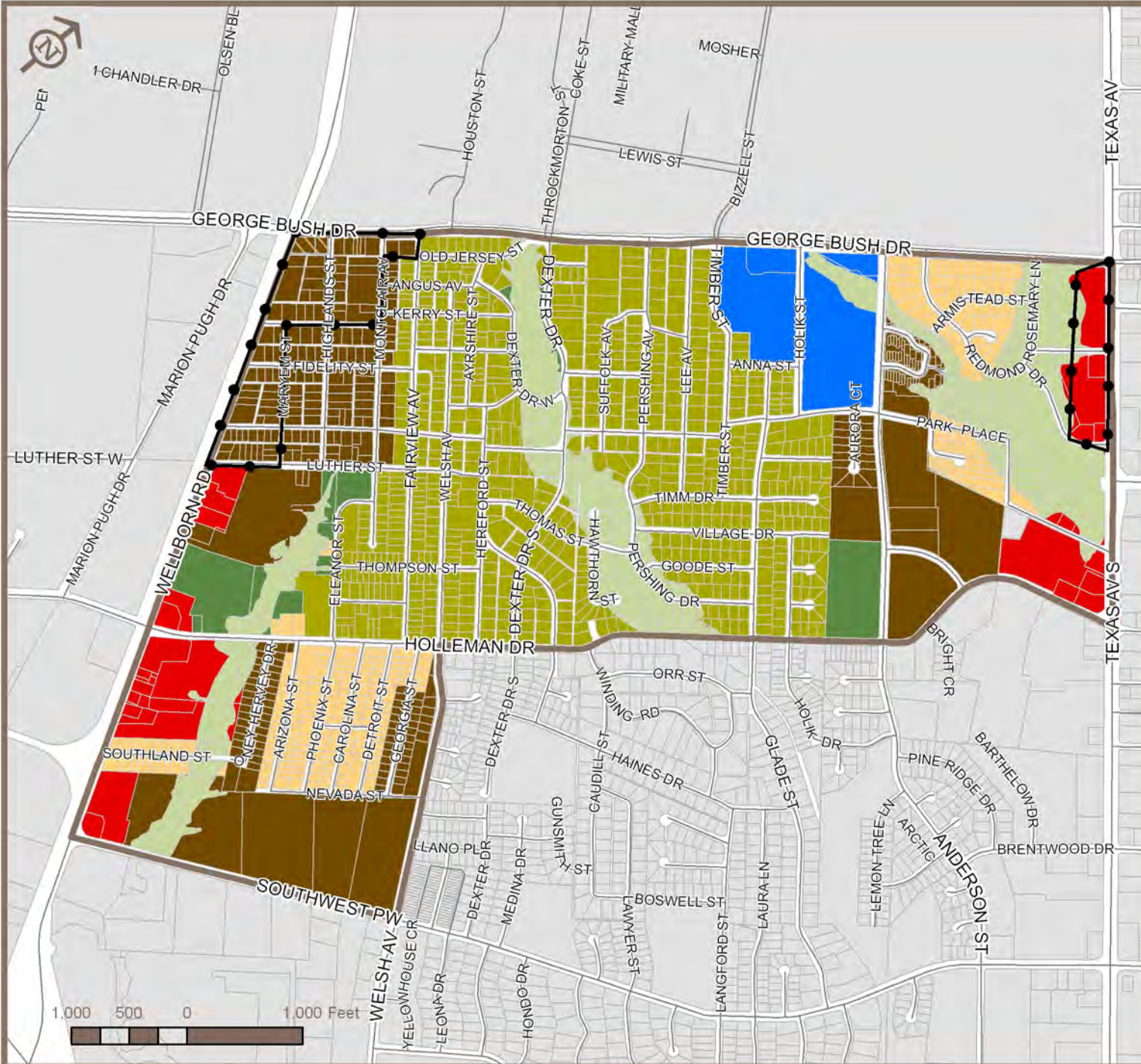


- Multi-Family Properties
- Planning Area

Southside Area
Neighborhood Plan

Map EC. 5

Future Land-Use
& Character



- Future Land Use & Character**
- Neighborhood Conservation
 - General Suburban
 - Urban
 - Urban Mixed Use
 - General Commercial
 - Institutional/Public
 - Natural Areas - Protected
 - Natural Areas - Reserved
 - Redevelopment Areas
 - Planning Area

Southside Area Neighborhood Plan

Map EC. 6

Areas of Zoning
Non-Conformance

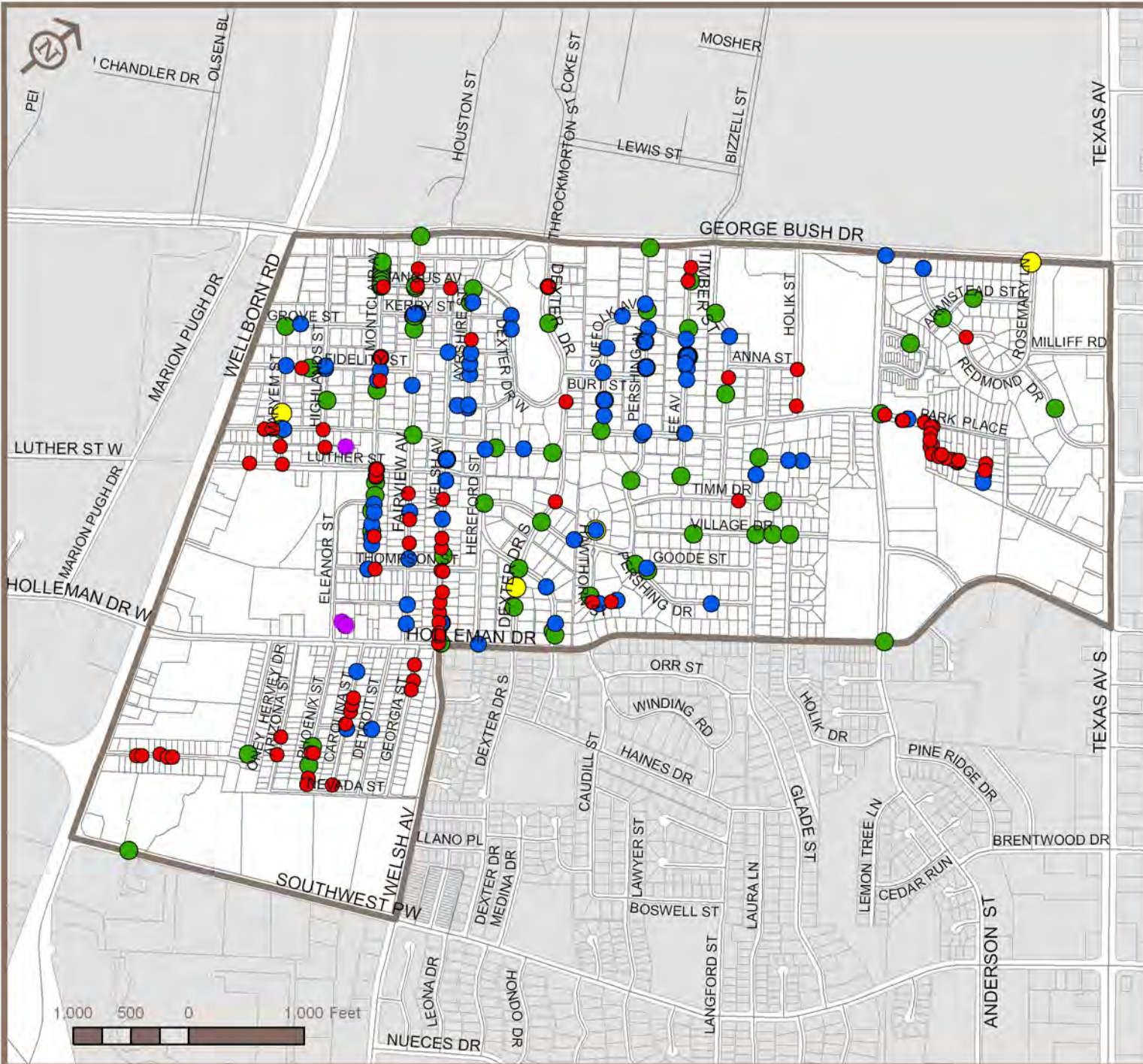


- Non-Conforming Zoning
- Planning Area

Southside Area
Neighborhood Plan

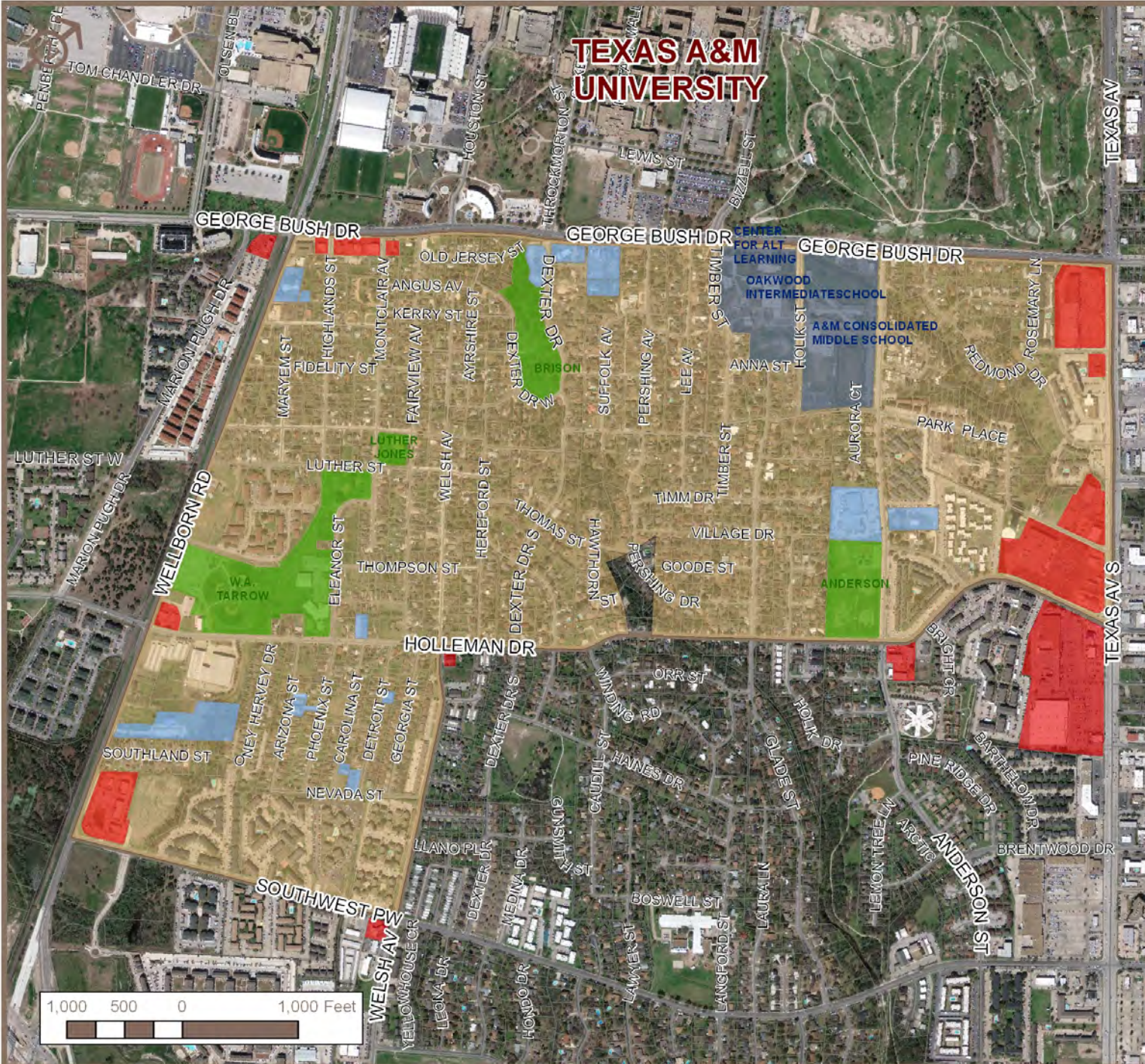
Map EC. 8

Development Activity
(2006 - Aug 2011)



- New Development
- Building Permits**
- New Detached Residential
- Residential Addition
- Remodels/ Renovations
- Garage/Accessory Structures
- Planning Area

Source: Planning & Development Services



Southside Area
Neighborhood Plan

Map EC. 9

Neighborhood
Destinations

- Neighborhood Destinations
- Parks
 - Shopping
 - School/Public
 - Churches
 - 1500 Foot Walking Distance
 - Planning Area

Southside Area
Neighborhood Plan

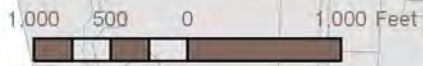
Map EC. 10

Single Family Home
Property Value
(Oct 2011)



Single Family Property Values

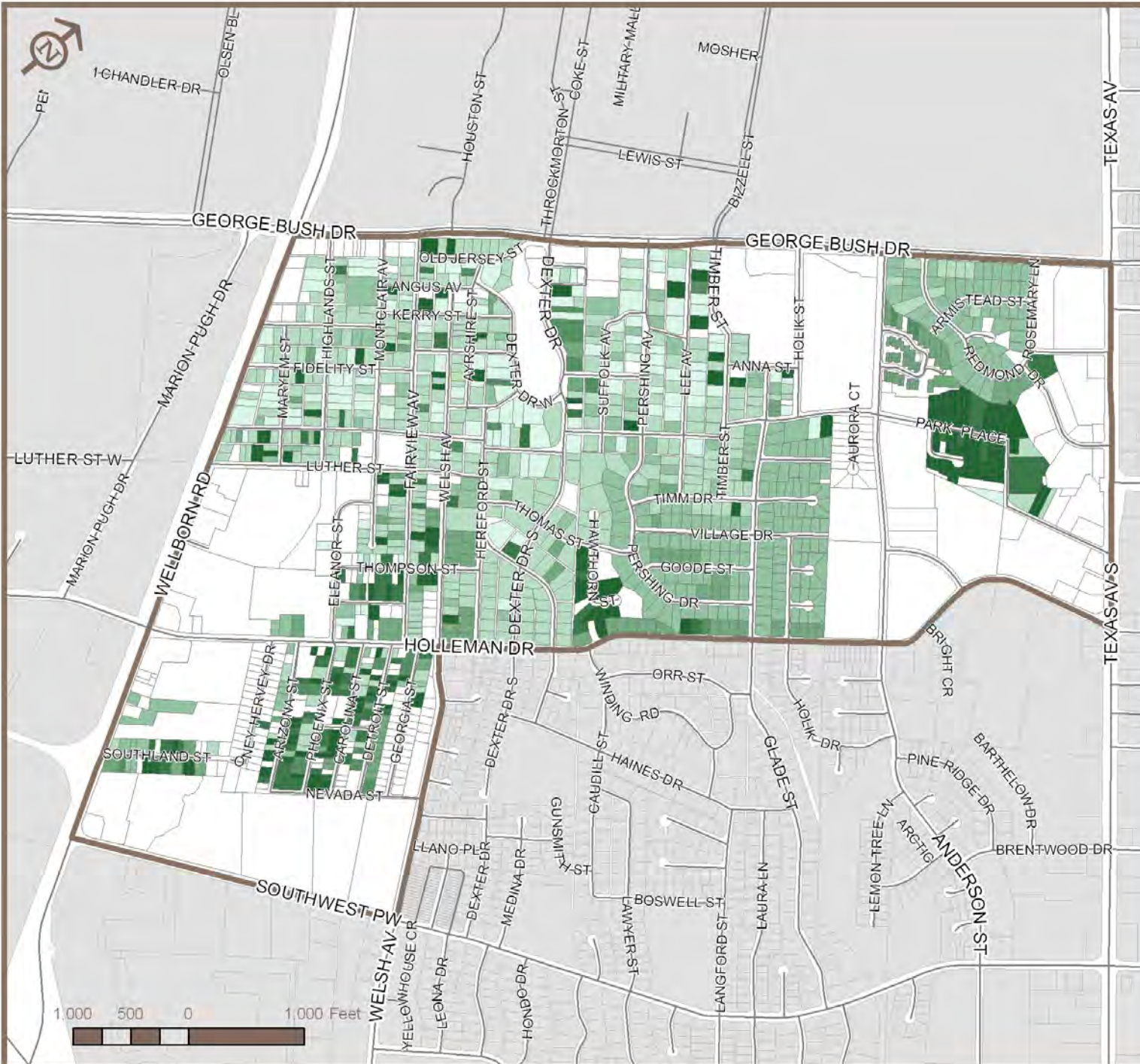
- Less than \$100,000
- \$100,000 - \$149,000
- \$150,000 - \$199,999
- \$200,000 - \$299,999
- \$300,000 or more
- Planning Area



Southside Area Neighborhood Plan

Map EC. 11

Age of Single-Family Structure



Single-Family Property

Year of Construction

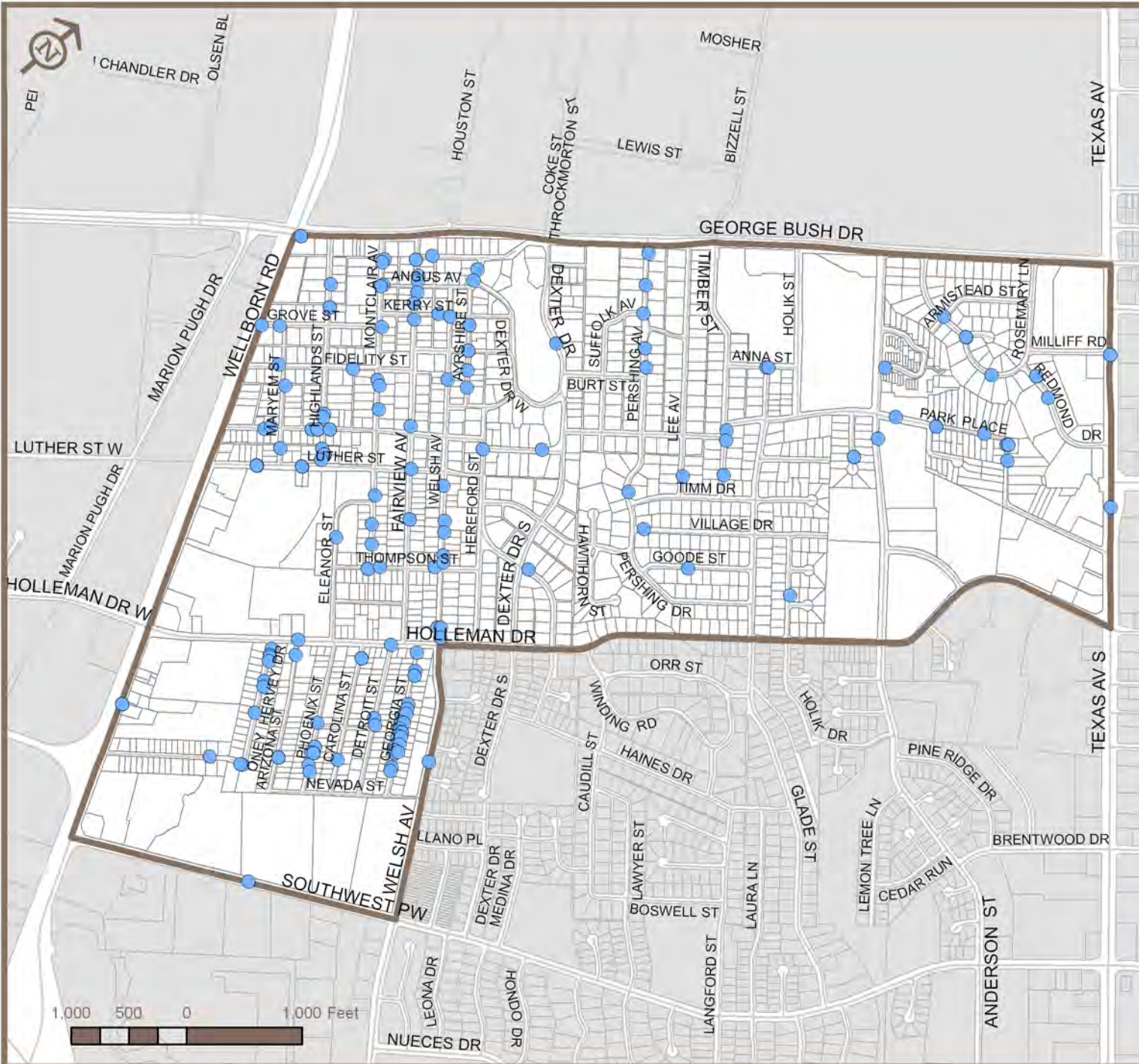
- 1891 - 1949
- 1950 - 1959
- 1960 - 1969
- 1970 - 1979
- 1980 - 1989
- 1990 - 1999
- 2000 - 2011

■ Planning Area

Southside Area
Neighborhood Plan

Map EC. 12

Property Maintenance
Cases
(2007 - Aug 2011)

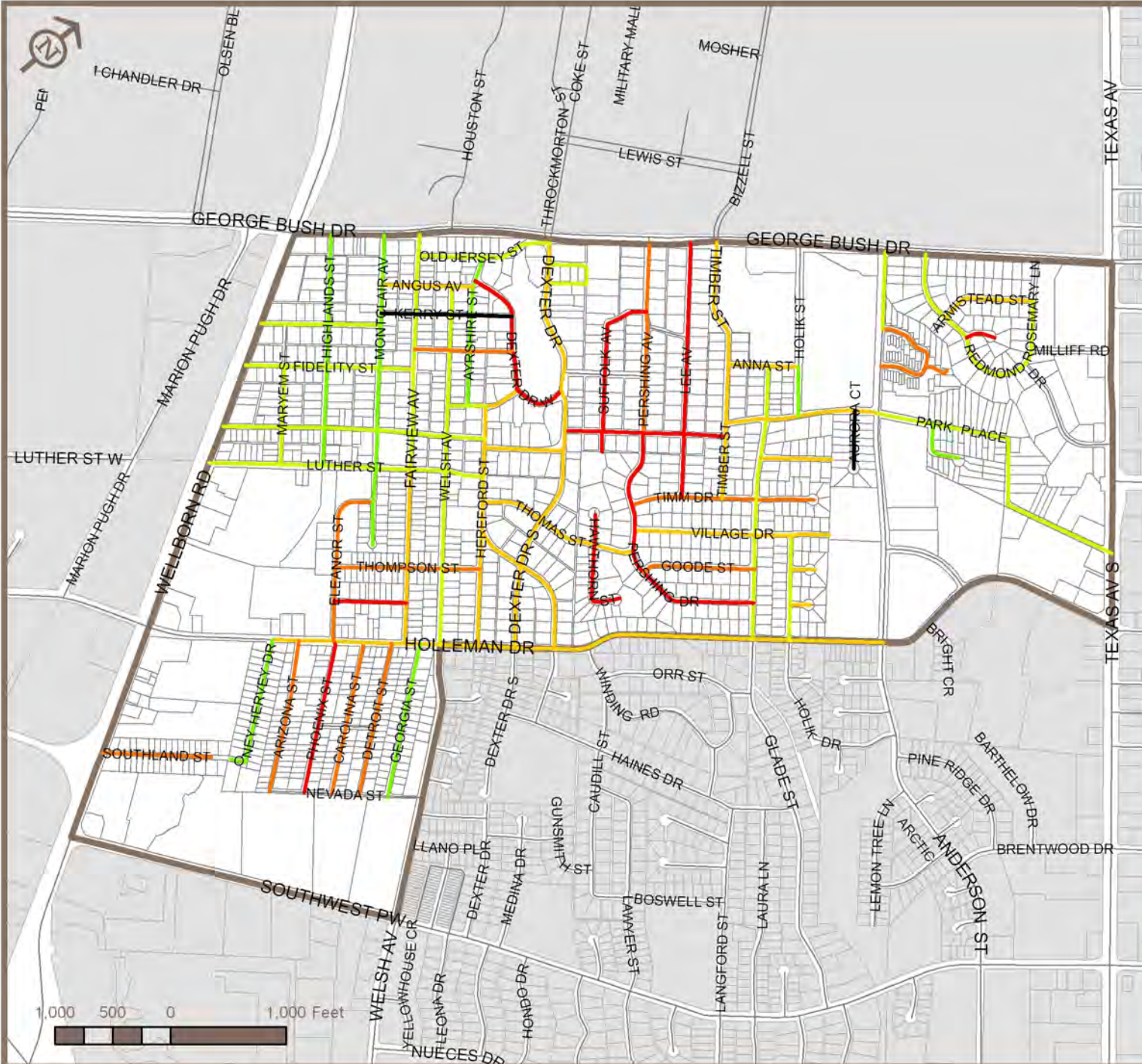


- Property Maintenance
- Planning Area

Southside Area
Neighborhood Plan

Map EC. 13

Rental Registration
by Street



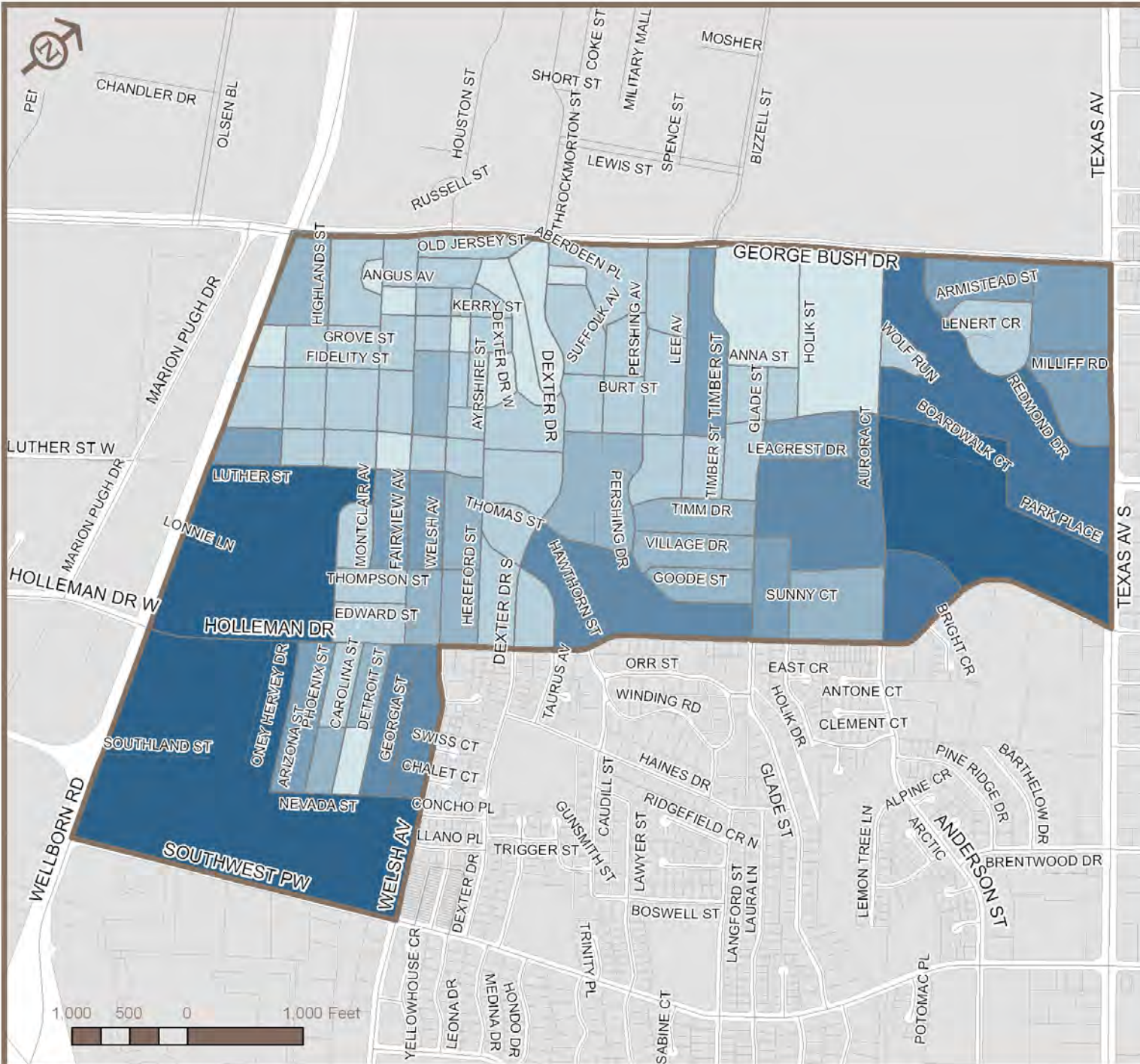
- Rental Registration by Street**
- Less than 20%
 - 20% to 39%
 - 40% to 59%
 - 60% to 79%
 - 80% to 99%
 - 100%
 - Planning Area

Source: Planning & Development Services

Southside Neighborhood Plan

Map EC. 14

Population Density by
Census Block



Total Population

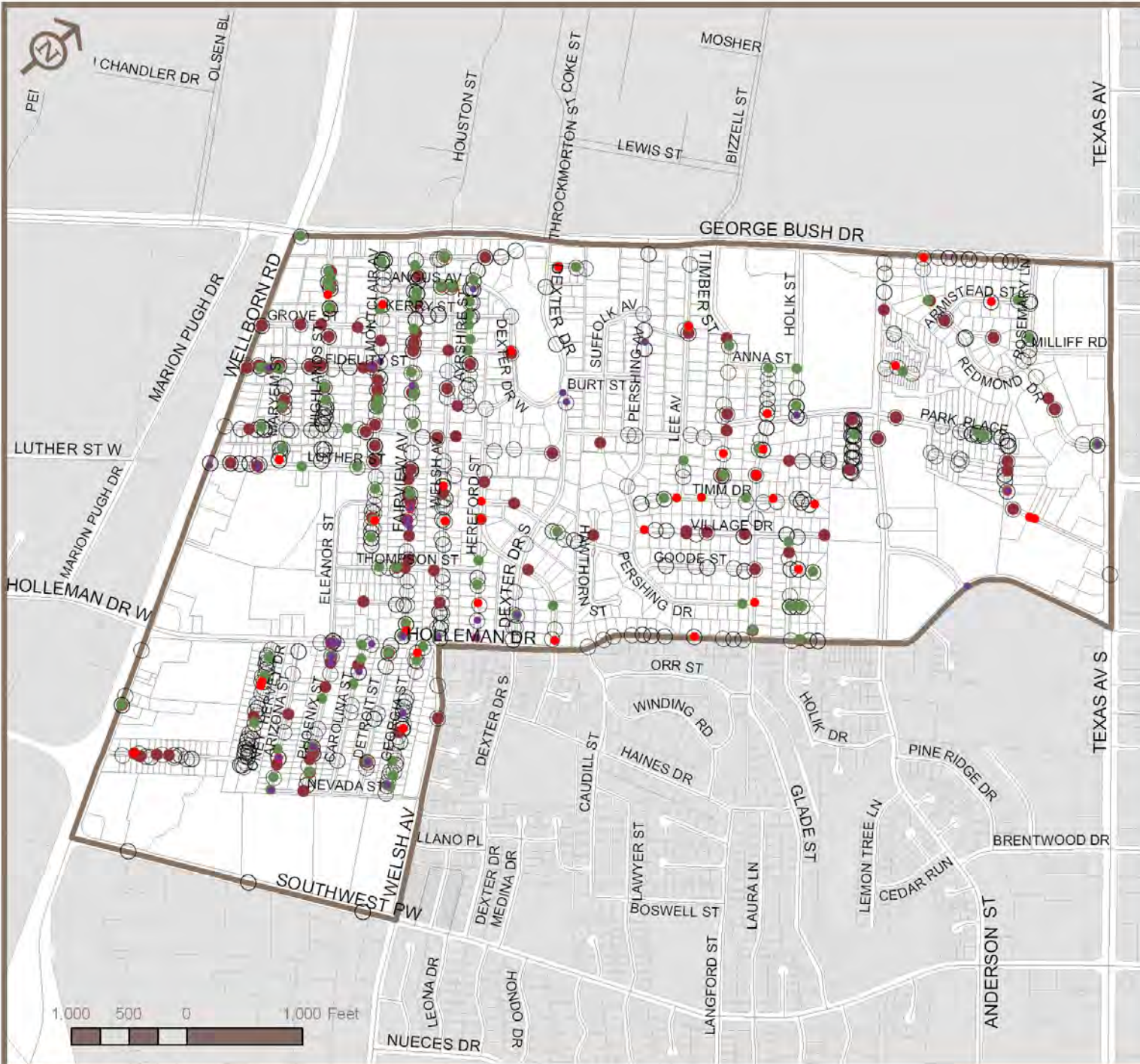
- 0 - 10
- 10 - 40
- 40 - 60
- 60 - 100
- 100 - 300
- 300 - 500
- 500 - 1500
- Census Block
- Planning Area

1,000 500 0 1,000 Feet

**Southside Area
Neighborhood Plan**

Map EC. 15

Code Enforcement Cases
(2010 - 2011)



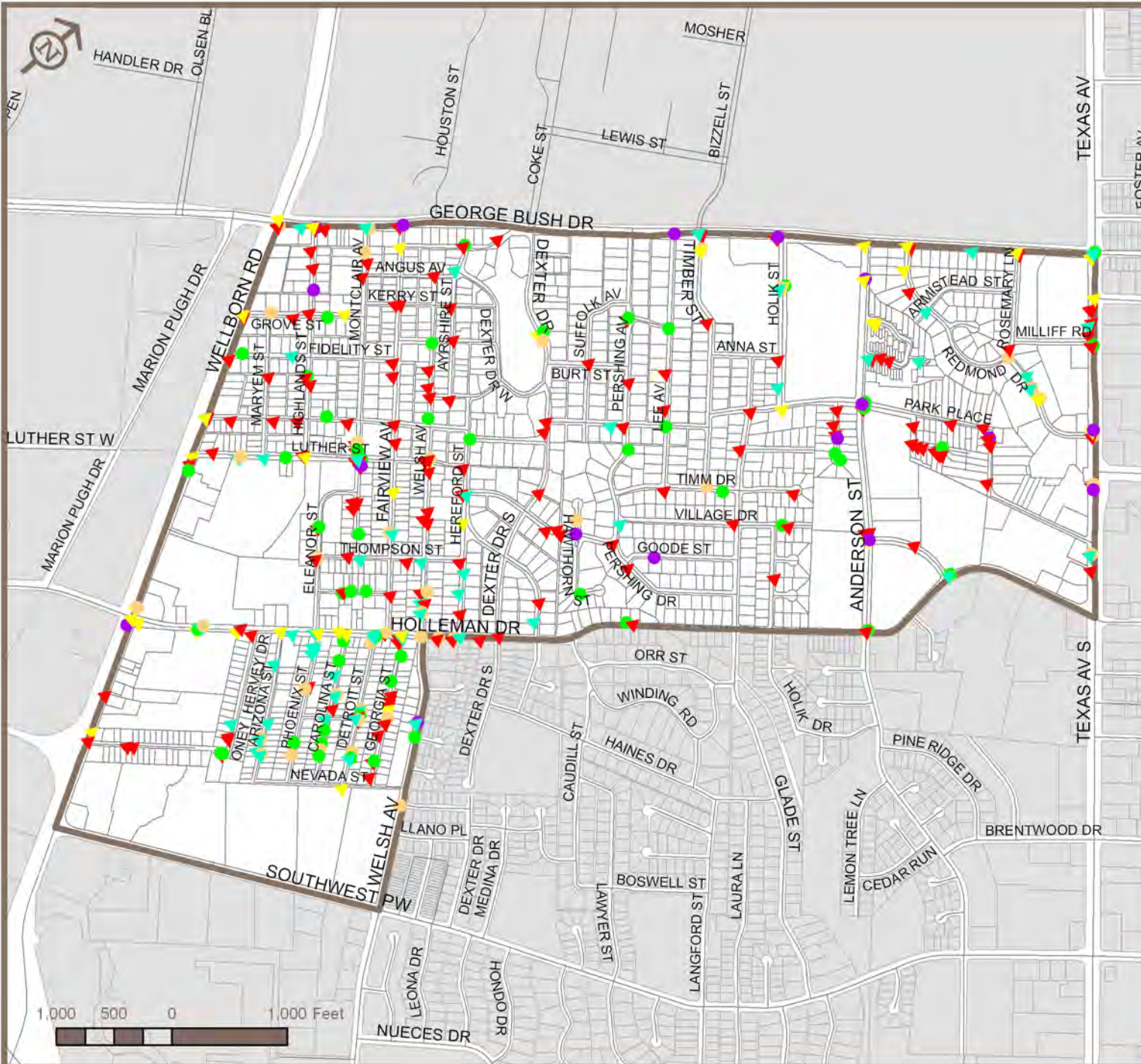
Code Enforcement Cases selection

- Brush/Bulky/Frig/HZMT/Litter/Oil
- Fire Protection
- Public Nuisance Violation
- Traffic Code
- Health & Sanitation Violation
- ▬ Planning Area

Southside Area Neighborhood Plan

Map EC. 16

Significant Activity
(2010 - Aug 2011)



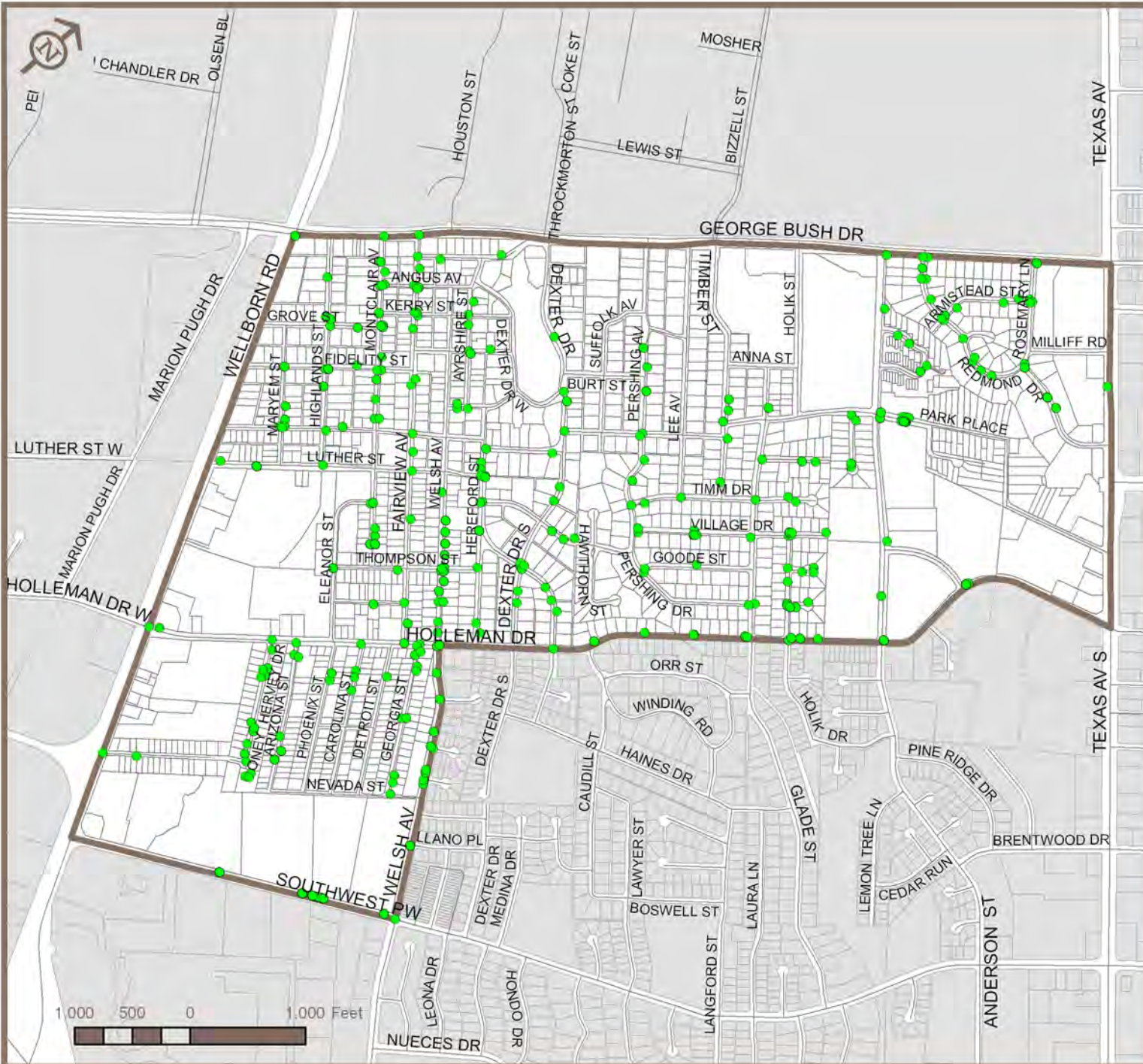
Significant Police Activity

- ▲ Assault Offenses
- ▲ Burglary/Robbery/Theft Offenses
- ▲ Drug Offenses
- Criminal Mischief
- Criminal Trespass
- Alcohol Offenses
- ▬ Planning Area
- ▭ BCAD Parcels

Southside Area
Neighborhood Plan

Map EC. 17

Loud Party
Violations
(2007 - Oct 2011)

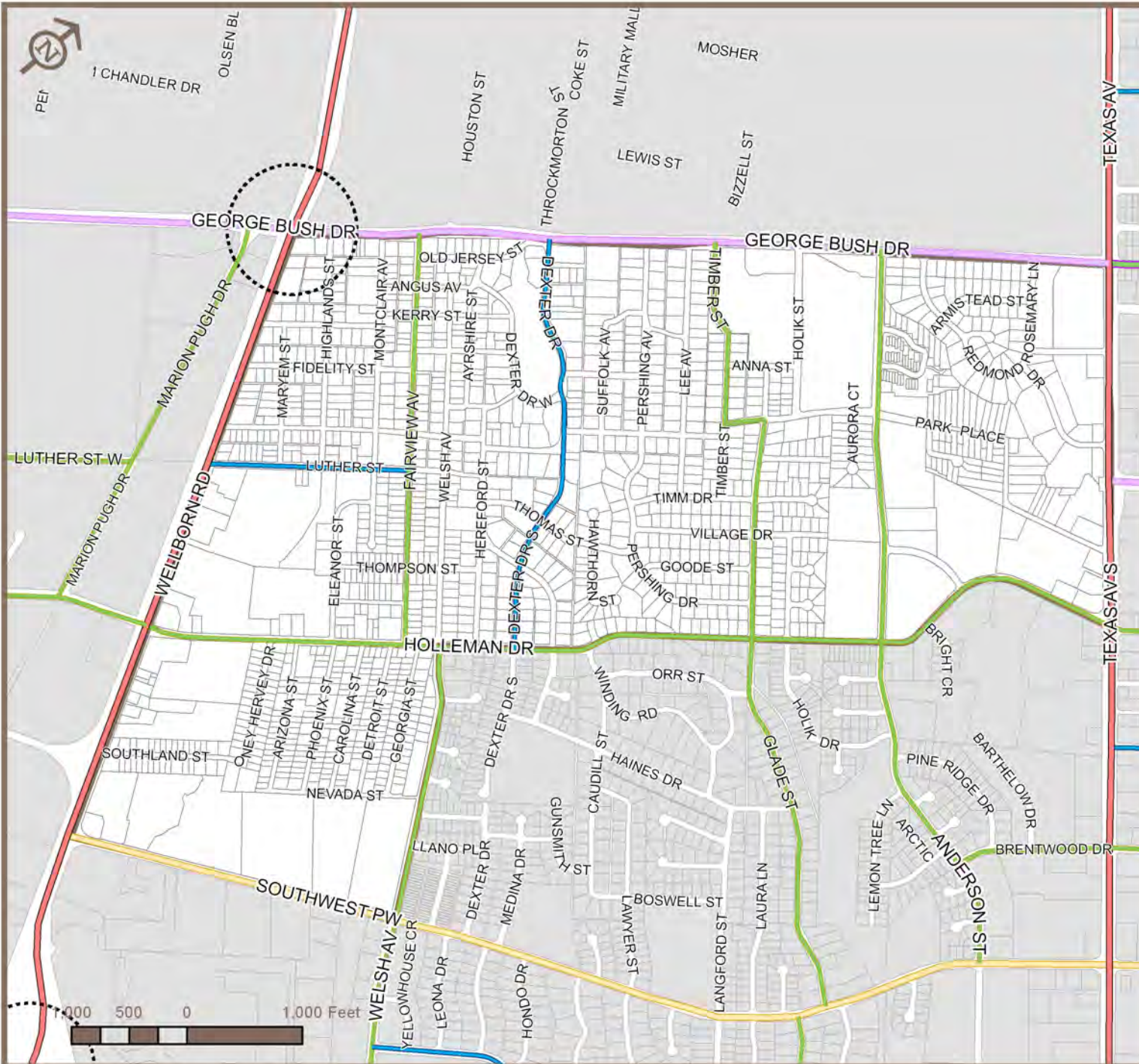


- Loud Party Calls
- ▭ Planning Area

Southside Area Neighborhood Plan

Map EC. 18

Thoroughfare Plan



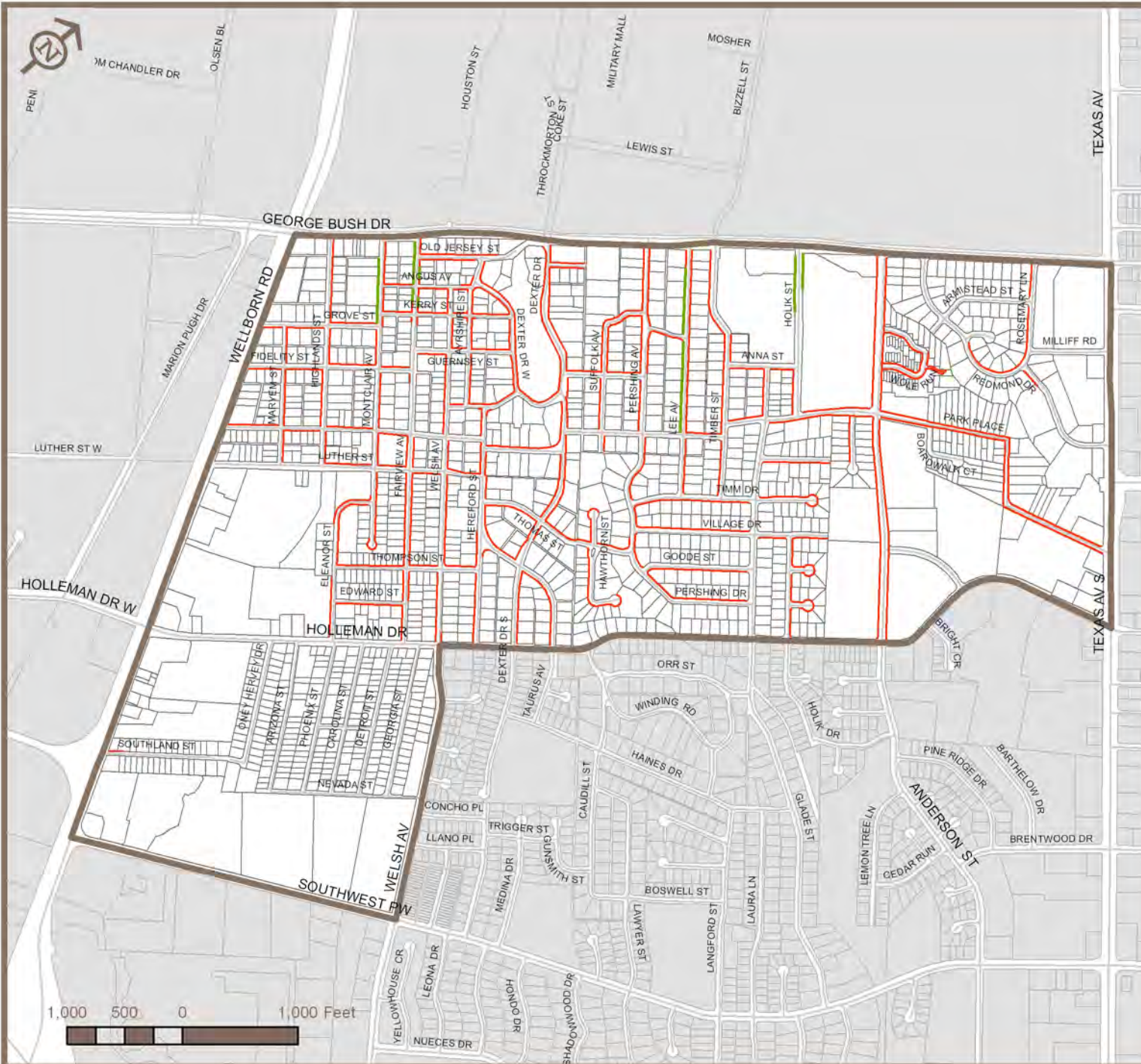
Thoroughfare Plan

- Proposed
- 6 Lane Major Arterial
- 4 Lane Major Arterial
- 4 Lane Minor Arterial
- 4 Lane Major Collector
- 2 Lane Major Collector
- 2 Lane Minor Collector
- Planning Area

Southside Area Neighborhood Plan

Map EC. 19

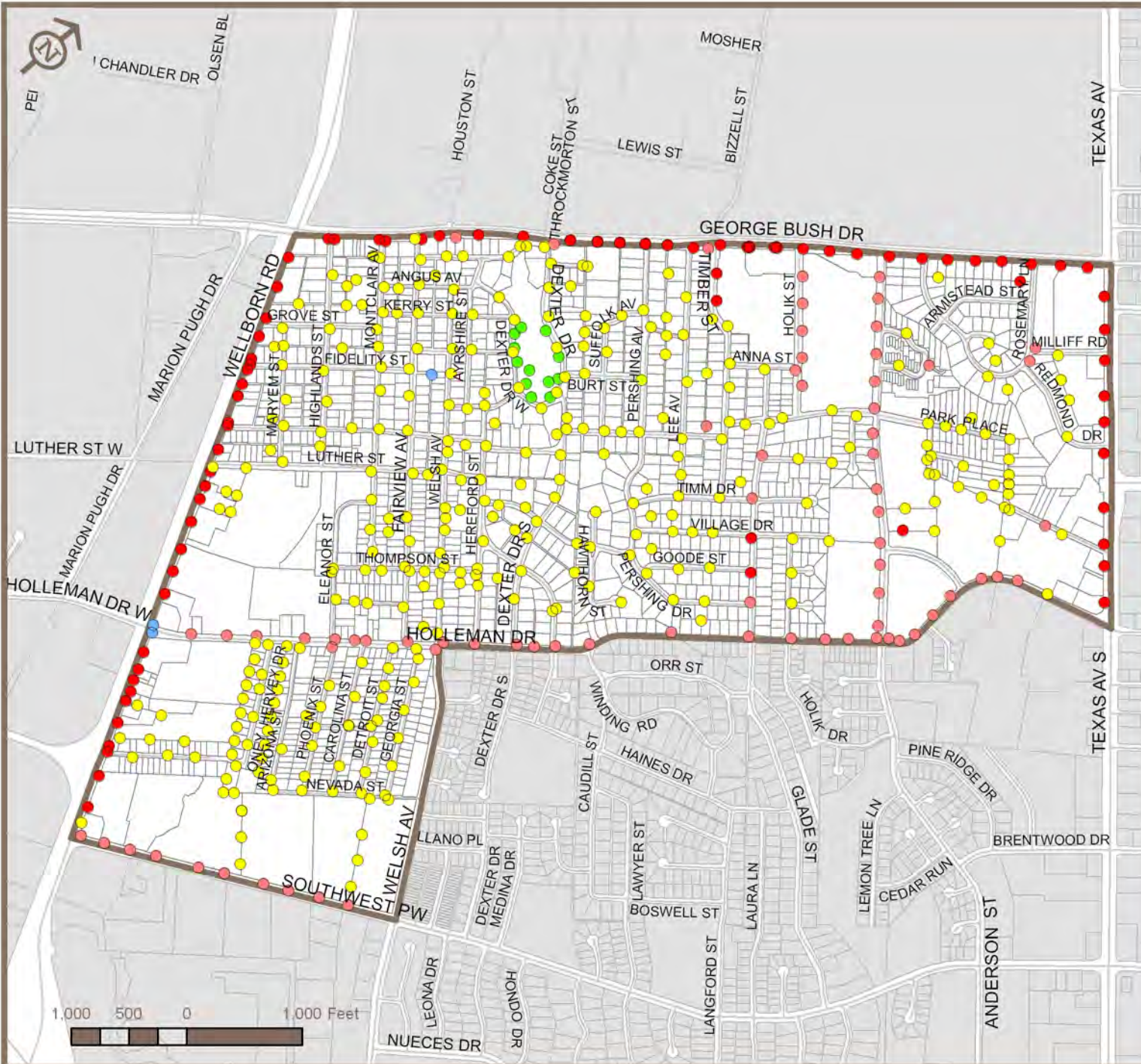
Existing Parking Restrictions



Southside Area Neighborhood Plan

Map EC. 20

Southside Street Lights by Wattage



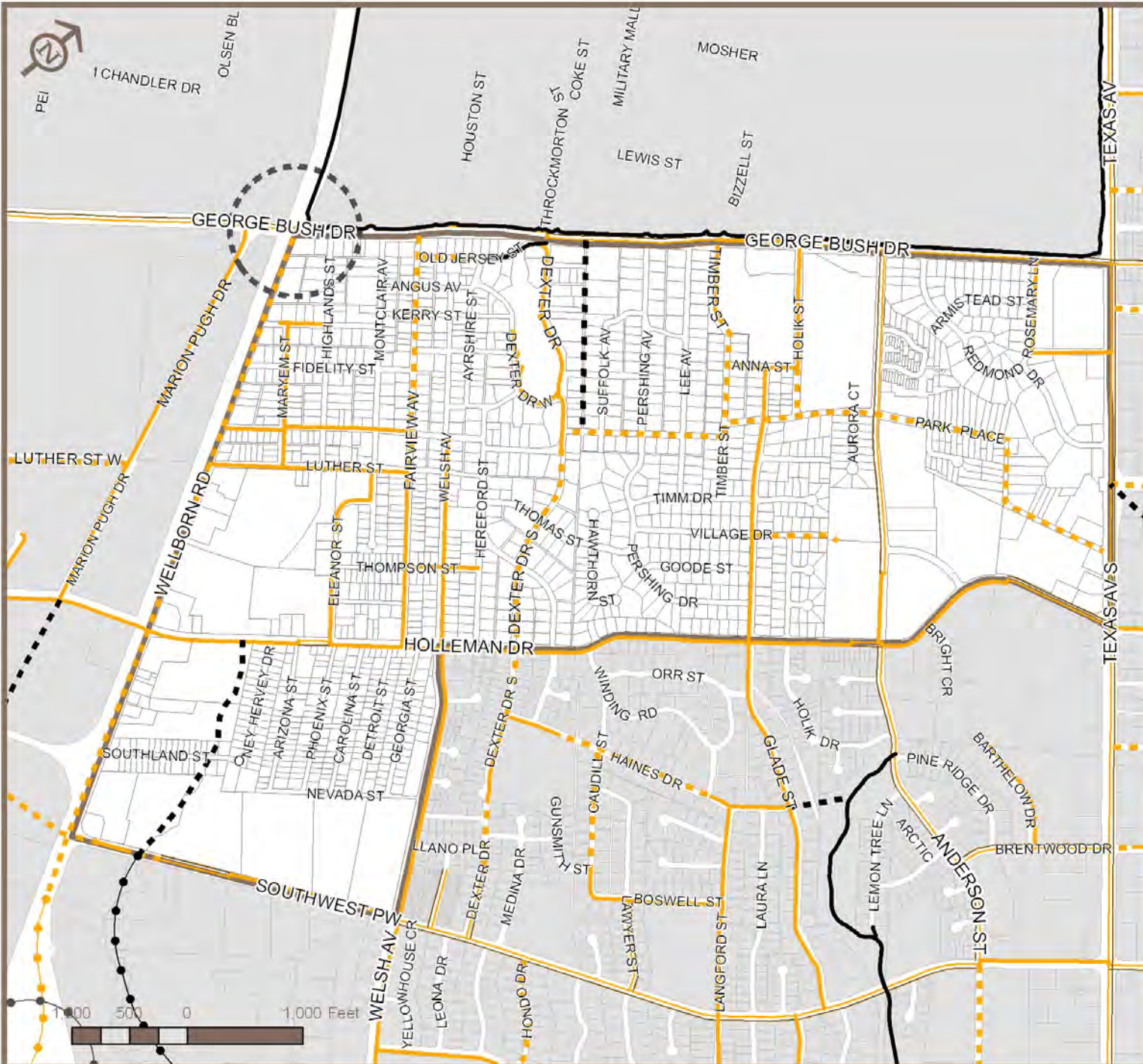
Southside Street Lights

- 100 Watts
- 175 Watts
- 200 Watts
- 250 Watts
- 400 Watts
- ▭ Planning Area

Southside Area Neighborhood Plan

Map EC. 21

Pedestrian Facilities



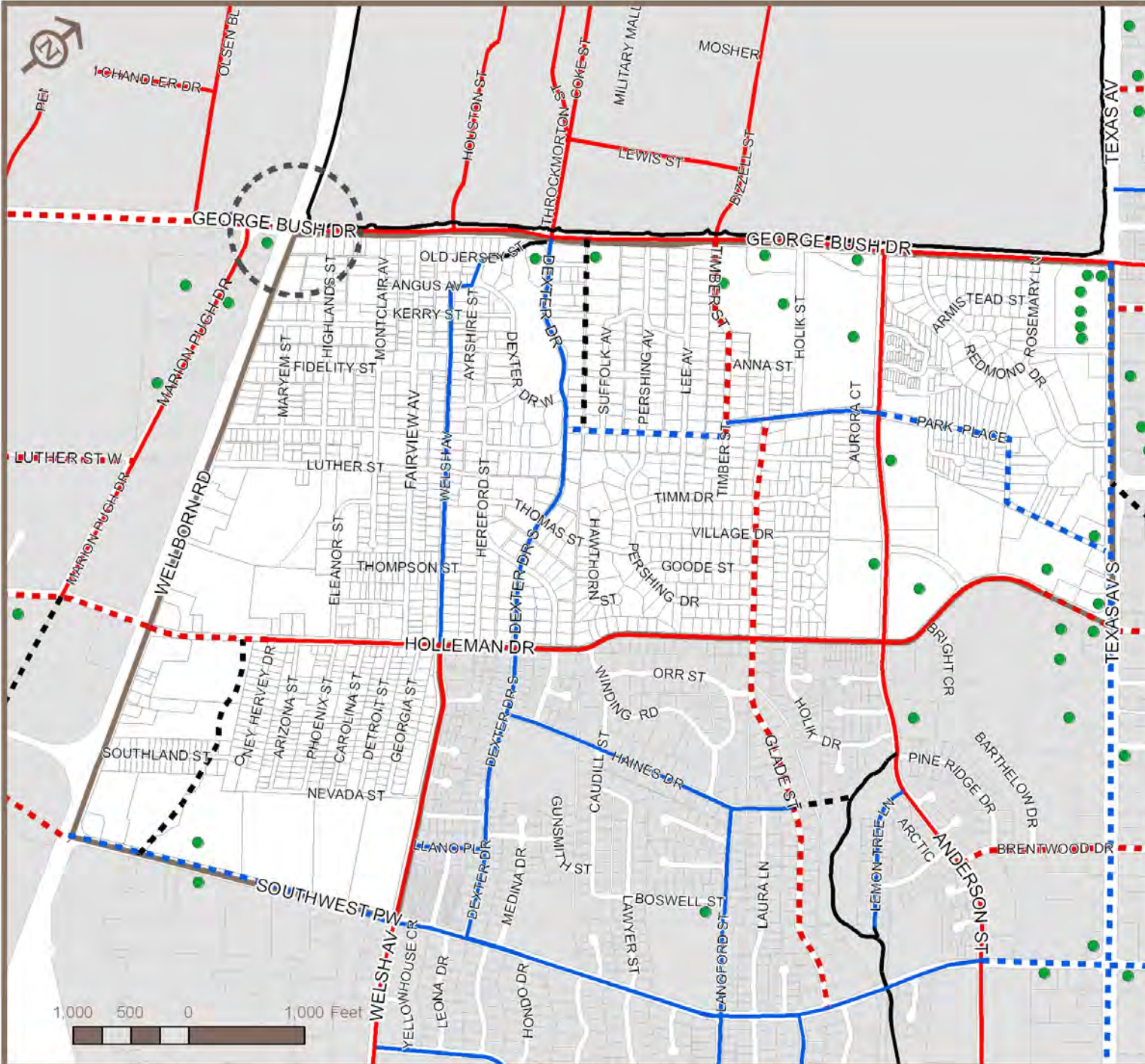
Pedestrian Plan

- Sidewalk Existing on One Side
- = Sidewalk Existing on Both Sides
- - - Sidewalk Funded
- · - · - Sidewalk Proposed
- Multi-use Path Existing
- · - · - Multi-use Path Funded
- - - Multi-use Path Proposed
- Grade Separation Existing
- · - · - Grade Separation Funded
- - - Grade Separation Proposed
- Planning Area

Southside Area Neighborhood Plan

Map EC. 22

Bicycle Facilities



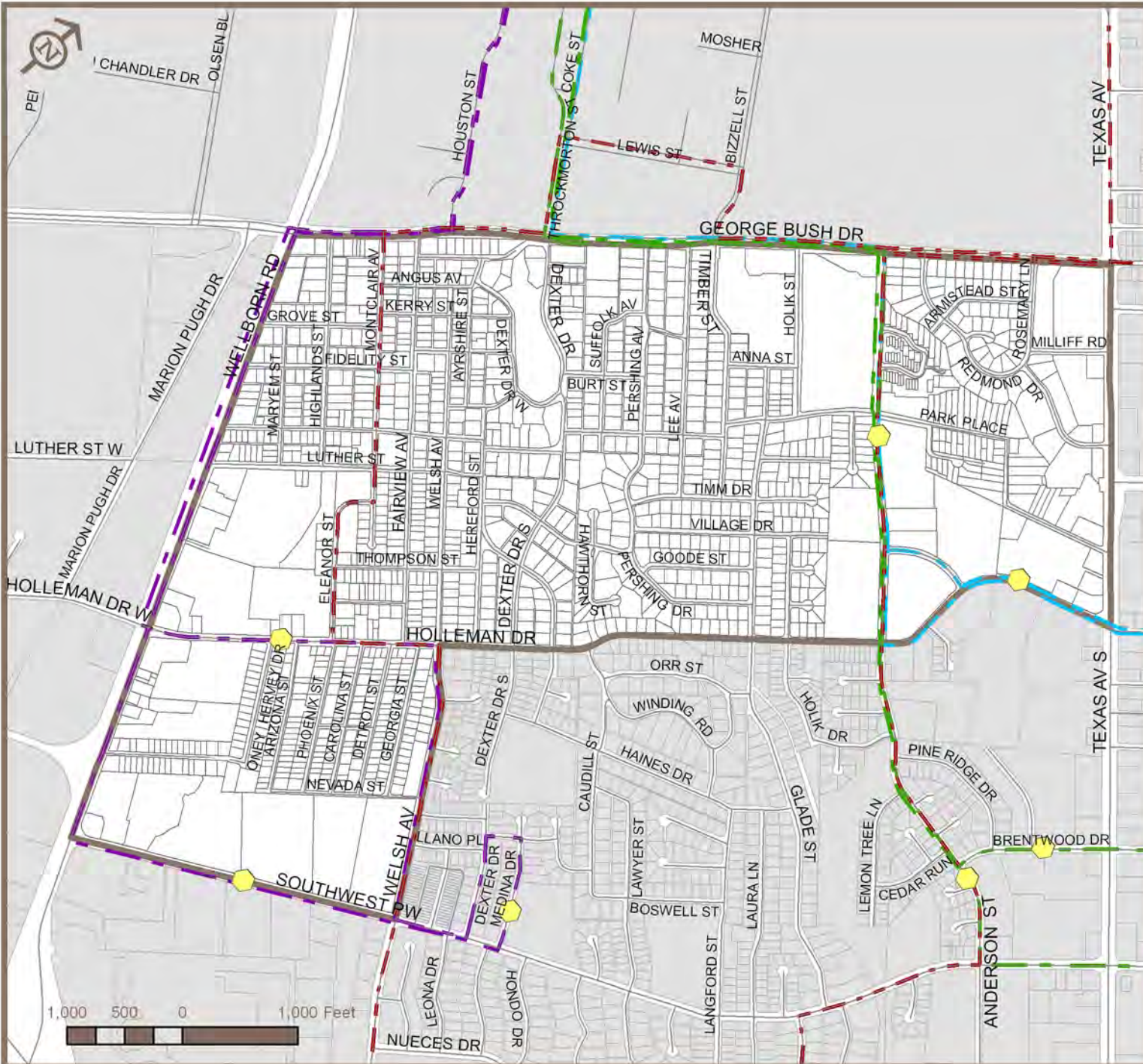
Bicycle Plan

- Bike Lane Existing
- - - Bike Lane Funded
- · - · - Bike Lane Proposed
- Bike Route Existing
- - - Bike Route Proposed
- Multi-use Path Existing
- - - Multi-use Path Proposed
- · - · - Grade Separation Proposed
- Bicycle Parking
- Planning Area

Southside Area Neighborhood Plan

Map EC. 23

Bus Routes



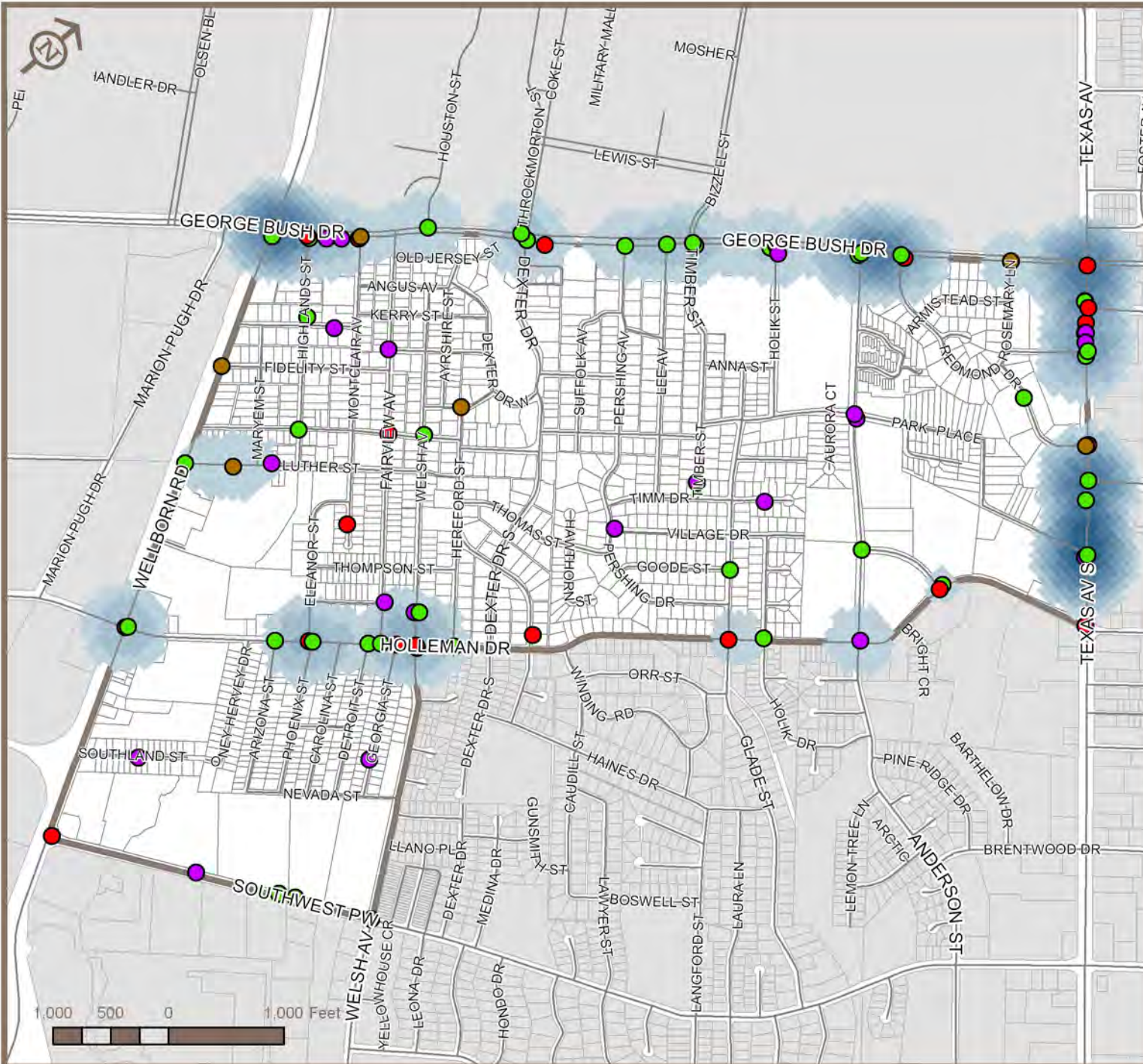
Bus Routes

- A&M - Elephant Walk
- A&M - Ring Dance
- A&M - Rudder
- The District - Maroon
- ⬡ Bus Stops
- Planning Area

Southside Area
Neighborhood Plan

Map EC. 24

Traffic Incidents
(2010)



Traffic Incidents

- DWI
- HIT & RUN
- MAJOR ACCIDENT
- MINOR ACCIDENT

Traffic Incidents Density

- Approx. 24 Accidents
- Approx. 12 Accidents
- Approx. 0 - 1 Accidents
- Planning Area

Source: Planning & Development Services

Southside Area
Neighborhood Plan

Map EC. 25

Floodplain



Flood Hazard Areas

- Floodway
- 100-Year Floodplain
- 500-Year Floodplain

Comprehensive Land Use Plan

- Natural Areas - Protected
- Natural Areas - Reserved
- Planning Area

Source: Planning & Development Services, FEMA

APPENDIX B PUBLIC INPUT SUMMARY

B

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 Southside 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 Southside 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, Tuesday, September 27, 2011

Preceded by Mayor Pro Term Dave Ruesink and held at the City of College Station Conference Center; all property owners and residents within the Southside Area were notified of this public meeting and invited to attend. Flyers, door hangers 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 current state of things to its residents. Thus setting the stage for collectively establishing what would be accomplished.

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.

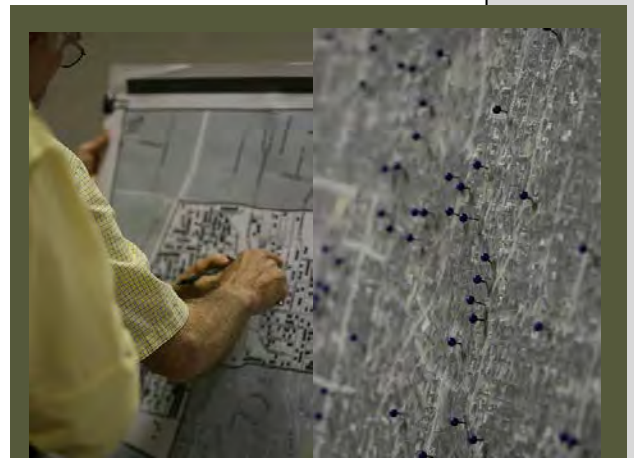


Figure B.1: A pin map is used as a tool to get neighbors acquainted with the area and gives the planning team a geographical pattern of participation.

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, Tuesday, October 11, 2011

Forty Southside 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.

Southside neighborhood was divided in 7 areas to allow more specific strategies to be developed in each case. Main issues derived from the Kick-Off Written Survey were discussed for each of these areas during the meeting. NRT comments were recorded to help guide the discussion in Small Area Meetings and the Issues and Opportunities Public Meeting. Topics included were Code Enforcement, Parking, Walkability, Historic Preservation, Property Maintenance, Overall Appearance, Speeding, Safety and Crime, Neighborhood Identity and Redevelopment.

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

Issues & Opportunities Meeting, Tuesday, November 1, 2011

This meeting was open to general public. Participants were provided with fact sheets on 6 main topics taken from survey responses and condensed through NRT discussion. Topics available for further discussion and comment were Code Enforcement, Infrastructure, Public Safety, Biking & Walking, Historic Preservation, and Redevelopment.

City staff presented the public with an overview of neighborhood planning practices, neighborhood subdivision by areas and current issues in each one. After reviewing the information, participants could take part on discussion workshops of their choice for each of the topic. 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.

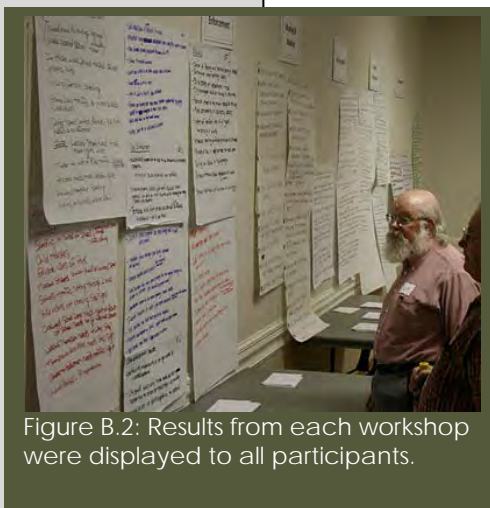


Figure B.2: Results from each workshop were displayed to all participants.

Neighborhood Resource Team Meeting, Tuesday, November 15, 2011

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

General discussion centered on trend identification and clarification of neighborhood concerns. Items identified as questions or existing problems were addressed directly by City Staff.

Concerning general issues, NRT began discussing over-arching issues, problems associated with them and possible solutions. Emphasis was made on the challenges and possibilities arising from all proposed solutions.

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.

Neighborhood Resource Team Meeting, Tuesday, December 13, 2011

The purpose of this meeting was identifying positive aspects of the Southside area. NRT members discussed over 100 pictures contributed by them depicting what is good about their neighborhood. These were recognized as character elements that need to be protected as their neighborhood ages and ways to strengthen those elements.

NRT was provided with the first draft of the Southside Neighborhood Existing Conditions Report for review and comments.

Planning & Zoning Commission Meeting, Thursday, December 15, 2011

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, Tuesday, January 17, 2012

NRT was involved, alongside City Staff, in preparation for Small Area Meetings. Major issues for each area, minor concerns and questions to be developed, were discussed during this meeting focusing on achievable solution options. NRT analyzed the meeting format and how they would be handled. Also a request for NRT representation in each meeting was presented by City Staff.

Small Area Meetings

Small Areas were assigned joined-meetings based on major issues rather than location. NRT and City Staff took this decision in terms of format because of the diverse nature of



Figure B.3: Positive aspects identified by NRT were historic architecture, community feel, good streetscape and mature trees.

issues within short distances and overlapping concerns in far off sections. The purpose of the Small Area Meetings was to encourage area-specific goal development. Discussion focused on crafting detailed solutions for neighborhood concerns, based on information provided up until this point. Being a public meeting, all property owners and residents in corresponding areas were notified through flyer and postcards in the mail. Any other Plan participant was notified by email.

SAM - Areas 1 & 3, Monday, January 30, 2012

Held at Grace Bible Church with approximately 40 attendees, this meeting discussed the following categories: On-Street Parking, Drainage, Streets, Sidewalks, Street Lights, Neighborhood Conservation, Student Rental Impacts, and Code Enforcement.

SAM -Areas 2, 4 & 5, Tuesday, January 31, 2012

Held at the City of College Station Conference Center with approximately 75 people in attendance, the following categories were discussed: Historic Preservation/Character Preservation, Area 5

Redevelopment, Streets, Alleys, Drainage, Sidewalks, Student Rental Impacts, Code Enforcement, and Street Lights.

SAM –Areas 5, 6 & 7, Wednesday, February 1, 2012

Held at The Lincoln Recreation Center with approximately 25 people in attendance, the meeting focused on the following categories: Sidewalks, Holleman Drive Crossing, Street Lights, Drainage, Land Use, Neighborhood Conservation, Affordable Housing, Code Enforcement, Property Maintenance Code, Area 5 Redevelopment, and Student Rental Impacts.

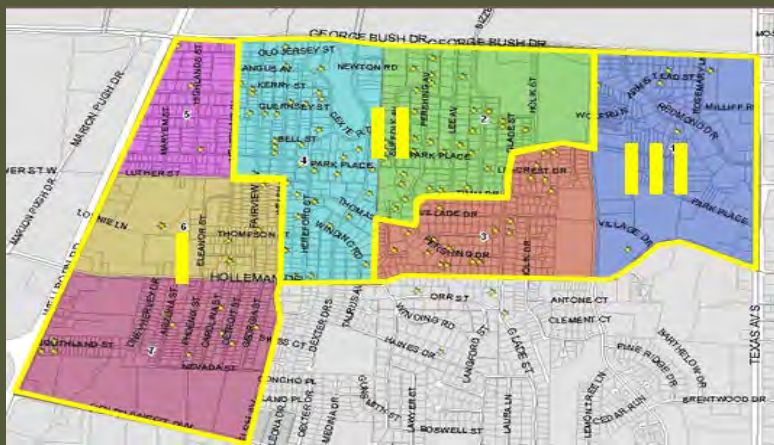


Figure B.4: Small Area Meeting Designation Map.

See **Figure B.4, Small Area Meetings** at the end of **Appendix B** for complete meeting notes.

Neighborhood Resource Team Meeting, Monday, February 13, 2012

A summary of Small Area Meeting was presented to NRT members for review and consideration. Discussion centered on current and possible land use patterns besides Neighborhood Integrity strategies. Conclusions from both of this were to be included in the corresponding chapter of the plan.

Neighborhood Resource Team Meeting, Tuesday, March 20, 2012

Debate focused on mobility actions and preferred scenarios to be included in the plan. NRT was presented with a draft of the Community Character and Neighborhood Integrity Chapter for review and comments.

Neighborhood Resource Team Meeting, Monday, April 16, 2012

Discussion related to Public Facilities & Services strategies to be included in the Plan. NRT was presented with a draft of the Mobility Chapter for review and comments.

Area 5 Redevelopment - Special Public Meeting, Tuesday, May 1, 2012

Possible changes in the intersection between George Bush Drive and Wellborn Avenue, give Area 5 unique possibilities for redevelopment which called for a special public meeting. While other Plqn participants were notified by email, all property owners and residents within Area 5 were notified directly through mail.

The group discussed potential development scenarios using maps and conclusions were collected for further discussion and inclusion in the Plan.

See **Figure B.5, Area V Redevelopment** at the end of **Appendix B** for complete meeting notes.

Neighborhood Resource Team Meeting, Monday, May 14, 2012

NRT members received a summary of the Area 5 meeting and used the results to develop an acceptable land use and height map for Area 5.

Planning & Zoning Commission Meeting, Thursday, May 17, 2012

A second update of the Plan process and progress was made to the Planning & Zoning Commission during their workshop meeting. Including goals and objectives taken from Small Area Meetings, Area 5 special conditions and other area-broad planning considerations.

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

BPG Board had the opportunity to discuss the draft Mobility Plan chapter and provide a recommendation for BPG Master Plan changes based on public input and Southside's specific needs.

Open House Presentation, Tuesday, July 10, 2012

Public presentation of the draft Neighborhood Plan, was held in City Council's chamber with an approximate attendance of 85 people. All Southside property owners and residents were notified by mail, other plan participants received email invitations

The Open House format allowed attendees to review the information given plus the opportunity of interacting with city planners who could answer questions and provide insight into the process. Both oral and written comments were collected for later review.

A written survey meant to grade the effectiveness of the participation process and public satisfaction with the results was distributed to all attendees.

See **Figure B.6, Open House** at the end of **Appendix B** for complete meeting notes.

Neighborhood Resource Team Meeting, Tuesday, July 17, 2012

NRT members discussed information and feedback received at the Open House Meeting. Final decisions regarding Plan strategies were made at this meeting based on resident and property owner input. Conclusions were included in the final Plan.



Figure B.5: Participants in the Open House Meeting.

Information and participation opportunities were found on Channel 19, the City's website, Twitter, and Facebook all through the planning process. Materials, information and feedback resulting from every event was a crucial part of the neighborhood planning process and is now available on the City's website at www.cstx.gov/ndcplanning.

Figure B.1, Kick-Off Meeting

Category	Public Comments
Bike/Ped	I walk & bike my kids to school from near Brison Park to South Knoll Elementary. That means I go down Dexter. The traffic calming island between Park Place and Thomas makes biking hazardous. Please extend the sidewalk on Dexter from Park at least past the island to Thomas and perfarably to Winding or Holleman
Bike/Ped	Bike lane needed on Dexter from Holeman to George Bush!
Bike/Ped	Need sidewalk to continue on West side of Dexter, between Holleman and Park Place. Need bike lanes on west and east sides of Dexter
Bike/Ped	Insufficient Room for Sidewalks. Would encrouch on house space.
Bike/Ped	Widen Holleman, at least between Wellborn and Holleman. Need sidewalks in "States Streets" Neighborhood.
Bike/Ped	Insufficient Room for Sidewalks. Would encrouch on house space.
Bike/Ped	Please provide bike path along alley behind Suffolk. Extend sidewalk between Bryson Park and Holleman, along Dexter.
Bike/Ped	Need better crossing facilities fro bikes turning left onto Bush from Dexter. Traffic islands on Dexter create hazardous situations when bike riders share the road
Bike/Ped	Bike lanes needed on Fairview Avenue!!!
Bike/Ped	Dexter appears to be dangerous as a designated bike route as cars and bikes do not fit past the center islands
Bike/Ped	800-1000 Blocks of Park Place do not need sidewalks
Bike/Ped	Sidewalks - Park Place (Glade to Anderson) and Anna
Bike/Ped	Need Bike lanes on Dexter. Basic Planning Principle: There should be safe bicycle and pedestrian options to and from every point in College Station
Bike/Ped	Need more and better marked bike and pedestrian lanes!
	Stagnant water in curb, curb repair across street, behind Park Place and Tin would like more lighting.
	I am glad to see the sweep truck frequent our street (Hereford) as we pick up 4 pieces of blown in trash every day a lot of this trash is from the gas station across the road.
	Sad to see single bedroom houses on Holik turn to be monoply house w/ 6-7 people living in there. They are NOT single resident homes.
	700 Hereford St. is not a rental, I live there and own it.
	George Bush from Anderson to Texas is very junky, unkept lawns, trash cans, trash, visitors see this first going to campus. Bad first impressions!
	Addition of more and better street lights throughout study area (especially "state street" neighborhoods.
	Age of structure map (Brison Pk/Dexter/Dexter W. 1936 not 50's.
	Moving parking to our side of roads is good. However, can you consider restricting parking a certain distance from driveways. People have started parking very close to where visibility when leaving driveways is restricted.
	There should be parking on one side of entire Redmond Drive. Redmond Drive needs paving .
	Would like to see code enforcement with cars parking on footpaths (ie: Welsh). Dexter appears to be dangerous as a designated bike route as cars - bikes do not fit past the center islands.
	Please enforce the no parking areas with construction companies & lawn maintenance companies. They often arrive when homeowners aren't home. They drive BIG TRUCKS. Thanks
	Redmond Dr. - parking one side only - it is not working for just 1/2 the street. Redmond / Bush double parking very dangerous.
	Redmond Dr. needs parking on one side only all the way to GBD. Students living on GBD park on Redmond near the intersection. Emergency equipment can't get through.
	There are no street lights on Armistead. Very dark at night and the street curves.
	306 Glade St cut down their no parking sign so they can park on both sides creating another traffic problem.
	W. Dexter between Old Jersey and Angus to Fairview.
	Intersection of Dexter & George Bush has only two car spots for a left turn - in the morning there are often 4+ cars turning left creating problems. Fairview is not a good alternative due to absence of traffic lights making a left turn onto Bush impossible.
	We have existing parking restriction neither code enforcement or CSPD will enforce - Village, Timm, Leacrest, Sunny Ct.
	Eventually will need to expand culvert where Bee Creek passes under Park Place as more ?????, parking lots and other impermeable surfaces are built upstream. My yard floods several times per year already.
	Landscape timbers put in the creek wall have fallen and no longer shore up the wall. Lots of erosion issues. I work at home and would be happy to show someone what I am talking about! Thanks so much!
	FYI - 112 Pershing was built pre 1950 - probably late '30's.
	Establish rules and code enforcement for renters - they need to accept the responsibility of living in established neighborhoods.
Bike/Ped	Bring Wolf Pen Creek greenway into A&M campus (into golf course)
	201 Suffolk has been rental house for several years.
	I would like to see the prevention of tearing down good histrical homes that are liveable yet need updating or fixing. It would be best for the owner to work on it and not replace with a new one to keep the historical district "historical".
	Reduce the proposed "urban" future infill (?) u se area at north west segment of study area. Extend "urban" designation south along Wellborn.
	Curbs - Anna / Holik / Park Place . Widen Glade, Anna/Holik. Storm sewer @ Glade & Park Place - clogged. No parking on Anna - too narrow street. On Holik 6-7 renters in one house - park on street, tennis courts ...
	I am extremely concerned about the affect of the urban mixed use area in the sw corner of GeoBush & Wellborn Rd and its affect on my property value.
	Provide bike safety info
	I would like to see such a neighborhood plan for the Glade Street area south of Holleman. Thank you.
	Welsh / Angus; please pave all of Welch with curbs. Also Angus St.

Figure B.3, Issues and Opportunities

Survey Results, Continued

Area	Occupancy Type	Protection of Natural Features	Redevelopment	Resource Conservation	Road Maintenance	Safety/Crime	Street Design	Speeding	Traffic Congestion	Transit Availability	Walkability
Area 1	Occupancy Type not indicated										
	Rent Home	1		1			1				
	Live in Apartment Community				1		1				
	Own Rental Property Owner Occupied		1						1		
Area 2	Occupancy Type not indicated					1					1
	Rent a Home							1			
	Live in Apartment Community										
	Own Rental Property Owner Occupied	3	3	2	2	1		3	3		4
Area 3	Occupancy Type not indicated	1						1	1		
	Rent a Home										
	Live in Apartment Community										
	Own Rental Property Owner Occupied										
Area 4	Occupancy Type not indicated			1		1		2	2		1
	Rent a Home										
	Live in Apartment Community										
	Own Rental Property Owner Occupied		1					2	1		3
Area 5	Occupancy Type not indicated										
	Rent a Home										
	Live in Apartment Community										
	Own Rental Property Owner Occupied		1			2					1
Area 6	Occupancy Type not indicated		1								
	Rent a Home										
	Live in Apartment Community					2		2	2		1
	Own Rental Property Owner Occupied		1			2	1				1
Area 7	Occupancy Type not indicated				1	1					1
	Rent a Home										
	Live in Apartment Community										
	Own Rental Property Owner Occupied		1			1		1			4
Area not indicated	Occupancy Type not indicated										
	Rent a Home										
	Live in Apartment Community										
	Own Rental Property Owner Occupied		1								
		2	1	1							2

Figure B.1, Kick-Off Meeting

Public Survey Responses

3. Please List any other important issues facing your neighborhood:

Area 1

- Recycling
- See enclosed info printout in your online 2009 plan you leave out people age 21-49. You forget dual use like Lincoln Center as shelter for hurricane victims, you are way too limited in transportation planning, you are not planning for actual use of medical facilities, you leave out mental illness completely.
- Too many unrelated persons in one house
- The church parking on both sides of Anderson in bike lanes is a disaster ready to happen. Prediction: a person will be killed there on a Sunday morning this year!

Area 2

- Narrow street with no curb on Anna/Glade
- Need desperately bike lanes and sidewalks on Dexter from G. Bush to Holleman – please!
- Too many houses are becoming rental
- Student rentals
- Number of people (unrelated) living in a family home
- Control the issues associated with rental properties (excessive vehicles, parking property maintenance)
- Loss of owner-occupied housing, inappropriate redevelopment
- Tearing down old homes and not having the new homes fit in
- Too many rentals on our street. Cars, cars, cars
- Storm drainage – Glade @ Park Place, lighting, restricted parking code enforcement
- Parking
- Traffic during game weekends
- Number of unrelated individuals

Area 3

- The old family neighborhood is now student one- we can't sleep from the noise etc.
- Continued encroachment of rental property into the central section (like Pershing, etc) of the Southside neighborhood – primarily university students
- Neighborhood turning into student rental. Realtors push houses for rentals. May only have 4 officially per house – but when add friends neighborhood becomes congested
- Enforcement of new parking restrictions- workers always ignoring signs & driving BIG TRUCKS. Some kind of communication with yard maintenance & construction companies would be helpful – GIVE THEM A TICKET!!
- Redevelopment is tearing down old houses but replacing them with cookie cutter homes; I would like to retain variety in home appearance
- Parking near rental properties. The streets are impassable
- 6 people in rent houses
- Too many single family homes turning into multi-student dorm causing parking congestion & noise

Area 4

- Please do not let the very few upset families dictate what happens in this process. It looks like the majority of the property is already rental.
- Dexter drive is dangerous for biking – the “traffic calming” made something worse – speeding
- Parking on footpaths
- Parking on footpaths
- Over population of rental property. No plan to protect small section of the historic area
- Renters need rules & guidelines
- Too much planning and social engineering
- Large multi bed/ bath rentals – good or bad?

Area 5

- Signage for apartments & commercial too restrictive
- Easements- especially those relating to new housing. Maintenance seems to be left to those who care about appearance. Another concern- rental property where owners do not live here and probably have no knowledge of what the tenants are doing.
- Crime, old infrastructure needing updating “no man’s land” alleyways & easements needing up keep & maintenance. After street improvements were made my property doesn’t drain properly & I get water backing into my house

Area 6

- Not enough affordable housing for low to moderate incomes
- Redevelopment direction and protection
- Need sidewalks and lighting minimum property maintenance, people are letting their house fall apart
- Not enough lighting, junk left in front yard

Area 7

- Tree hanging over the roadway
- Parking, property value street maintenance traffic congestion walkability and transit availability
- Street lights, sidewalks, abandoned homes (vacant)
- New people moving in
- Aging housing, no sidewalks

Area not indicated

- Preventing development at the expense of single family dwellings

4. What do you LIKE about your neighborhood?

Area 1

- Wildlife, shade trees, fish in stream, shopping, Christmas decorations, tiny scale houses near HEB
- The window's view looking toward the green fields
- Lived there since 1978 love people – convenience
- Family oriented

Area 2

- Having the schools close for my children. Feeling comfortable sitting outside in early morning hours. The neighbors you can count on.
- Location
- Location
- Diversity of houses
- Location
- Trees, historic quality, most of the neighbors
- Location lived there 64 years
- Historic neighborhood, property maintenance is very good, strong community, diversity of home styles parks
- Closeness to A&M, historical homes
- Quiet
- Old established neighborhood near campus close to retail center
- Diversity, convenience/locale
- Location & convenience
- Old neighborhood with great looking homes & tall trees
- Close to many things – A&M, HEB, other store – its great at night
- Peaceful except game weekends, vegetation
- The diversity in the houses
- Friendly with students, families, etc. homeowners need to make efforts to meet students

Area 3

- Originally was family oriented but that aspect is declining; proximity to TAMU; large lots with trees
- Family oriented with a mix of ages – variety in houses – not all same – when we first moved in (~9 years ago) it had a sense of community – that is changing as more houses become rental
- Permanent owners of residence ; family atmosphere
- Love the history – my parents built the house in 1965; love proximity to A&M
- That it has so far retained its private character in spite of its proximity to the campus and convenience to shopping. Also its low crime rate
- Convenient to shopping "HEB" & TAMU
- Proximity to campus
- Size

Area 4

- Historic homes, nature trees
- Diverse housing stock, proximity to campus
- The proximity to TAMU
- I do not live in Southside subdivision but own rentals at Tauber. Near and convenient to A&M campus
- Parks, old houses, trees, residential character
- Beautiful area; close to University; friendly neighbors who reach out in time of need
- Large trees established
- Proximity to TAMU
- The older houses
- Historic character & trees
- Single family housing of modest value
- Historic homes, mature trees
- I grew up here – have renovated my childhood home
- Unique older neighborhood

Area 5

- Mixed use mixed ages, etc
- Close to A&M
- Close to Texas A&M

Area 6

- Well maintained & updated
- Close to work, quiet neighborhood, close to church, close to the grocery store
- The closeness of the neighbors
- It is all right
- Redevelopment → the new streets & sidewalks have allowed us to utilize existing infrastructure which has promoted redevelopment lowering crime!
- Close to Texas A&M, welcomes students
- Older smaller frame houses designed for fewer, lower income, permanent residents

Area 7

- Neighbors knowing neighbors and providing safety to each other, especially the elderly in the neighborhood
- Proximity to campus
- Neighbors
- Friendly & active

Area not indicated

- It's MY neighborhood owners know each other & get along. Renters are usually okay. Sometimes not. Bike riders abuse laws
- Quiet mostly
- Location – older
- location

Figure B.1, Kick-Off Meeting

5. **What do you NOT LIKE about your neighborhood?**

Area 1

- Park & Rec selling playing field time, poorly drained roads, lack of emergency planning, high crime at times, lack of evacuation route signs for people unfamiliar with neighborhood, traffic calming danger mark it with posts and reflectors
- The house condition of the property, recycling, fences falling apart
- Double street parking – Redmond Bush Drive – junky
- Traffic/ parking student housing growth

Area 2

- The amount of traffic that speeds down the street. The disregard given during school & TAMU events by people disobeying signs, etc. & the poor response from the city when you call example: The city does not like to ticket students
- All the new construction
- Please curb high density rental property ie 6-8 students in multistory house e.g. on Holik St
- Diversity of people
- Rentals – does the landlord have any responsibility? Don't like having cars parked in the street
- Student rentals
- Student living in family homes unrelated
- Some drainage issues
- Increasing rental property
- Tear downs
- Buying up of homes by absent landlords who then rent them out to students
- Rental & overflowing garage receptacles too many cars on street
- New construction of SINGLE resident homes & 6 students move in
- Nothing
- Students, parking illegally
- City trying to impose their historical ideas as "one size fits all"

Area 3

- Rental property Noisy trucks huge frat/sorority houses next to family ones
- Residential becoming rental to 4 unrelated persons & their numerous trucks, cars, friends and parties or more
- Too many rental – streets filled with cars
- Student encroachment traffic
- Students parking in street during parties; throwing trash in yard
- Movement towards rental properties
- Speeding by passers
- Too many student rentals or parent ownership that do not care for the property
- Traffic/parking issues & front yards converted into parking lots
- No sidewalks

Area 4

- New construction with incompatible architecture
- Young families are out-priced, non-resident owners not invested in living here day-to-day
- Nothing
- George Bush Dr. comes very heavy traffic especially from at least 3 pm to about 7pm
- Rental property & renters that don't take care of property speeding, speeding & parking violations. Why not speed humps?
- Too many renters who are students & don't understand compatibility in civil society. My street traffic is too fast & too much. We are a conduit for everyone beyond Holleman St.
- Noise parking
- 5 pickup trucks at every house
- Lack of R1 enforcement
- Law violations (parking, trash, noise)
- Old homes not repaired
- Being turned into rentals
- Wish garbage was still collected in alley

Area 5

- Noise/ traffic congestion
- Crime, burglaries, vandalism, infrastructure

Area 6

- Zoning → high density
- Narrow streets, not enough parking
- The negative stigma
- Noise
- Inferior old structures
- Transiency expensive impersonal mansions owned by absentee landlords

Area 7

- Lack of pride in home ownership, no side walk, a place for kids to play
- Neighbors (certain neighbors) up keep of their property, running home-based business (drugs)
- Traffic
- Lots of litter, abandoned/neglected house (s), no sidewalks

Area not indicated

- Bike riders do not have common sense. One rider touched my car & yelled "share the road darling" He should have yelled to me instead of charging ahead & touching my car
- Overtaking of sloppy students
- Too many student rentals – not necessarily a bad thing, but students don't feel tied to the community
- Developers are buying older homes & making them rentals or tearing them down & building apartment or extravagant large houses that become dorms

6. What does Community Character mean to you?

Area 1

- A character in the community if you are going to create medical or other areas make a big deal about it. Don't make us guess or play 20 questions advertise again and again and again
- Know your neighbors
- Being proud

Area 2

- Creating/promoting the things that make your area stand out from others
- Overall feel
- Local restaurants, businesses that create a unique environment less chains!
- A mix of ages and genders who live and communicate in a community
- Neighbors, homeowners having pride in their homes and neighborhood
- Maintain lot to home ratio of suburban rather than urban. Large front yard
- Neighborly no rentals
- Everything
- Types of neighbors & home maintenance
- Lee Ave
- Well maintained homes
- I like diversity

Area 3

- Character implies a theme or standard of values that represent the community
- Feeling within a neighborhood – it is a place you enjoy to be – it is more than just a house
- Well kept property
- Maintaining & improving the historical integrity; having pride in our neighborhood & taking care of our property
- It is most important
- Blending with the bordering neighborhoods

Area 4

- A diverse, interesting built environment, people who are invested in their private space and care about the appearance of the public space
- An orderly place attention from those dwelling there
- Sense of neighborhood identity knowing your neighbor
- What we do for our community our neighbors far & close by, to help daily, face to face & at the city level
- Much of the community character is being lost. I hope to concede and move out within two years
- Sounds like a misleading buzz word
- Preserving the charm & history – students don't appreciate this
- Keeping the description of historical in the neighborhood and not turning into new homes throughout. If a home needs to be replaced it should keep the historical character not modern
- Nothing, you cannot force and artificial unifying concept on a diverse group of people
- Historic

Area 5

- People oriented not city driven
- Neighbors getting to know each other
- Liberty. The ability to make choices, and not have someone else dictate what I can do with my house or property

Area 6

- Catering to the university and students
- The integrity of the area
- What our neighborhood represents
- I do not know
- Southside bounding
- A whole lot - should make homes appealing
- Single family
- Interaction with neighbors considerate behavior, preservation of values representative of the neighborhood

Area 7

- Resources for improvements neighborhood uniformity, cleanness
- Individuality, yet cohesive as a community

Area not indicated

- A lot
- A "team" character or ethos
- We have a unique character to my neighborhood
- A great deal

Figure B.1, Kick-Off Meeting

7. What does Neighborhood Integrity mean to you?

Area 1

- The possibility of a food desert. If HEB moves where do the old ladies who can't drive get food to eat. 80 yr old ladies packing it from Kroger's to George Bush? In 90-degree heat?
- Help each other
- Single family housing stay single family

Area 2

- Knowing things will be kept up by the responsible party. Everyone willing to do their part without being reminded constantly. If I leave, I now it will be the same when I return.
- Keeping consistency of construction – all single family, etc
- Neighbors respect and care for each other's home
- Everyone takes care of their property and lives responsibly
- Maintaining the quality & personality of the neighborhood
- Adhering to the codes/rules of community living
- Community of families
- Houses looking similar in design
- It's been lost to students
- Everything
- The city stands up for codes or regulations they pass thru council and mean what they talk
- Keeping things as they are
- Keep what we have. Make only small improvements
- Keeping neighborhood single family
- Important, but I like diversity

Area 3

- Maintaining the idea that a neighborhood has an identity based on historical precedent and family values
- The identity of the neighborhood - will remain - does not change this was a historical neighborhood – but it is losing that identity
- Ownership of homes – permanent residents
- Maintain & manage the changes necessary to stay current but also save the historical nature of the neighborhood
- Also of most importance
- Single family homes – not dorms with parking lots for front yards
- Single family homes

Area 4

- Consistent architecture style
- A diverse, friendly, safe place to live
- Preserving the character resisting development of multifamily property & resisting attempt to build houses that don't fit the "character" of the neighborhood
- A community and its leadership protecting/ preserving the rights of the home owners living in that neighborhood
- Nothing
- Keep historical integrity
- Renters being courteous
- Residential not apartments

Area 5

- People who like their neighborhood
- Safety, ease of travel

Area 6

- Higher value on property by density
- People being honest with each other
- The values we place on the actions of our neighborhood
- I do not know
- Sidewalks
- Familiarity and interaction with the neighborhood. Living in the neighborhoods, meaning having a stance in the neighborhood

Area 7

- Neighbors who are involved with protection of neighbors interest & safety
- Taking care of one another & keeping the neighborhood nice & usable

Area not indicated

- We have integrity also
- Neighborhood looks cohesive and is maintained
- A great deal

8. What does Sustainability mean to you?

- Area 1**
 - Something for people to yell about as they disagree. Be kind, listen to people and use numbers/date not emotions. The best solution is the one everyone agrees to!
 - Preserve, reuse, conserve for next generation
 - Keeping neighborhood as designed
- Area 2**
 - Having all the resources needed to keep up with changes
 - Ability to keep a neighborhood alive with similar occupants
 - Renew resources as much as possible
 - Keep it like it was
 - Recycling
 - Maintaining the integrity of the area
 - Owners maintaining/improving property rather than maximizing profit by ignoring maintenance
 - Building/maintaining for the future
 - Keeping things as they are
 - Keep what you have with small changes
 - Maintenance of integrity of neighborhood
 - Important
 - Using resources without affecting the ability of future generations to use those resources
- Area 3**
 - The ability of a land mass to support a population without destroying the landmass
 - Maintaining & using resources wisely
 - Use resources to help with construction & recycling
 - Maintain quality of housing & neighborhood as a safe clean place to live
 - Support of city services
- Area 4**
 - Protecting neighborhood from traffic incursion
 - Leaving the planet/country/state/city and neighborhood in better condition for future generations
 - Less impact on natural resources recycling – living with what there is
 - Keeping infrastructure, homes-yards in workable condition. Also the historic area is all C.S. has – and we are slowly destroying it
 - A system that maintains its own viability
 - It's too late
 - What are we sustaining? Taxes?
 - Stays reasonably in original condition with changes for new technology etc.
- Area 5**
 - Recognize old & young can work together
 - Unrealistic, things change
- Area 6**
 - Quality construction
 - Not a lot of change
 - How we will survive and grow
 - I do not know
 - Quality growth
 - Being physically intimate with the neighborhood – take back trees, road, other houses: spending time outdoors – not being locked in an air conditioned house, never getting out
- Area 7**
 - Neighborhood should provide a good community with resource and infrastructure, affordable housing
- Area not indicated**
 - Eco-friendly & maintained
 - A great deal

Figure B.1, Kick-Off Meeting

9. **What does Mobility mean to you?**

Area 1

- A lot of old people stranded waiting for meals on wheels. US government closing post offices so Christmas gifts can't be mailed.
- Texas A&M students and school kids bussed in with no way out
- Be safe everywhere

Area 2

- Being able to get around with little/no incontinence
- Ease of transportation without congestion
- Being able to back out of my driveway
- Walking
- Movement of all residents to and from the commute with limited obstacles
- Ease of walking, biking, driving
- Access to many handy things
- Get around town
- Ease of getting around the neighborhood & in and out of neighborhood
- Important

Area 3

- College students
- Ability to easily move around the city – by bike, car or public transportation, it is not easy to bike a lot of places with cars parked on street – the new sidewalks on 2818 help a lot
- Too many people moving in and out
- Pedestrian, bikes, cars & trucks move through neighborhood easily & safely
- A drivable trait
- Travel through neighborhood at safe speeds without dodging/maneuvering through parked vehicles

Area 4

- Walkable, bikable neighborhood
- Ability for children to walk safely, play safely
- Access into area and out
- Ability to walk, bike & drive with minimal of obstructions
- Mobility is movement – in this case student renters who are not long-term residents
- I'm not sure how this term would be defined unless it refers to traffic flow
- If my taxes go up much more, we will move away from the city
- The ability to navigate through neighborhood via car, bike or foot

Area 5

- Transient population changes neighborhood by cycles- we must accommodate
- Drive time, walking & biking with ease & safely

Area 6

- Accessibility by bus, bike and walking
- Able to move around either walking, riding a bike or in a car
- The growth of the community
- I do not know
- Paving
- A bunch
- Biking, Walking, running, and decent public transportation

Area 7

- Being able to access good walking trails and biking
- Walking, biking
- Easy to get around, more sidewalks

Area not indicated

- Being able to ambulate
- Movement

Figure B.1, Kick-Off Meeting

10. What method of transportation do you use most frequently?

Area 1

- Feet
- Bike
- Car
- Vehicle

Area 2

- Car
- Car
- Bike
- Car
- Car
- Private car for now
- Vehicle
- Automobile
- Car
- Car
- My car
- Auto
- Private car
- Truck
- Private car

Area 3

- Auto
- Car
- Car & bike
- Personal car
- Car, walk
- Vehicle
- My own automobile
- Car
- Car/truck
- Car

Area 4

- Personal vehicle
- Personal car
- Walk, bike & car
- Cars
- Car
- Automobile
- Car
- Truck, bike, feet
- Car
- Car
- car

Area 5

- Personal auto
- Car
- 1st 80% automobile & 2nd 15% bicycle & 3rd 5% foot

Area 6

- Bike/bus
- Car
- Walk
- Bus
- Car
- Truck
- Bicycle

Area 7

- Car
- Auto
- Car
- Car or walking

Area not indicated

- My car
- Car/ bike/ walk
- Car
- Car

Figure B.1, Kick-Off Meeting

11. What else do you want us to know?

Area 1

- See enclosed print out packet brainstorm; consider the possibilities not all are Christians so remember them too. There are more than churches
- We are here because we are afraid of what the city will do next. Too many costly, intrusive mistakes already.

Area 2

- There needs to be time spent looking at the traffic around Oakwood & AMCMS during school hours. Most people driving through without kids do not pay attention & speed even when the kids are out.
- Some of us have lived in the neighborhood for 40-50 years and do not like the changes (rentals to students with loud trucks and many parties)
- Student rentals
- Been in our home since 1967. Well maintained but losing value due to rentals every direction help!
- Keep the neighborhood from becoming a renter's haven and love the gathering of community
- I love the location and area proximity to as many things – stores, TAMU
- I couldn't hear all speakers at tables

Area 3

- Your zoning of 4 unrelated individuals promotes rentals and destroys older neighborhoods. The policy is planned destruction based on greed
- This area has character – houses are not all the same like newer neighborhoods – however if the city lets it turn into student slums – the city will lose valuable area
- Would like more police visibility
- We like the police driving in the neighborhood. Please enforce new parking plan
- My property adjoins Bee Creek; would like to see it clean and overgrowth of vegetation removed

Area 4

- Too much trash on GB Drive- washes into creek every rainfall. Can we get that stretch adopted?
- I bought a house in a neighborhood; I did not join a HOA
- I think the city does a good job with what they have – twenty years here with no complaints
- What would be nice is walkability to local facilities. Students who abide by the rules are nice or at least civil
- It is criminal that the city continued to use Brazos Valley Services to do street work in the city. It cost me \$20,000
- Please establish rules and regulations for renters living in our neighborhood
- The city took all parking away from the front of our house – both sides of the street. Thanks
- Appreciate city's work on infrastructure without too much disruption

Area 5

- Utilities & age of infrastructure should be focused on first

Area 6

- I believe the properties bordering major intersections should be at a higher zoning density
- Changing things
- Regret from the disappearance of the community of Southside. The oppressive appearance of huge, wasteful rental mansions sprouting like mushrooms. Also, failure to maintain and remodel older homes

Area 7

- Funding for home improvements with low interest loans or grants for improvements

Area not indicated

- This meeting was unusually ill prepared. There were a lot of elderly & women people who could have used a chair due to disabilities. Hand outs would have been nice and you have unnamed my street
- Where is the information on planning? What are the zoning laws? How do we get them changed to prevent further development

Figure B.1, Kick-Off Meeting

12. How did you hear about tonight's meeting?

Area 1

- Posted on my door
- The yellow card (invitation)
- Sign
- Mail
- Signs

Area 2

- Flyer on the door
- Mailer
- Poster on roadside
- Signs in neighborhood
- Flyer on the front door
- Door hanger
- Door hanger and signs
- Signs
- Signs & neighbors
- Neighborhood sign
- Too many people no objective
- Street signs
- Poster on road
- Door tag
- Signs at several streets
- Signage
- Door hanger, sign, emails
- Door hanger

Area 3

- Signs on street/door
- Placard at Pershing & George Bush
- Flyer on door
- Mailing to our home
- Note on door knob & sign on Glade
- Signs on various roadways
- I saw the billboard at Glade & Holleman
- Notice left on front door
- Door hanger
- Door knocker; poster signs at corners of streets

Area 4

- Sign
- Signs, emails
- I received a mailing
- Received a card in the mail
- You placed a standing sign on the corner of my rental property
- Mail & email
- Signs on street corner & received hang tag on front door
- Flyer
- Jerry Cooper & signage
- Email
- Signs
- Signs
- Neighborhood email group/ sign
- Notice
- signs

Area 5

- Flyer
- Postcard in mail
- Postcard

Area 6

- Signs/ letters
- Poster's in the neighborhood
- Church
- Landlord
- Mail
- Flyer
- Yellow door notice pinned to front door

Area 7

- Flyer on the door
- Post card
- Door hanger
- Mail & signs

Area not indicated

- Door hanger
- Sign on corner of Glade & holleman
- Door hanger & FB update
- Mailer

Figure B.2, Neighborhood Resource Team

November 15, 2011

Approaches

- Parking – Permits (# unrelated) 1 visitor??
- Street parking vs off-street parking
- Type of home – parking driveway – street issues (Fair housing issues)
- Smaller houses? Deed Restrictions – Lot coverage
- One side street parking
- # Unrelated
- Lower # - issue with current regulations and grandfathered (investments)
- Case Law – family
- Proactive Code E
- Parking area design
- # of spots
- Two pronged
 - 1 parking-on street limited
 - 2 Impervious cover limit

Trash containers on street

- Pro-active

Drainage – system issue vs spot issue

- Compiling answers (Southland)

Dec 1st list – web

- # Code Officer – CDBG pro-active

Targeted pro-active

- Presentation

Stronger code enforcement actions on property owners (not just residents) (like noise) # of offenses

Education for renters

Parking

Holleman 30 speed limit whole way

35 too fast too many people, kids crossing

Sidewalk routes to school

Wellborn Road already scheduled

CDBG to Methodist Church

Bikes dangerous

Glade no sidewalks, CSISD buses go that way now kids in ditch

Dead-end streets

February 13, 2012, Strategies and Actions

Information

- Brazosmg.com- Earthkind gardening
- Gardening 101- Master Gardens session once per month- free

Strategy Proposals

- City should guide development to ensure long term security.
- Property maintenance should be elevated into a prominent discussion topic to address what is concerning neighborhood residents regarding issues such as safety, crime, and noise.
- Establish an OV to mitigate rental property impacts.
- Establish a method of allowing flexibility in City standards, such as sidewalks.

Actions

- Increase the amount of citations issued by Police.
- Re-establish a party patrol to keep beat officers on their beat and keep parties under control.
- Lower the number of unrelated that can live in a house.
- (Comment) If you own property you share in a communal responsibility to uphold the neighborhood integrity.
- Require residential redevelopment to be approved by Design Review Board.
- Revise the UDO to add a new OV district.
- No new construction should exceed 35' at roof peak.
- No healthy tree larger than 8" in diameter at breast height should be removed.
- Maximum imperious cover on a lot should be 50% (gazebo, sidewalks, roofs, parking). (This was a random number thrown out for the purpose of discussion.)
- Set a minimum front setback in addition to contextual setbacks.
- Give residential building permits have a cooling off period that allows neighbors to be notified. If the permit is protested, then it goes to a board.
- (Lauren's thought) Create a new land use designation called Neighborhood Mixed-Use to allow commercial activity along the perimeter of Area V with low density multi-family development. (maybe with a 50' max height)
- Don't allow development in area V that creates more traffic. City should address traffic flows and keep traffic from going east toward Brison Park.
- Look at street designs that would inhibit the desire to use the streets.
- Allow for restaurants within walking distances from residences and campus
- Limit parking on the full length of Dexter to one-side.
- There needs to be a traffic light at Dexter and Holleman, or maybe a 4-way stop (sign/flashing light) intersection with crosswalks. (Tuesdays and Thursday are worse.)
- Accommodate bicycle crossing at Dexter and Holleman.
- Look at striping the curb-side of the street to discourage parking off the pavement.

March 20, 2012, Mobility

- A. On-street parking
 - *Student*- The City should require parking in the back yard so that there are long driveways to the back. This also allows for more parking area. Parking in the front yard causes the cyclist to feel unsafe because they are right next to a parking lot.
 - Back yard parking might be ok for new construction.
 - Leave the location of parking up to the creativity of the developer to hopefully save mature trees and minimize run-off and potential flooding.
 - Allocate each home owner three parking passes that can be shared for parties or special events.
 - Require a certain amount of green space per lot.
 - Allow parking in the rear that is screened, coupled with max % of front lot coverage, and overall lot coverage. Then require a space per bedroom.
 - An exception to such parking requirements needs to be made for lots with mature trees, or just accept that backyard trees will be lost to preserve the front yard green space.
 - Add standards to gravel drives that require curbing.
 - It would be bad to cause a tree to be killed in order to comply with a City ordinance that requires all pavement to be concrete/asphalt or pavers.
 - There should be an exception to the number of curb cuts for existing houses. (In reference to the earlier complaint.) This suggestion received major objection.
 - Someone brought up at an earlier meeting that a driveway may accommodate four parking spaces, but people don't want to block each other in. So one or two cars park in the drive and the others still park in the street. Requiring more parking will only be effective if there is NO on-street parking. I can also see the parking dictating the footprint of the house. So the house will be taller with a smaller footprint. You'll see more houses hitting the 35' max height.

- B. Sidewalks
 - Specify that the Dexter action item should be the expanse between Holleman and Park Place.
 - The goal is to get a sidewalk the full length of Dexter.
 - The west side of Dexter has the least impact on trees.
 - We don't need a sidewalk on the north side of Fairview.
 - Put the sidewalk in the existing street pavement section where the street is wide enough.
 - If we promote bicycle and pedestrian safety, less people will choose to use their car and traffic will be reduced.
 - Promote a culture of courtesy. Cyclist calling to pedestrians when they pass. Maybe require a bell like lights are required for riding at night.

- C. Open drainage
 - General agreement.

- D. Area 4
 - A lay-down curb reduces the maintenance due to erosion.
 - Dexter against the park does have a curb.
 - Need to consult the property owners on Dexter before making a decision.
 - There was a positive reaction to the ribbon curb idea.
 - There is standing water on west side of Dexter in the ditch that stands for week. Reponse- See click fix

- E. Dexter
 - Provide a bicycle wayfinding system to direct cyclist to Welsh.

- F. Crosswalk
 - We should try a flashing light on the stop sign itself.

- G. Protected intersection
 - LED stop signs are being used in other cities (not necessarily being recommended for this location).
 - Make the action more general to give staff more flexibility in case the four-way stop isn't required. Something must be done.
 - Reduce the speed limit on Holleman.
 - Do the traffic study before the plan is adopted.
 - There is an elevation issue when crossing Holleman.
 - Don't give up if there is no need for a four-way stop, do something to fix the problem.

- H. Grade-separation
 - *Scott*- Don't allow for additional uses in older houses. Let the campus houses rot or be demoed (basically)!
 - General agreement among members.
 - Move forward with studying a one-way option.
 - Allow traffic to flow inward but limit the movement out. Force exit traffic to Holleman.
 - Move land change line to the left of Montclair.
 - An increase in density might be acceptable if paired with all the other features discussed.

Figure B.2, Neighborhood Resource Team

May 14, 2012

The intent of the May 14th NRT meeting was to come to a consensus about the future land use and character of "Area 5" of the Southside Area Neighborhood. The discussion included representatives that live in surrounding neighborhood areas and owners of investment property in Area 5.

Based on participant discussion during the May 14th meeting, members of the Neighborhood Resource Team that were present reached a consensus that included the following:

Area 5 should primarily contain residential uses, including single-family and townhomes in the "core" of the Area and a mix of uses at a higher density along the "perimeter" of the Area. It is expected that multi-family and hotel uses would be the most appropriate near the intersection of George Bush Drive and Wellborn Road. Vertical mixed use, including neighborhood serving commercial uses would also be appropriate. As access and visibility improves south along Wellborn Road, it is expected that general commercial development would occur at Wellborn Road and Luther Street and at Wellborn Road and Park Place. Multi-family, hotel, and mixed-use development would also be appropriate in these areas.

- **Area 5-A** – *Maximum 10 stories.* Single-family homes, townhomes, multi-family (apartments), game day homes, game day condos, dormitories, hotels, vertical mixed use, neighborhood commercial, structured parking.
- **Area 5-B** – *Maximum 3 Stories.* Single-family homes and townhomes
- **Area 5-C** – *Maximum 5 stories* Single-family homes, townhomes, multi-family (apartments), game day homes, game day condos, dormitories, hotels, vertical mixed use, neighborhood commercial.

General Notes about Area 5 Land Use

- Allow the highest density along the perimeter streets (George Bush Drive & Wellborn Road)
- Highest concentration of commercial will likely occur along Wellborn Road at Park Place and Luther.
- Structured parking in the perimeter ok
- City should explore all possible ways to reduce the amount of traffic into other areas of Southside, including the possibility of one-way streets.
- Traffic Impact Analysis and mitigation will be required for all multi-family and commercial development in Area 5.

Timing – consistent with the Urban designation in the Comprehensive Plan, Area 5 is appropriate for more dense redevelopment only once the interchange is constructed, providing traffic relief and the urban context to the area. Water and sewer infrastructure in this area is not currently sufficient to support the proposed level of development. Appropriate use of property prior to interchange construction may include further single-family development and redevelopment at a lot size of 5,000 s.f. lots in all of Area 5.

Figure B.3, Issues and Opportunities

Issues & Opportunities Meeting, November 1, 2011

The City hosted a public meeting for the Southside Area Neighborhood Plan to focus on issues and opportunities that exist in the neighborhood. Based on results of the written survey conducted at the Kick-Off Meeting on September 27, 2011, residents were asked to comment on six aspects of their neighborhood during the Issues and Opportunities Meeting, including:

- Infrastructure
- Code Enforcement
- Public Safety/Crime
- Biking & Walking
- Redevelopment
- Historic Preservation

Information provided by residents during each of the sessions generally fall under three broad categories listed below.

- Statements of issues or opportunities
- Questions
- Action Items for City Staff

Statements of Issues or Opportunities

The below statements of issues and opportunities are included as they were recorded during the meeting or as they were provided on a comment card. These may include general concerns, potential solutions, or more general actions needed.

Bicycling & Walking

- Need sidewalks and bike lanes throughout
- Biking on South Dexter between Thomas and George Bush is dangerous due to traffic, narrow street, lack of stop sign at Thomas.
- Biking from Glade/South Dexter along Holleman to HEB area is dangerous as the amount of traffic is enormous and uncaring to the bikers
- Go to Portland Oregon to understand how to develop bike traffic
- Bike lanes are in horrible repair
- Examine bike traffic in neighborhoods adjacent to TAMU for development of new lanes
- Old allies are great ideas for hike lanes
- Encourage bike parking at all commercial sites so to encourage more bikers and perhaps change environment in this area
- Dexter to George Bush – Dexter has traffic calming on it. So does Winding if I remember correctly. Bikes do 7 mph, cars do 25 mph (signage 25 mph) in some light conditions calming islands are hard to see, if someone does not know the road comes up behind bike, ouch. Bikes might have enough metal to trip the traffic light at Bush. Cars line up waiting for signal change. Small one or two car left turn lane. Park Place is not one street but sections of a street with a block or two between sections right or left depending on the section. Sidewalk Village and Anderson on both have too soft of base both are heavily covert travelled by Texas A&M buses – 2 or 3 nose to tail at a time – school busses to make left and go up to Timber to unload. You can see the problems in the pavement now so you might want to put in cliché or something as you go. You have twin axle busses tearing up streets made for cars. Please replace burned out street light bulbs on Holleman. Thank you for retaining Village quickly in the past.

Bicycling & Walking, Continued

- Cyclist & Pedestrians must be treated in transportation planning. Just as we are concerned about safe automobile access to every destination and reasonable routes throughout the city, the same must be true for cyclist and pedestrians. – Dexter
- Trails for Bryson Park area
- Connectivity – commuting ideas George Bush to Holleman
- Paths more rid able/walk able
- Greenways development
- After adding sidewalk on Anna, crosswalk lanes were removed at Glade intersection
- Need sidewalk from Glade/Anna towards Timber up to Oakwood entrance
- Concern about bike lanes on narrower sections of Glade
- Sidewalks on Glade need improvements
- No bikes on Dexter due to high traffic rates and calming restrictions. Divert bikes to Hereford or Welsh and reduce speed on Hereford or Welsh to 25 mph. Walking on the side streets is fine without sidewalks. Sidewalks along feeders and main routes to schools needs to be completed.
- NO bikes on Texas or Southwest Parkway as there is no room and speeds are too high.
- Grownups should bike on the street not the sidewalks
- Would prioritize the Dexter sidewalk extension.
- We need safe sidewalks on Dexter all the way to South Knoll elementary
- Extend Wolf Pen Creek Parkway all the way to A&M, C S Conference Center
- Sidewalks along Welsh, for pedestrians, vehicle traffic along Welsh
- Asphalt vs concrete paths
- Dexter Barrier no helpful, dangerous shade trees next to sidewalk in parks
- Sidewalks wherever they are not, Pershing, Suffolk, etc. Dexter bike lane? Fairview?
- Sidewalk extending S. on Dexter at least to Winding, kids route to school; blind woman's route to work on campus; needed around traffic islands; already on list move to top.
- Shade trees over sidewalks in parks Brison & Gabbard
- Mostly great progress being made
- Use of alleys questionable (Suffolk)
- Would like shade trees along sidewalk at parks (heat, traffic calming,etc)
- Asphalt vs. concrete for multi-use paths
- Sidewalks that go northwest
- Sidewalks besides Anderson are needed
- Sidewalk connections at Dexter to Holleman (safety of getting across)
- Worn paths through yards should be where sidewalks are placed
- Funding needed for sidewalk on Dexter!!
- Use of alley at Suffolk
- Welsh parking/biking safety concerns
- Speeds/traffic on Dexter for cyclists/walking
- Would like long distance bike path into campus
- Need Bike lanes through intersections
- South Knoll areas – needs to be more bikable and walkable
- Multi-use path at Consol (2818) – would like in other areas that are heavily used
- More signage would be helpful
- Holleman biking/walking safety (wider sidewalk for both?)
- Cross walk at Glade and Anna (needed!)
- ADA issues along Glade
- More ped/bike connectivity needed
- Crossing Holleman/GBD on bike (Fairview/Houston)
- Biking on Dexter
- Walking path at Brison Park (expanded sidewalk?)
- Bike lane needed (Park Pl/Anna)

Figure B.3, Issues and Opportunities

Code Enforcement

- Some houses with too many renters (evidenced by number of cars parking in front- sometimes six or seven).
- Lack of enforcement of single-family.
- Publicize SeeClickFix mobile app better
- Parking with no paved area and no parking area identified.
- Moving noise by auto sound systems.
- Rentals in single-family frat house at corner of Fairview and Angus.
- Continue to enforce one side parking.
- Single-family should mean just that – not a single-family home sold to four or more college students.
- Unrelated in one house is out of control.
- In neighborhood conservation areas – unrelated should be limited to two.
- All City employees should be involved – firemen, meter readers, utility workers, garbage collectors. Make notes as they travel through the City. Firemen get in a truck and drive thru the area while on duty.
- George Bush – Parking at residence, park all over yard.
- Garbage cans left on street for days.
- Parking blocks streets that are narrow...City Council promised.
- Parking restrictions are not enforced.
- Litter is increasing, especially near rental properties.
- Barking dogs and dogs running loose are becoming more common.
- Messy trash containers are increasing, especially west of Hereford Street.
- Lack of consistency, City pride, parking, trash, dead trees
- Parking enforcement, number of unrelated living in houses, garbage containers on street when they shouldn't be out.
- Cars parked on street, old boarded up house on Arizona Street, litter on Nevada Street, traffic during football game.
- Renters – the number of renters and property management.
- Parking at night and weekends, yard – trash and beer cans, litter – all types, renters – more than three people, double parking – Anna Street – in ditches – Holik Street
- Renters use school property for overflow
- Holik Street – old small lots – new duplex too big
- More natural grasses, option of second trash can, street parking to prevent parking on grass
- Vacant house yard needs mowing.
- There is none unless someone complains, then it takes several days to get any action. The entire 700 block of Holleman has knee high grass for over 3 weeks. Noise at night from parties is a continuous issue. Parking in tow away zones is frequent at night and weekends. No ticketing except on game days or by resident complaint.
- Students do not know the rules. At the beginning of each semester a handout needs to be hung on doors of each rental property. This should tell them about trash, recycle, noise, parking (incl. in yard), security while absent, grass and weeds, posting signs, loose animals.
- I was told I could report a local party anonymously and they told the renters that someone on my street reported it. They might have told them it was the house behind them.
- Loud music/base in passing vehicles (Fairview)
- Maintain being anonymous when calling PD or request Code Enforcement
- Issue between parking complaints between Code & PD
- Enforce 4+ unrelated occupants
- Restrict house design to not allow multiple renters in one house
- Require adequate parking for # of rooms
- Corner of Glade & Park Place house not livable
- Pershing area turning into many renters. Maintain neighborhood by giving incentive for families to move in not renters. (Glade, Village, Goode, has high student turnover)
- Further limit # of unrelated occupants
- Substandard properties need to be proactive to maintain properties – many of these properties are rentals
- Increasing property values (detriment) because rental properties can earn so much income with having so many renters in one residence.
- Park Place all front yards are paved/rock surfaces – aesthetics – sad to see
- Comprehensive review of on street parking and street width
- Educate students of codes (give rental handouts) trash pickup days and times, noise violations
- Property maintenance (grass) student rentals are biggest problem
- City Staff could carry noise level devices in response to noise complains

Code Enforcement, Continued

- Native grass vs. saint Augustine & aesthetics
- Blind spots at intersections – trees
- All city employees could be involved in Code Enforcement
- Redmond Street is too narrow – Should be one way
- More consistency on aesthetic codes
- West of Hereford little of all types – parking in lawns
- Increased parking enforcement that is consistent
- Promote pride in neighborhood to keep clean
- Parking on issue in McCulloch Subdivision
- Fairview bulk trash can't be picked up due to parked cars
- More consistency
- No parking sign "Here to Corner"
- Told problems are not "Health & Safety" issues and they cannot look at it.
- Get student involved
- Welsh dead trees laying around (not being picked up)
- More than 4 unrelated occupants needs to be enforced
- SW corner of Holleman & Welsh accumulates litter
- Game Day traffic is safety issue
- Holik big duplexes on small lots forcing parking on street
- Overflowed sanitation

Historic Preservation

- Lack of communication
- Lack of understanding of too many choices.
- Without City enforcement of home layout design stricter than it currently sets, historic preservation is not possible.
- Nothing is being done to maintain and preserve historic neighborhoods or individual structures.
- City staff engages in meaningless hand-waving while quietly sabotaging efforts to preserve historic features.
- Historic preservation should not restrict homeowner improvements, upgrades or expansions as long as setbacks are observed.
- Historic preservation should not preclude curbing, removing bar ditches, or putting in storm drains.
- I think it's past time that the historic neighborhoods are protected from new construction that is inappropriate in scale and architectural style. An historic overlay with some teeth and oversight authority for new construction.
- Would like to see a liaison group of homeowners and renters that could address out of code compliance renters. Peer pressure rather than depending on the City Code Enforcement.
- An approach to neighborhood integrity is probably only hope for Lee/Pershing area. Try to prevent the McMansions with little setback.
- If we move to "overlays" and other restrictions on how we modify our homes, please begin with minimal restrictions to see how it goes. Allowing stricter restrictions only if necessary.
- What is City's definition of... City doesn't respect the city's history and doesn't make an effort to preserve history. More energy spent tearing down "historic areas" than preserving it.
- No one but individuals should request a historical designation. Under no circumstance should the City allow a historical overlay without proxy votes from individual homeowners in any neighborhood groups. * offer proxy votes – You cannot continue to meet with only a few members instead of input from entire homeowners.
- City not following through – needs to have teeth
- Number of persons in house rule needs teeth
- Confusing because different people want to have different regulations
- Need minimum regulations to stay with
- Some regulations seem silly
- Very difficult long shot to get all to buy in
- Need buy in from individual to be homeowner for it to work
- Opt out Option

Figure B.3, Issues and Opportunities

Historic Preservation, Continued

- 15 years city very active in Historic Preservation – hit brick wall city staff would not cooperate
- What goal is an overlay just on my house if all else turns rental new neighborhood wide preservation
- Need 51 % to get area protected
- Will maybe get designation if less than 51 % owner occupied
- What is the city definition of unique – City has made no effort to protect uniqueness
- City not protecting what history we have/selling out because the history is not renters history
- High prices for properties make it difficult for people not to sell to investors
- Different interests not balanced
- Need approval for tear down before it is done
- Need commission to decide what will replace structures that are torn down
- Incorporation keeps historic character; Tradition is what keeps historic character. Respect ownership and pride is what keeps neighborhood integrity.
- City has not interest in integrity, code issues, yards not clean, single family will allow for historic preservation maintenance.
- Solution is easy
- Number of unrelated regulations need to be enforced, rental business model does not work if it is
- Needs single family ownership
- Homeowners have not enough presentation to Council compared with partnership
- Eastgate is not be first neighborhood in CS -myth that is incorrect
- Neighborhood designate as single family – have multi families to come in to it and it cause all kinds of problems that make historic preservation a joke
- Cannot allow historic properties to become apartments – city needs to stop this.
- There are folks working towards regulatory Historic Districts
- Concern that Oakwood as missed opportunity to protect neighborhood
- Problem with city dropping ball
- No consistencies on how restrictive overlap should be
- Different people attend meetings so momentum is lost
- Too many absentee land lords to have chance for Historic Preservation in College Park
- Lack of communication
- Working on problems for 20 years (Oakwood) about saving ambiance of neighborhood – not little things like certain color
- City giving good information – great progress but nothing came of it.
- People afraid when they saw all the regulations that could be put into place – restrictive measure
- Less and less consensus on what to do as process went forward.
- Cannot change rules once in place
- “Historic Preservation can be so many things. All the options scare people”
- Historic regulations could limit repairs or energy efficiency for heirs
- Concern of number of occupants in a house
- City cannot enforce number of residents in a house because of not enough man power
- Problem is that people who own multiple properties think they should have more than one vote. They should have one. Disproportionate power because of economic pressure
- Lots of history/facts hidden
- HP is important/Efforts are already doing preservation see lots of values to preserving.
- Can get complicated to do HP do not want to stifle other things
- CS culturally is divided
- Infrastructure of South Side won't support other structures then single family residences
- All South Sides was fields and it has gone down
- Was a nice neighborhood – has gone down
- City did not do a good job with infrastructure – did not do what they said they would do
- Need to poll residences about what they want - have no say about it – transient by neighbors
- No Downturn – just sprawl running out of land
- Some homes do not need to be preserved
- Need to respect people rights to improve their homes – their investments

Infrastructure

- Please plan to accommodate thoroughfare plan to deal with TAMU plans to build dormitories on Bush Drive – with parking lots – across the street from Lee, Pershing, etc. Need to preserve our ability to enter and exit our neighborhood. Without creating a Munson-like thoroughfare for thru traffic.
- Intersection of Park Place and Lee – It stopped at Lee, north and south, difficult to tell whether there is east/west traffic on Park Place to know whether it is safe to go through intersection.
- Do not extend Welsh Ave through to Bush
- The City does a very good job in many respects, but what structural/features and organizational structures are in place to ensure that the City planning staff is out in front of problems before they develop.
- Before and after school traffic on Holik is a nightmare. Cars park on both sides and parent drop off at Oakwood – lines down middle of street. Thru traffic is stuck.
- Need more and consistent – type street lights throughout Southside
- More street lights along Caroline, Detroit, Phoenix, Georgia
- “Pipe” storm drainage water across streets instead of using open gutters. Too abrupt a change with open gutters (example – Welsh @ Southwest Pkwy)
- The Wolf Pen Creek Parkway into TAMU cross Texas, go through neighborhood to CS Conference Center
- More street lights on state streets
- Village and Anderson are too fragile to handle all the buses – 2 or 3 on right behind another. Might as well stiffer the road bed when you put in sidewalks
- George Bush lanes flood when it rains near Texas A&M Golf Course – resurface for drainage?
- Control sediment drainage for fish (Redmond Terrace) by limiting tree cutting.
- Some motorcycles and many bikes do not have enough metal to trigger traffic signals around town – especially on Harvey near the bridge on East George Bush. Any solutions?
- Southland Street – Drainage needed in creek, street lights, sidewalks
- Increased curbing and other impermeable surfaces could increase the risk of flooding. No new traffic signals on Holleman PLEASE! (diverts traffic to neighborhood streets)
- Street maintenance – jobs not completed thoroughly, not uniform road surface when redone.
- Backyard utility easements do not drain toward streets but in yards.
- Plans for old water and utility lines?
- Black top needs to be removed, has built up too much.
- Parking on alternate sides of street, this needs to be revisited
- Fencing placed in alley, this should not be permitted
- Drainage does not work well where curbs are discontinuance
- Move fire hydrant and have parking on one side of street
- Lack of sidewalks
- Southland/Oney Harvey – don’t want vehicles to use bridge (don’t want to open up area)
- Phoenix St neighborhood people walking to store on Southwest Pkwy & Wellborn – need sidewalks southland
- Southland only has three street lights – need more. Need bridge lit up.
- Extend sidewalk on Dexter
- Proliferation of impermeable surfaces is concerning. Hope taken into account with development.
- Vegetation growth in easements/alleys blocks drainage
- Lack of streetlights and no consistency in type/style
- Curbs between Wellborn and Montclair were to include putting lines underground, but still have electrical wires
- Alley ways – confusion on maintenance (3 people mention this same issue in this session). Can we address this in the plan?
- Gutter flow in Southwest Pkwy and Welsh
- Flip flop parking on Welsh due to fire hydrants? (between Guernsey & Luther)

Figure B.3, Issues and Opportunities

Public Safety

- Too much speeding on Dexter- needs traffic calming or elimination of through traffic on Dexter
- Double-sided parking on Dexter north of Holleman creates traffic jams during rush hours. It becomes one-way when parking is intensive
- No parking on both sides set up on streets with much less traffic, such as Suffolk.
- Pershing south of George Bush is acceleration zone to well above speed limits.
- Parking on the street (Arizona)
- Cars speeding at the end of football games and traffic cutting thru to Nevada. (McCullough Division)
- Need more street lights on Arizona St.
- With Fairview as a "thru" road from Holleman to George Bush, what are plans for speeding on the Ave? (With potential redevelopment traffic on Fairview & Montclair look to increase significantly.)
- Concerned about safety of children, especially as pedestrians to school. Education is needed for public about usage/hours at Brison Park (leashes, late-night, dog waste).
- Speeding on narrow part of Glade.
- Parking on game days and parking up to a corner and edge of driveways.
- No parking areas not acknowledged during school functions.
- Parking for Grace Bible Church on Sundays.
- Too much noise at night and parties especially on weekends (public intoxication, DUI, MIP, providing alcohol to minors)
- Inadequate police presence, especially during game weekends and nights.
- The 30 mph default speed limit on residential streets is not appropriate for most Southside residential streets because they are narrower and have large number of curbside parking. 25 mph is more suitable.
- Speed enforcement is non-existent on side streets
- I was told I could report a loud party anonymously and they told the renters that someone on my street reported it. They might have told then it was the house behind them.
- Parking restrictions – uneven rules
- Speed barriers are dangerous, speed bumps are safer.
- Parking problems- some residents were not happy with the parking removal on many of the Southside streets. Many of them felt that the parking removal created more parking problems than it solved. Others were concerned about parking in yards, parking to close to intersections and parking in the "No Parking" zones.
- Vandalism in Brison Park
- Speeding & control of speed (Winding Road speed changes – traffic calming needed)
- Concerns of possible inappropriate behavior in the park
- Educate users of Park on hours and acceptable activities
- Narrow Streets 30 MPH is to high – should be lowered 25 mph on residential streets
- Schools – traffic cutting through school zones
- Bike riders not obeying stop signs and other traffic signs as well
- Oakwood School zones stops right in front of school. Needs to go further down to cover more areas closer to the school.
- Welch & Thompson needs 4 way stop
- Thompson & Park Place needs stop sign
- Dexter & Holleman needs traffic light
- Loud parties – PD response time is not good
- No consistent enforcement for parking on Dexter and Suffolk as well as the entire Southside
- Need more "No Parking" signage area around both schools (AMCMS & Oakwood) (Timber & Holik Streets also)
- In three week period resident trapped skunk, raccoon, rats and possums
- Arizona/Detroit speeding is an issue
- Game Day traffic in McCulloch Subdivision- mainly cut-through-traffic and traffic on Holleman make it difficult for residents to get around in the neighborhood
- Speed control devices on Dexter are not helpful. Also, there is no reflection on them and at night this can makes for a hazardous condition.
- Leacrest Street needs more street lights – area is dark
- Arizona and several other streets in the McCulloch area needs more street lights. This includes Southland St. also.
- Fairview/Montclair has a lot of speeding
- Parking on yards (All over area)
- Loud parties
- Glade Street toward Anna free for all area – Bus lane removed the cross walks
- Color strip for no parking zones on streets – more visible or reflective
- Bike lanes on Anderson are being parking in on Sunday mornings during church hours

Redevelopment

- Suggest that the City allows for a clearly defined use for the area west of Montclair that promotes high density redevelopment. I do not think a mixed use zoning for the area would work except for the area facing Wellborn Rd.
- Trimming of trees in alley ways. Replatting of alleyways divided properly of alleyway between property owners.
- Prevent expansion of commercial properties beyond current limits.
- Similarly prevent development of property east of Wellborn for apartment complexes/ duplexes etc.
- Limit use of homes operating as "bed & breakfast".
- Allowing five bedroom student home to be constructed and occupied by at least five students plus two girlfriends. Parking becomes a problem.
- Redevelopment into student housing without adequate protection for single families. Parking, litter, noise. Building takes up entire lot.
- Retain neighborhood and not just retail.
- I'm concerned that folks are using a single-family zone for financial gain. Single-Family is an incompatible use with renting to four (or more) unrelated students.
- Ordinance for REAL single-family homes...not for renters.
- Light poles in part of neighborhood are tall cement.
- Add State Streets to Neighborhood Conservation.
- Protect all the natural areas.
- Absolutely no multi-"family" units or vertical multiuse due to traffic congestion and parking issues.
- Keep Wellborn-George Bush-Fairview, Luther single-family housing.
- Rezone/promote food service and small retail on Holleman from Wellborn to Welsh and noise along Wellborn. Should be able to walk to eat from within Southside.
- Develop Wolf Pen Creek connection from TAMU to Wolf Pen Creek Center, Greenbelt/sidewalk connection.
- Install bus-stop pull-over lanes to allow traffic to continue past.
- North/South arteries – Welsh & Fairview connection at Holleman?
- CS looks messy
- Often too little parking is required on commercial development.
- This area was developed as single-family. You have allowed rental development which negatively impacts the neighborhood. With the grade separation at George Bush coming in the near future the land will become closed for large or high density uses you are suggesting. It should be allowed to naturally develop as homes for retiring Ags and Professionals wishing to be close to A&M. It will basically become a cul-de-sac neighborhood like Raintree or other areas.
- Urban mixed use is not well defined in the Comprehensive Plan. I would like to see specific definition in Neighborhood Plan.
- Boundary for redevelopment area is too large as shown, boundaries need to be more carefully defined.
- Process for how redevelopment might take place, needs to be described in the Neighborhood Plan.
- Urban mixed use – designating the corner in the Wellborn/George Bush intersection Urban Mixed Use is detrimental to the entire area, goes against the long term developmental flow of that area and, if allowed, will permanently change not only that area but much of the west side of the Southside area for the worse.
- Setting the Urban Mixed Use boundary at a back property line devalues the half of the block on the neighborhood conservation side.
- Strengthen the Unified Development Ordinance. We need to change part of the proposed ("brown") urban area back into a "green" area, ie., less commercial.
- Strengthen single-family ordinance.
- Concerned about demolition of older homes and construction of new houses built for rentals (all have similar appearance and take away from character of neighborhood) as well as turning the area into a rental area.
- There seems to be no concern about increased traffic flow because of higher population concentration and increased parking problems.
- The majority of 91 single-family building permits are really rental/commercial ventures.
- Grade separation by TxDOT will eliminate street access to neighborhood; primary access will be Montclair Ave & Luther St
- Traffic concerns with redevelopment; the amount of traffic redevelopment will generate
- Redevelopment areas should remain R-1 (single family); property values will increase as older single family redevelops into larger, newer homes
- Study redevelopment area closer, impacts of high density redevelopment on surrounding neighborhood
- Concerned with circulation of traffic in area when TxDOT grade separation occurs, redevelopment will access Wellborn Rd and George Bush Dr through neighborhood

Figure B.3, Issues and Opportunities

Redevelopment

- Rental Property
 - Changing Character of neighborhood
 - Not rented to families
 - Homes not built for families
- Concerned with multiple tenant homes that are being built in the area
- Character of neighborhood changing as residents change
- Rental, Rental, Rental is the unfortunate trend
- Could improve Welsh and Holleman intersection for better traffic flow
- Commercial redevelopment between Welsh and Wellborn will cause more traffic through the neighborhood
- Small lots in redevelopment area are OK to be converted to larger homes
- Multi Family homes are being constructed not single family
- Parking problems caused by large rental homes that do not have enough parking on their property
- Neighborhood conservation is not being implemented
- UDO should be changed to address multi-tenant rental issues in single family neighborhoods
- Single Family homes are being designed for more than one family or multiple tenants
- Ordinance should be changed to require development to match the character of neighborhood
- Long range consequences of redevelopment areas with more traffic created by it
- Concerned with where the area of redevelopment is located, it includes too much of the neighborhood
- Traffic concerns with redevelopment cutting thru neighborhood
- Do not like rationality for redevelopment designation, keep neighborhood the same
- Excessive parking on street from multi tenant/rental homes
- There is not equivalency between renter and owner-occupied property, not same intent
- Multi Family development should not be supported in the area of redevelopment
- Traffic concerns with high density redevelopment
- Want to eliminate potential for commercial redevelopment on Wellborn Rd with TxDOT project
- Affordable housing along Wellborn & George Bush is a viable option to help the neighborhood stay single family
- Concerned with traffic congestion in neighborhood that will result from TxDOT grade separation project
- Do not want more multi-family development
- Concerned with removal of access to streets that will occur with TxDOT grade separation
- Will have less fire protection with elimination of street access from Wellborn Rd and George Bush Dr
- Want area to stay single-family
- Student rental single family is better than multi-family development
- Heading toward student occupied neighborhood
- Single Family residence not being used as such; multi tenant residential structure
- City is approving building permits for single family that are not for families; more like a duplex
- Housing market could collapse in the area if rental opportunities are eliminated
- New constructed mansion-style homes do not fit in the character if neighborhood
- Look of new homes should complement the rest of the neighborhood
- Architectural & Site standards should be created for the neighborhood to help keep character
- Concerns with traffic consequences of TxDOT grade separation project

Questions

The questions below are included as they were recorded during the meeting or as they were provided on a comment card.

Bicycling & Walking

- **Who enforces laws for bikers, such as compliance with stop signs & etc.?** A: The Police Department enforces these laws the same as they do for motor vehicles.
- **How can rules be enforced for bikers?** A: The Police Department should be notified of areas where violations appear to be chronic. Bikers can be ticketed for violating laws.

Code Enforcement

- **If a homeowner sold a property to a developer and they rent to more than four what can they do with the property? Can they still rent but limit numbers?** A: The City allows single-family homes to be rented to up to four unrelated people to live together as a "family." Homes being rented to more than four unrelated individuals should be reported to the City's Code Enforcement division at 979.764.6363. Code violations can also be reported on-line at <http://seeclifix.com/college-station>.
- **Time span from door hanger to a citation?** A: Every semester, there is a need to educate a new group of residents in the City. A property may seem to be re-violating but it may be a new occupant. The following is a *general* case processing timeline. State Law and legal notice requirements do affect the timeframe: Door hanger / attempted personal contact with occupant -7 days later follow up. If non-compliant, make personal contact with the property owner or management company. Again, a follow up is set for one week. If Code Enforcement is unable to make personal contact, a Certified Violation Notice is mailed to both the owner and occupant. Most follow-ups are set for 10 days. Non-compliance results in a Citation if we are able to make face-to-face contact or a Municipal Court Summons if face-to-face contact is not possible. Code Enforcement does escalate enforcement actions if the same occupant re-violates. The City receives 99% voluntary compliance.
- **Can building code restrict size of house to allow more parking?** A: Currently, the City requires two off-street parking spaces to be provided on the lot when a new single-family home is built. It is possible to amend the ordinance to require more off-street parking for single-family homes (possibly related to the number of bedrooms or the size of the home), but the requirement would be applied across the board, meaning all new single-family homes would be required to construct the same amount of parking. If the parking is permitted in front of the home, the result may be that a large portion of front yards would be paved.
- **Yard appearance-what is possible?** Code Enforcement uses the State law regarding weeds/grass. It is a Health & Safety Law. It does not deal with aesthetics such as watering, cutting down dead trees, edging or weeding flower beds. Health & Safety addresses concerns for rodents, bugs, snakes, trash and crime. State law provides that the property owner be given legal notice and 10 days to comply. Failure to comply could result in the City mowing and assessing the property owner the costs.
- **Can City be proactive with respect to housing reconstruction for properties that are externally substandard?** A: Code Enforcement uses the International Property Maintenance code which requires properties to be maintained to a minimum standard. Examples are repairing broken windows or holes in the exterior walls. These types of cases are generally pro-active, meaning the City has identified the substandard condition. Owners are given 30 days to comply. The City has also established partnerships with outside organizations that can help property owners with minor repairs.
- **How many Code Enforcement people does the City employ?** A: One (1) Supervisor, One (1) Commercial Code Officer, Two (2) CDBG (Low to Moderate Income area) Residential Code Officers, One (1) Residential Code Officer
- **More than seven people live in several houses. How do they enforce this code?** A: This Code only applies to unrelated individuals, not large families. Once a report has been made to Code Enforcement, an investigation is started. The process includes gathering evidence, speaking with the property owner and the tenants. If a violation is present, the number of unrelated individuals must be brought down to 4 within a reasonable amount of time.
- **What are the signs that are allowed?** A: Sign regulations can be found in the City's Unified Development Ordinance, Article 7.4 Signs. Because the regulations vary greatly depending on the type of sign (ie: home occupation, real estate, commercial free-standing) and on the property zoning, those interested in sign regulations should review Article 7.4 on the City's website - www.cstx.gov.
- **Many rules deal with health and safety issues. Why can't more rules deal with ethics? Example: grass growing over curbs, paint on driveways, rotting fences, etc.** A: The City enforces ordinances passed by the City Council. It may look unsightly but we do not have the authority to enforce. We can and do enforce issues with fences that are falling down or missing pickets.
- **Why does Code Enforcement act in a more proactive manner?** A: In 2010/2011 Code Enforcement 98% of all code cases were pro-active. We currently have 3 residential and 1 commercial Code Officers.
- **Why not hire more Code Enforcement Officers? We have over 100 police officers, over 100 fire fighters. Why not more than five Code Enforcement Officers?** A: Budget constraints and approved allocation of funds.

Figure B.3, Issues and Opportunities

Code Enforcement, Continued

- **Check on unrelated residents, limit only two unrelated people per house.** A: The City allows single-family homes to be rented to up to four unrelated people to live together as a “family.” Homes being rented to more than four unrelated individuals should be reported to the City’s Code Enforcement division at 979.764.6363. Code violations can also be reported on-line at <http://seeclickfix.com/college-station>. The City previously considered lowering the number of unrelated allowed to live in a single-family home, however, no changes were made to the City’s ordinances. There are several things to consider when reducing the number of unrelated permitted to reside in a single-family home. First, the demand for student housing close to the University will not decrease with this change, it will only be spread over a larger number of homes. Also, if the ordinance were to change, all of the existing homes renting to more than two unrelated would be grandfathered to allow the greater number (up to four) until such time as the number of unrelated were lessened (then it could not go back to the greater number). So long as a structure were continually rented or marketed to four unrelated, it would not have to come into compliance with a new ordinance limiting the number to two.
- **Why allow an entire yard to be a driveway?** Code Enforcement enforces the “Parking in the Yard” Ordinance which states that vehicles must be parked on an approved surface (ie: not grass). The City does not currently limit the amount of paving on a lot or in the front yard of a home.
- **Rental owner tax? Did it ever happen?** A: The City does not have a Rental Owner Tax.
- **Area tests positive for West Nile, pools of stagnant water in drainage ditch by Conference Center and across from school – mosquito control?** A: [Public Works] The Brazos County Health Department has not issued reports of West Nile for this area in the last two years. Public Works Department does implement a program when the BCHD issues a positive report. Otherwise, HOAs or neighborhoods can contact Barbara Moore, College Station Neighborhood Coordinator at (979)764-3570 for Mosquito Control information and dunks.

Historic Preservations

- **How can you remove students from older homes so that Historic Homes may be preserved? Please change the 921 Pershing to light green – house built in 1936. Check your facts!** A: The City cannot preclude a group of people from living in an area because of their occupation or status (student). Under the City’s current ordinances, up to four students can legally live together as a “family” in a single-family neighborhood.
- **There is strong emphasis on historical preservation in certain areas of the district (i.e. Lee, Pershing, Suffolk and Timber.) Why can’t this emphasis be extended to other older areas? The emphasis now encourages rentals and to drive families out of what could be unique and wonderful neighborhoods that are located close to campus.** A: Several years ago, the City commissioned a study of the historic resources existing in the Southside and Eastgate neighborhoods. The current interest in historic preservation in certain parts of the neighborhood is resident driven. If property owners in other areas wish to explore the possibility of preservation, they should contact the Planning & Development Services Department at 979.764.3570 to learn more about the process. Please understand that it requires a certain level of agreement among the property owners in the area.
- **Who is enforcing density for older areas with all the new reconstruction coming along and eventually having many tenants?** A: The City’s Building Department reviews and approves reconstruction projects in existing neighborhoods to ensure compliance with City ordinances. The City’s Code Enforcement division regulates the number of unrelated people that can live in a single dwelling unit.
- **While the City might not restrict changes made in historic buildings other governmental entities might. For instance I think The Corner Bar and Loupot’s Northgate both went for special funding to restore their buildings and other places might have as well. If federal funding was used it might matter- has any checked? Does anyone know Texas and Federal Laws and what it says about buildings and Parks? In Parks and Rec Grad school in the 1980’s we had people come in and speak on it, also environmental impact statements. Who knows what the law is now, 30 years later? The City probably has no laws on historic preservation but the state and federal laws might take precedence. Just in case you were curious.** A: There are no State or National historic markers for structures in College Station. Only structures with a State or National designation can be protected under the law.
- **How do citizens find out about openings/qualifications for P&Z and Landmark Commission, etc committees?** A: Visit the City’s website at www.cstx.gov to find a description of the duties of each of the City’s Boards and Commissions under the “Government” tab. Generally, the City Council appoints citizens to boards during the summer months. You can apply on-line during that time.
- **Why do we not have Historic Overlay yet?** A: The Neighborhood has not made a complete application, which requires a certain level of agreement among neighbors.
- **What is the city definition of unique? – City has made no effort to protect uniqueness.** A: Although the City does not have a formal definition of “unique,” it tends to be used in its traditional meaning to describe something that is one of a kind or distinctive.

Infrastructure

- **Electrical line poles – replacements?** A:[CSU Electric] Electric has just completed inspection and testing of all wood poles in the service area. We have a program to replace the identified “bad” poles in a timely manner. If a customer feels that a pole is in bad repair, please contact CSU and we will send someone to inspect the pole.
- **How much of the water lines have been replaced and are now less than 20 years old? Frequent line breaks are inconvenient (to say the least)** A:[Water Services] See attached exhibits which depicts various ages of water and sanitary lines in the area.
- **Area tests positive for West Nile, pools of stagnant water in drainage ditch by Conference Center and across from school – mosquito control?** A: [Public Works] The Brazos County Health Department has not issued reports of West Nile for this area in the last two years. Public Works Department does implement a program when the BCHD issues a positive report. Otherwise, HOAs or neighborhoods can contact Barbara Moore, College Station Neighborhood Coordinator at (979)764-3570 for Mosquito Control information and dunks.
- **Plans for old water and utility lines?** A: [Water Services] See attached exhibits which depict various ages of water and sanitary lines in the area.
- **Electric Wires and Cable Lines – Fairview West to Wellborn – Why not underground?** A:[CSU Electric] For an individual customer, CSU offers a program to convert an overhead service to and underground service. This program involves customer participation in the installation of conduit and any meter base work. Please contact CSU for specifics on this program.

For any new infrastructure installation, CSU will follow the current UDO to install underground service to the subdivision, with provisions for feeder lines being overhead. This is done with the developer installing material, labor, easements, and sometimes additional funds so that the total cost of the project is equivalent to the installation of overhead facilities. In essence, the costs for underground service to an area are passed on from the developer of the area to the individual customer through the price of their lot.

For existing overhead areas, CSU can prepare cost estimates to relocate facilities underground, but these are usually cost prohibitive as the requestor will be required to provide funds for the conversion including not only the cost for the underground, but the cost for the removal of the overhead facilities. Easements are also required for equipment and routing of the circuits, which are usually placed front lot line. Costs are also incurred by the requestor for relocating cable TV and telephone, who by contract have the right to be on the existing poles.

There are no plans forecasted for CSU to bury lines in this area.

- **Trimming of trees in alley ways.** A:[CSU Electric] Electric trims trees that affect electric lines.[Public Works] Vegetation is only trimmed if it interferes with public pavement or public drainage infrastructure. In the absence of such public infrastructure, Public Works does not maintain vegetation.
- **Power grid went down many times this summer. Is that being addressed?** A:[CSU Electric] In order to increase reliability to this area, CSU spent several millions of dollars to install the Dowling Road Substation. The commissioning of this substation found complex programming issues that unfortunately caused several outages to this area. This substation has since been completely recommissioned and the problems in this area should be resolved.
- **Abandon the alley behind 404 Fairview so I can use the property.** A:[Planning and Development Services] The unpaved alleys appear to item which much interest that this effort should continue to discuss to seek opportunities. These areas may currently serve several functions, such as access, utility corridors, drainage, etc. These areas may also present challenges, some related to the previous, others such as ownership, fencing, vegetation, etc. The three primary options would involve abandoning the alley Right of Way, paving the alley (which may be cost prohibitive), or essentially leaving the alley as is with possible minor alterations such as vegetation removal, etc. Any option will have to adequately accommodate utility access, and should be approached as an area or block plan for consistency. A coordinated working effort toward consensus will be critical for viable options.
- **Please clarify responsibility for maintenance of alleys.** A:[Planning and Development Services] As mentioned in the introductory proportion of this infrastructure section, the unpaved alleys appear to item which much interest that this effort should continue to discuss to seek opportunities. These areas may currently serve several functions, such as access, utility corridors, drainage, etc. These areas may also present challenges, some related to the previous, others such as ownership, fencing, vegetation, etc. The three primary options would involve abandoning the alley Right of Way, paving the alley (which may be cost prohibitive), or essentially leaving the alley as is with possible minor alterations such as vegetation removal, etc. Any option will have to adequately accommodate utility access, and should be approached as an area or block plan for consistency. A coordinated working effort toward consensus will be critical for viable options. [CSU Electric] Electric trims trees that affect electric lines. [Public Works] Vegetation is only trimmed if it interferes with public pavement or public drainage infrastructure. In the absence of such public infrastructure, Public Works does not maintain vegetation.

Figure B.3, Issues and Opportunities

Infrastructure, Continued

- **Location of future sidewalks, when?, where?, removal of mature trees?** A:[Greenways, Bike, Ped] The location of future sidewalks is provided on the map available at www.cstx.gov/ncdplanning. Click on Southside Area Neighborhood Plan then on the first link to the right entitled KOM Southside Area Maps. Page 12 has a Pedestrian Facilities Map that shows existing and proposed sidewalks within the planning boundary. This planning process will help make improvements to those proposed locations to help make the area more walkable.
In regards to when, the last 2008 Bond referendum voted on and approved by citizens included \$300,000 for sidewalks. That money has been allocated to specific projects. Staff continues to seek other sources of funding including grants though they are limited. The next Bond will be the next opportunity to allocate additional funds for the construction of sidewalks.
In regards to mature trees, the City sees the value and character that they bring to a neighborhood. In trying to balance the need for a more walkable neighborhood and the character of the neighborhood, the City will try to retain the greatest number of trees possible when constructing new sidewalks.
- **Drainage issue – how get issues fixed? Standing water in curb into driveway. Pay drainage fee, how to get priority (Leecrest)** A:[Public Works] A Work Request was created to repair this section of curb and gutter. **Status: 1/26/12 – Repair is scheduled for end of March.**
- **Need to clean out creek between Southwest Pkwy & Holleman. Seen cars flooded. Why can we not get it cleaned out? Can city use eminent domain to get it done?** A:[Planning and Development Services / Public Works] The City is aware of the drainage history in this area, and has pro-actively purchased residential lots near the creek, etc. However, this tributary of Bee Creek does not have a Public Drainage Easement so the City does not have the responsibility nor the right to enter or maintain the subject vegetation or drainage course. Eminent Domain would not be appropriate. The City has communicated and coordinated with this lot's owner and prospective developers about historical drainage concerns.
- **Alley ways – confusion on maintenance (3 people mention this same issue in this session). Can we address this in the plan?** A:[Planning and Development Services] As mentioned in the introductory proportion of this infrastructure section, the unpaved alleys appear to item which much interest that this effort should continue to discuss to seek opportunities. These areas may currently serve several functions, such as access, utility corridors, drainage, etc. These areas may also present challenges, some related to the previous, others such as ownership, fencing, vegetation, etc. The three primary options would involve abandoning the alley Right of Way, paving the alley (which may be cost prohibitive), or essentially leaving the alley as is with possible minor alterations such as vegetation removal, etc. Any option will have to adequately accommodate utility access, and should be approached as an area or block plan for consistency. A coordinated working effort toward consensus will be critical for viable options
- **Any plans to address the jog in thoroughfare plan for Welsh and Fairview?** A:[Transportation Planning] There are no plans at this time to address the jog at Welsh and Fairview. Welsh south of Holleman is a thoroughfare classified as a minor collector. Fairview north of Holleman is a city thoroughfare classified as a minor collector. I believe the jog that is being referred too, is the present configuration where these two collectors do not meet. The distance between those two collectors is 300 feet. That distance is too great to span to bring those two collectors together. We have had comments from the neighborhood not to upgrade Welsh to a thoroughfare (minor collector) north of Holleman and not to punch it through to George Bush. So the present configuration is in response to the neighborhood wishes.
- **Leecrest – recent marking electric poles. Does this mean going underground soon?** A: Noted.
- **801 Dexter (huge parking lot); more impervious cover means more run off – surprised flood plain narrowing. What is city doing to address this?** A: [Planning and Development Services] Engineered drainage analyses are required to address increased runoff from impermeable surfaces, which is commonly mitigated with detention ponds.

Public Safety

- **With Fairview as a “thru” road from Holleman to George Bush, what are plans for speeding on the Ave? (With potential redevelopment traffic on Fairview & Montclair look to increase significantly.)** A: Potential solutions can be discussed through this neighborhood planning process, however, Fairview is identified as a collector roadway on the City’s Thoroughfare Plan, meaning it is intended to carry traffic. Speeding should be addressed through Police enforcement. Areas of chronic violation should be reported to the Police Department through their non-emergency number 764-3600 or on their webpage on the City’s website www.cstx.gov.
- **Information on sex offenders in CS?** A: Information on sex offenders can be found on the State of Texas website at the following link: <https://records.txdps.state.tx.us/DpsWebsite/index.aspx>.
- **Bike lanes on Anderson are being parking in on Sunday mornings during church hours.** A: Parking is permitted on Sundays in the bike lanes along Anderson Street by City Ordinance.

Redevelopment

The City’s Comprehensive Plan designates several areas in the City for “Redevelopment,” two of which are located in the Southside Planning Area. In these areas, “Redevelopment” means that a change in land use, and possibly character, is anticipated and may be supported by the City by means of rezoning, capital improvements, special regulations, etc. The Comprehensive Plan also recognizes that these areas will be further studied and may change during the neighborhood planning process.

It is anticipated that other areas of the Southside Area (not designated as “Redevelopment”) will experience redevelopment based on market opportunities alone. Generally this type of redevelopment will occur on a lot-by-lot basis and not part of a larger redevelopment effort.

- **What is the intent of the Redevelopment in this area?** A: The Comprehensive Plan states the following for redevelopment in this area: *“Near the intersection of George Bush Drive and Wellborn Road includes a number of underperforming commercial activities and poor quality residences that may be further impacted by future intersection improvements in this area. Much of the area is currently subdivided into small lots, making it difficult to assemble land for redevelopment. The presence of existing residences and businesses, and proximity to existing neighborhoods and the University campus, requires careful site planning and appropriate building design. Efforts should include a focus on bringing vertical mixed-use and other aspects of urban character to this portion of the City.”*
- **How is Fairview and Montclair alley split in “redevelopment” plan?** A: The Redevelopment area (as described in the Comprehensive Plan) is not intended to be used at a parcel specific level. Additionally, the Comprehensive Plan recognizes that the area shown for Redevelopment will likely be altered through this planning process. However, if the Redevelopment boundaries remain the same, an alley area could potentially act as a buffer, depending on current condition and use.
- **What is density for this area?** A: As currently shown on the Community Character map and described in the Comprehensive Plan, this area is proposed for high density redevelopment. Again, the type and density of redevelopment desired for this area can be altered through this process.
- **What does the City review with small lots are demolished and five bedroom and four bath duplexes are built. No parking.** A: The City reviews to ensure that the structure type (duplex, single-family home, etc.) is permitted in the zoning district. The City also ensures that construction plans meet all applicable building code. Parking is required with new construction. Single-family homes are required two off-street parking spaces, while duplexes require parking based on the bedroom count.
- **Are these new houses frats, sororities, family, what?** A: As described in the Comprehensive Plan, redevelopment in this area could mean high-density multi-family and mixed-use development. Generally, this could include sorority/fraternity houses, but would not likely include single-family homes. Again, the type and density of redevelopment desired for this area can be altered through this process.
- **How are time lines for redevelopment defined?** A: There is no current timeline associated with the Redevelopment of the northwest section of the neighborhood.
- **Will the City be proactive or reactive with respect to redevelopment?** A: In the areas designated for Redevelopment in the Comprehensive Plan, it is intended that the City would encourage redevelopment through special zoning or development regulations, or possibly capital improvements.
- **Will the City pay for street relocation?** A: It is not anticipated that streets will be relocated with redevelopment of this area. If a large number of properties are consolidated for a single redevelopment project, the relocation of infrastructure could be possible, but would likely be paid for by the developer of such a project.

Figure B.3, Issues and Opportunities

Redevelopment, Continued

- **What parcel size, minimum, will be required for redevelopment?** A: Specific regulations have not been created for the Redevelopment area. Much of the area is currently subdivided into small lots, making it difficult to assemble land for redevelopment. The presence of existing residences and businesses, and proximity to existing neighborhoods and the University campus, requires careful site planning and appropriate building design. Recommendations for future development can be created through this process.
- **The map presented that is color-coded for land use shows a central area (color olive). The facilitator indicated the color indicated that the goal is to maintain the “character” of the neighborhood. How does the City plan to do this when a large proportion of houses (particularly Village, Goode, Glade, Timm, Pershing) sold become rentals with multiple college students.** A: Through this process, it will be important for the neighborhood to identify those things that create character in their area and those that detract from it. Approaches to conserve and enhance those elements that create the character will need to be developed and solutions to deal with those things that detract from the character will need to be evaluated through this planning process.

Action Items for City Staff

The items below are considered to be Action Items for City Staff (such as repairs) and are included as they were recorded during the meeting or as they were provided on a comment card.

Bicycling & Walking

- Please replace burned out street light bulbs on Holleman.

Code Enforcement

- Glade Street @ Park Place – tree in line of site – looking towards Oakwood
- Park Place @ Dexter going west – line of site blocked
- There is none unless someone complains, then it takes several days to get any action. The entire 700 block of Holleman has knee high grass for over 3 weeks. Noise at night from parties is a continuous issue. Parking in tow away zones is frequent at night and weekends. No ticketing except on game days or by resident complaint.
- Lincoln Street rental property has trash/salvage items in yard (██████████)
- Neighbor drives through yard to his driveway (██████████)
- Game day neighbor parks in yard (██████████) rental property
- South Fairview took away street parking but not enough parking for visitors in driveway (██████████ no parking on street)
- ██████████ uses bulk trash pickups for business
- ██████████ more than 4 unrelated occupants
- Overflowing trash cans do not get picked up (██████████ of Hereford)
- Corner of Pershing and Shetland parking in intersection
- Guernsey and Welch parking illegally
- West of Hereford little of all types – parking in lawns
- Welsh dead trees laying around (not being picked up)
- 801 Dexter parking lot has no curb cut

Historic Preservations

- Please change the 921 Pershing to light green – house built in 1936. Check your facts!

Infrastructure

- Intersection of Park Place and Lee – It stopped at Lee, north and south, difficult to tell whether there is east/west traffic on Park Place to know whether it is safe to go through intersection.
[Transportation Engineer] The sight distance at the intersection was evaluated in November 2011 and at this time there was adequate visibility of the adjacent intersections for traffic traveling both north and south through the intersection.
- Timber St and Bush Ave, overlay on Bush and sidewalk, bird ponds and is not flush
*[Public Works] A Work Request was created to repair the sidewalk ramp and install a valley gutter across Timber Street.
Status: 1/26/12 - Scheduled for end of Spring Semester since an intersection closure will be required. The Concrete Repair Contract will be used.*
- Highland Street is recently repaired for its length but is already failing and a rough ride of bumps.
 - *[Capital Projects] Highland was included in the West Park project and completed in 2007. Upon review, there does not appear to be failing areas.*
- Drainage – Holik, Park Place, Anna
*[Public Works / Planning and Development Services] A Work Request can be created to install approximately 100 feet of curb and gutter on the east side of Holik which will accommodate drainage and keep the adjacent grassed from becoming rutted from parking, etc. First, however the neighborhood, CSISD, should confirm there is consensus to this improvement.
Status: 1/26/12 – Public Works is waiting for confirmation from Planning and Development.*
- Glade and Park Place – storm sewer blocked floods intersection
*[Public Works] A Work Request was created to clean out the silt and debris obstructions at the outfall. The owner and residents will need to be contacted and consent for this work to proceed.
Status: 1/26/12 – Schedule for repair in middle of February*
- Park Place – Holik to Anderson – floods
[Public Works] Staff inspected this area, however there was not an apparent obstruction to remove.
- Storm sewer is higher than street at Anderson @ Holleman – floods during heavy rain.
[Public Works] Staff inspected this area during the rain event on November 22nd, and it appeared to be draining properly with no evidence of ponding.
- Fairview & Guernsey – next time redo streets, grind it down, doesn't drain.
[Public Works] Staff inspected this area during the rain event on November 22nd, and it appeared to be draining properly with no evidence of ponding.
- Sewer at corner of Glade & Park Place backs up with any amount of rain.
*[Public Works] A Work Request was created to clean out the silt and debris obstructions at the outfall.
Status: 1/26/12 – Schedule for repair in middle of February*
- George Bush lanes flood when it rains near Texas A&M Golf Course – resurface for drainage?
[Planning and Development Services] This comment is forwarded to Texas Department of Transportation as George Bush Avenue is a TxDOT roadway.
- The old time street lights have serious electrical safety issue as access plates have been broken or removed. Electrical tape is not a safe solution. No sewer maintenance. Backups will likely occur. The brown colored street sign posts are now rusting badly after only a few years of use. No more of those, they do no last and look worse than the old silver colored ones. Do not use sprinkling hot tar followed by gravel unless it is swept to remove the loose gravel. This does not work to repair pot holes since it just temporarily fills it in.
[CSU Electric] Street light access plates are being addressed.
- Non-functional drainage on Leacrest and standing water.
Noted.
- Phoenix St neighborhood people walking to store on Southwest Pkwy & Wellborn – need sidewalks southland
[Greenways, Bike, Ped] \$200,000 of the \$300,000 provided for sidewalks in the 2008 Bond referendum will go towards the construction of a sidewalk on Dexter. The scope will depend on what can be constructed with \$200,000. This was bumped up in priority when it became an ADA request. Priorities are apart of the Bicycle, Pedestrian, and Greenways Master Plan. For more information on the plan and the process described in Chapter 7, please visit www.cstx.gov/bikepedgreenways
- Extend sidewalk on Dexter (requested 5 years ago)
[Greenways, Bike, Ped] \$200,000 of the \$300,000 provided for sidewalks in the 2008 Bond referendum will go towards the construction of a sidewalk on Dexter. The scope will depend on what can be constructed with \$200,000. This was bumped up in priority when it became an ADA request. Priorities are apart of the Bicycle, Pedestrian, and Greenways Master Plan. For more information on the plan and the process described in Chapter 7, please visit www.cstx.gov/bikepedgreenways

Figure B.3, Issues and Opportunities

Infrastructure, Continued

- Gutter flow in Southwest Pkwy and Welsh
Noted.
- Glade and Park Place drainage problem
[Public Works] A Work Request was created to clean out the silt and debris obstructions at the outfall.
- Why no curbing in area of Anna, Holik, etc.? Water off Park Place goes through yards and does not drain. Appears to be a blockage.
*[Public Works] Curb and gutter was not the original design. However, a Work Request was created to clean out the silt and debris obstructions at the outfall.
Status: 1/26/12 – Inspected during the storm on January 25, 2012 and was draining properly.*
- Blocked storm sewer drain at Suffolk. No one seemed to know who was in charge of getting it fixed. Still not fixed (from month ago). Are we just overwhelmed or no planning? (For instance old fire hydrants, drainage capacity – keeping ahead of the curve in already developed areas, not just outer developing areas).
*[Public Works] Staff will continue to monitor drainage concerns in this area, but there are no drainage inlets on Suffolk or apparent obstructions.
Status: 1/26/12 – No drainage concerns were noted during the January 25, 2012 storm.*
- Anderson and Holleman – storm sewers higher than street at intersection
[Public Works] Staff inspected this area during the rain event on November 22nd, and it appeared to be draining properly with no evidence of ponding.

Public Safety

- 902 Hereford – No parking for guest on either side of the street in front of our house and the No Parking Sign is not visible because of my neighbors' tree growth.

Code Enforcement

- Glade Street @ Park Place – tree in line of site – looking towards Oakwood
- Park Place @ Dexter going west – line of site blocked
- There is none unless someone complains, then it takes several days to get any action. The entire 700 block of Holleman has knee high grass for over 3 weeks. Noise at night from parties is a continuous issue. Parking in tow away zones is frequent at night and weekends. No ticketing except on game days or by resident complaint.
- Lincoln Street rental property has trash/salvage items in yard (██████████)
- Neighbor drives through yard to his driveway (██████████)
- Game day neighbor parks in yard (██████████) rental property
- South Fairview took away street parking but not enough parking for visitors in driveway (██████████ no parking on street)
- ██████████ uses bulk trash pickups for business
- ██████████ more than 4 unrelated occupants
- Overflowing trash cans do not get picked up (██████████ of Hereford)
- Corner of Pershing and Shetland parking in intersection
- Guernsey and Welch parking illegally
- West of Hereford little of all types – parking in lawns
- Welsh dead trees laying around (not being picked up)
- 801 Dexter parking lot has no curb cut

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- ██████████ uses bulk trash pickups for business
- ██████████ more than 4 unrelated occupants
- Overflowing trash cans do not get picked up (██████████ of Hereford)
- Corner of Peshing and Shetland parking in intersection
- Guernsey and Welch parking illegally
- West of Hereford little of all types – parking in lawns
- Welsh dead trees laying around (not being picked up)
- 801 Dexter parking lot has no curb cut

Figure B.4, Small Area Meetings

Small Area Meetings – Survey Responses

Following discussions during the Small Area Meetings, a questionnaire was distributed to those in attendance. The questions included were Area specific and were meant to provide information that could be used to supplement the discussion during the meeting. Responses to the questions were separated into resident owners, resident renters, and property owners that do not live in the area.

Area 1 – January 30, 2012

Identify as “live in a home that I own in the Southside Area”:

1. **Choose the statement that best describes your opinion related to on-street parking in Area 1:**
 - (1) On-street parking in Area 1 should be prohibited on both sides of the street
2. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.
3. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support the current restriction that allows only 4 un-related personas to live together as a “single family.”

Identify as “live in a home that I own” & “Own rental property in Southside Area”:

1. **Choose the statement that best describes your opinion related to on-street parking in Area 1:**
 - (1) On-street Parking in Area 1 should remain available as it is today
Additional Info: Armistead St. Bush to Armistead; one side only M.L.F.F.
2. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should be added as money is available on any street that does not currently have a sidewalk (including streets without curb and gutter)
Additional Info: Armistead St. (25' wide)
3. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support allowing only limited on-street parking
Additional Info: P&Z & Council problem for new construction

Identify as “Own rental property in Southside Area”:

1. **Choose the statement that best describes your opinion related to on-street parking in Area 1:**
 - (2) On-street parking in Area 1 should remain available as it is today
 - (1) On-street parking in Area 1 should be limited to one side of the street
2. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (2) Sidewalks should be added as money is available to streets with curbs that does not currently have a sidewalk (including streets without curb and gutter)
Additional Info: On south side of road where most student density is
 - (1) Sidewalks should not be added to streets in my neighborhood
3. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support allowing only limited on-street parking
 - (2) I generally support limiting the amount of a property's front yard that can be paved for parking
 - (1) I generally support the current restriction that allows only 4 un-related persons to live together as a “single-family.”
Additional Info: support neighborhood conservation
 - (1) I do not support any restrictions in single-family areas to address the impact of rental housing

Area 2 – January 31, 2012

Identify as "live in a home that I own in the Southside Area":

1. **Choose the statement that best describes your opinion related to neighborhood streets that are not currently built to the City's modern street standards:**
 - (1) Neighborhood Streets should be improved to meet the City's current standards
Additional info: around schools
 - (5) Neighborhood Streets should be maintained as they exist today
Additional info: except by schools
2. **Choose the statement that best describes your opinion related to existing unimproved alleys behind homes in Southside:**
 - (3) Alleys should be abandoned by the City and adjacent homeowners should own and maintain the alleys
 - (3) Alleys should remain owned by the City and vegetation should be cleared
Additional info: there are areas that only have access to garages through the alleyway
Additional info: also working drainage of alley
3. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (3) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.
Additional info: and be sure to notify all homeowners to be impacted by construction, not just the homeowners whose mailing address is that street. When the sidewalk was put on Glade, we were not notified because our address is Timm. The sidewalk along the longer side of our property and we are tasked with maintenance. A little proactive PR would have been appreciated.
 - (3) Sidewalks should not be added to streets in my neighborhood.
 - No response indicated
Additional info: sidewalks where there is flooding and where there is room
4. **Choose the statement(s) that best describes your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial are):**
 - (1) Future redevelopment of Area 5 could include development of commercial uses or vertical mixed use along the perimeter of the neighborhood, along George Bush Drive and Wellborn Road.
 - (3) Future redevelopment of Area 5 should continue as it is occurring today - on a lot-by-lot basis, replacing historic homes with new structures, primarily intended for student housing, but generally retaining the existing density.
 - (1) Future redevelopment of Area 5 could include conversion of some older homes to other uses such a lawyer's office or bed & breakfast.
 - (1) Future redevelopment of Area 5 could include the addition of more single-family homes
 - (1) Future redevelopment of Area 5 could include additional student housing by allowing accessory structures or second dwelling units on properties in the area.
 - (1) Future redevelopment of this Area 5 could only include conversion of older homes to other uses such a lawyer's office or bed & breakfast if the existing home on the property is retained.
Additional info: hotel, multistory retail /commercial with lower level parking or parking structures
5. **Choose the statement(s) that best describes your opinion related to potential historic preservation or character preservation in your neighborhood:**
 - (4) I could support and would like to see a set of standards to protect the existing character of the Southside Area.
 - (5) I would be willing to work with my neighbors to develop standards that could protect the existing character of the area that I live in.
 - (1) I support and desire Historic Preservation (where applicable) in the Southside Area.
 - (1) I would be willing to work with my neighbors to develop Historic Preservation standards for the area that I live in.
6. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (3) I generally support allowing only limited on-street parking.
 - (3) I generally support requiring more off-street parking for new single-family construction.
 - (5) I generally support limiting the amount of a property's front yard that can be paved for parking.
 - (2) I generally support an increased tree planting requirement for new single-family construction.
 - (5) I generally support the current restriction that allows only 4 un-related persons to live together as a "single family."
Additional info: (referring to 6) rather see less
Additional info: I want 2 or 3 unrelated parties
Additional info: I also think we should limit the number of unrelated individuals in single family home to 2

Area 2 Continued – January 31, 2012

Identify as "live in a home that I own" and "I own rental property in the Southside Area":

1. **Choose the statement that best describes your opinion related to neighborhood streets that are not currently built to the City's modern street standards:**
 - (1) Neighborhood Streets should be improved to meet the City's current standards
2. **Choose the statement that best describes your opinion related to existing unimproved alleys behind homes in Southside:**
 - (1) Alleys should remain owned by the City and vegetation should be cleared
3. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should be added as money is available to streets with curbs that do not currently have a sidewalk.
4. **Choose the statement(s) that best describes your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial are):**
 - (1) Future redevelopment of Area 5 could include conversion of some older homes to other uses such a lawyer's office or bed & breakfast.
5. **Choose the statement(s) that best describes your opinion related to potential historic preservation or character preservation in your neighborhood:**
 - (1) I could support and would like to see a set of standards to protect the existing character of the Southside Area.
6. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support the current restriction that allows only 4 un-related persons to live together as a "single family."

Area 2 - February 1, 2012

Identify as "live in a home I own in the Southside Area":

1. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should only be added to streets that provide access through the neighborhood in areas
2. **Choose the statement(s) that best describes your opinion related to future development within your neighborhood:**
 - (1) Existing larger lots should be able to be subdivided into lots that are similar in size to other lots in the neighborhood.
3. **Choose the statement(s) that best describe your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial area):**
 - (1) Future redevelopment of Area 5 should only include additional uses or additional housing if the existing home on the property is retained.
4. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support allowing only limited on-street parking
 - (1) I generally support requiring more off-street parking for new single-family construction.
 - (1) I generally support an increased tree planting requirement for new single-family construction
 - (1) I generally support limiting the amount of a property's front yard that can be paved for parking.

Additional Info: one parking place (off street) per bedroom is desirable

Area 3 – January 30, 2012

Identify as “live in a home that I own in the Southside Area”:

1. **Choose the statement that best describes your opinion related to on-street parking in Area 1:**
 - (4) On-street parking in Area 1 should be limited to one side of the street
Additional Info: Citations should be issued to violators
2. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (5) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.
Additional Info: Park Place and Anna between Holick and Timber should take precedence because of schools in area, including student travel to TAMU
 - (3) Sidewalks should be added as money is available on any street that does not currently have a sidewalk
3. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (3) I generally support an increased tree planting requirement for new single-family construction
 - (7) I generally support limiting the amount of a property’s front yard that can be paved for parking.
 - (3) I generally support allowing only limited on-street parking
 - (5) I generally support the current restriction that allows only 4-unrelated persons to live together as a “single family.”
Additional info: I would support changing the ordinance # to 3 unrelated persons
 - (5) I generally support requiring more off-street parking for new single-family construction
Additional Info: I support restriction that allow only 3 persons

Identify as “home I rent in Southside Area”:

1. **Choose the statement that best describes your opinion related to on-street parking in Area 1:**
 - (1) On-Street parking in Area 1 should remain available as it is today
Additional Info: citations should be issued to violators
2. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.
3. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**

Identify as “live in a home I own” & “own rental property in Southside Area”:

1. **Choose the statement that best describes your opinion related to on-street parking in Area 1:**
2. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely
 - (1) Sidewalks should not be added to streets in my neighborhood
3. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support requiring more off-street parking for new single-family construction
 - (1) I generally support limiting the amount of property’s front yard that can be paved for parking
 - (1) I generally support the current restriction that allows only 4 un-related persons to live together as a “single family.”

Identify as “live in an apartment in the Southside Area”:

1. **Choose the statement that best describes your opinion related to on-street parking in Area 1:**
 - No response recorded
Additional Info: Dexter has a problem just off of Holleman with parking before you get to Winding so traffic is squeezed sometimes – especially on Sunday
2. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.
Additional Info: Dexter needs a way to get people safely past the park. Big rock on left by traffic calming device makes road very narrow
3. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I do not support any restrictions in single-family areas to address the impacts of rental housing
 - (1) I generally support an increase tree planting requirement for new single-family construction

Additional Info: Some problems on Map EL.24 are due to traffic being heavy as students head to class and left turn lanes are too short. There are often 3 or 4 cars sticking out that can not lit in the left turn lane so traffic has to [sway]. The left turn lane at Dexter and George Bush only hold 2 cars. Some lights could be longer to compensate for the larger number of cars or concrete could be removed. A right turn only lane should be put in from the bridge at Redmond Terrace Apts and including Holleman and Texas. Though traffic is now blocking right turn traffic.

Figure B.4, Small Area Meetings

Area 4 – January 30, 2012

Identify as "live in a home that I own in Southside Area":

1. **Choose the statement that best describes your opinion related to on-street parking in Area 1:**
 - (1) On-street parking in Area 1 should be limited to one side
2. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should only be added as money is available on street that does not currently have a sidewalk (including streets without curb and gutter)
3. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support an increased tree requirement for new single-family construction

Area not identified or multiple areas identified:

Identify as "own rental property in Southside Area":

1. **Choose the statement that best describes your opinion related to on-street parking in Area 1:**
 - No response indicated
Additional info: change parking on Village no park north
2. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (2) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.
Additional info: and always placed adjacent to the curb. Don't chop up the yard!
3. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I do not support any restrictions in single-family areas to address the impacts of rental housing
 - (2) I generally support allowing only limited on-street parking
 - I generally support requiring more off-street parking for new single-family construction
Additional info: this close to the University
 - (1) I generally support an increased tree planting requirement for new single-family construction
 - (1) I generally support limiting the amount of a property's front yard that can be paved for parking
Additional Info: Old construction
 - (1) I generally support the current restriction that allows only 4 unrelated persons to live together as a "single family"

'Tell us more' Comments:

Look up QANAT on Wikipedia- it is Aranian or Persian Architecture – It is a water system that uses a small drop over length – think of the angle over length a plumber uses in a house for sewer pipe so the water moves the solids along. You will see that it could be your answer to drainage problems

1. Maps are hard to read. Recommend to use thicker lines, brighter colors, larger font, etc. 2. The storm water has huge impact on local creek already. And flood plains are occupied by private property backyards. If we use more curb and gutter, the natural wetland will be suffered more and more

You are using curb/gutter system. Have you thought the pressure you are putting on the natural creek? This is like problem solving today and creating problems for tomorrow. You really need to consider the time of concentration "of storm water." Please Google it if you don't know what it is. The term is related to floods.

Area 4 – January 31, 2012

Identify as "I live in a home I own in the Southside Area":

1. **Choose the statement that best describes your opinion related to neighborhood streets that are not currently built to the City's modern street standards:**
 - (5) Neighborhood Streets should be maintained as they exist today
Additional Info: for the most part
Additional Info: drainage adjacent to streets without curbs & gutters need to be graded to function properly
2. **Choose the statement that best describes your opinion related to existing unimproved alleys behind homes in Southside:**
 - (1) Alleys should be abandoned by the City and adjacent homeowners should own and maintain the alleys
 - (3) Alleys should remain owned by the City and vegetation should be cleared
Additional Info: we already maintain
Additional Info: some alleys are used for drainage. If alley are maintained by homeowners, some provisions to ensure alleys are kept functional needs to be in place
 - (1) Alleys should remain owned by the City and vegetation should remain as it exists
Additional Info: for the most part but certain alleys cannot continue to be the way they are
3. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (3) Sidewalks should not be added to streets in my neighborhood.
Additional Info: area 4 ok- may be a couple of exceptions but limited to a few blocks. Sidewalks to support student access to school are essential.
 - No response indicated
Additional Info: each sidewalk issue is a separate item for the above

Area 4 Continued – January 31, 2012

4. **Choose the statement(s) that best describes your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial are):**
 - (3) Future redevelopment of Area 5 should continue as it is occurring today - on a lot-by-lot basis, replacing historic homes with new structures, primarily intended for student housing, but generally retaining the existing density.
Additional Info: (marked out 'replacing historic homes with new structures, primarily intended for student housing')
Additional Info: analytical traffic study needed before increasing density through apartments or vertical development. Will get additional traffic as small houses are replaced by larger houses. I.e. current trends will continue at least for the 5-7 year life of this plan.
 - (1) Future redevelopment of Area 5 could include conversion of some older homes to other uses such a lawyer's office or bed & breakfast.
 - (1) Future redevelopment of this Area 5 could only include conversion of older homes to other uses such a lawyer's office or bed & breakfast if the existing home on the property is retained.
 - (2) Future redevelopment of Area 5 could include the addition of more single-family homes.
 5. **Choose the statement(s) that best describes your opinion related to potential historic preservation or character preservation in your neighborhood:**
 - (4) I support and desire Historic Preservation (where applicable) in the Southside Area.
 - (2) I would be willing to work with my neighbors to develop Historic Preservation standards for the area that I live in.
 - (3) I could support and would like to see a set of standards to protect the existing character of the Southside Area.
 - (1) I would be willing to work with my neighbors to develop standards that could protect the existing character of the area that I live in.
 6. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (3) I generally support allowing only limited on-street parking
 - (3) I generally support an increased tree planting requirement for new single-family construction.
 - (4) I generally support limiting the amount of a property's front yard that can be paved for parking.
Additional Info: I would prefer a lower number. 2 being the best option (refereeing to 4 un-related persons living together as a single family)
 - (4) I generally support the current restriction that allows only 4 un-related persons to live together as a "single family."
 - (4) I generally support requiring more off-street parking for new single-family construction
Additional Info: there are design issues- some properties handle this well, others not so well, provide examples of how off-street parking can be handled with taste
- Identify as "I live in a home I own" and "own rental property in the Southside Area":
1. **Choose the statement that best describes your opinion related to neighborhood streets that are not currently built to the City's modern street standards:**
 - (1) Neighborhood Streets should be maintained as they exist today
Additional info: widening streets in the historic area to accommodate more "cut through" traffic will be met with organized non-violent (at least at first) resistance.
 - (2) Neighborhood Streets should be improved to meet the City's current standards
Additional Info: other than where there are historic trees allow more parking or allow more cuts for driveway
 2. **Choose the statement that best describes your opinion related to existing unimproved alleys behind homes in Southside:**
 - (1) Alleys should remain owned by the City and vegetation should be cleared
 3. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (2) Sidewalks should be added as money is available to streets with curbs that do not currently have a sidewalk.
 4. **Choose the statement(s) that best describes your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial are):**
 - (1) Future redevelopment of Area 5 could include multi-family and vertical mixed use on some streets.
Additional info: I'd be fine with mixed use, aesthetically pleasing business to promote a more walk able/bikeable community. (ie restaurants, coffee shops, antique shops, etc)
 - (1) Future redevelopment of Area 5 should continue as it is occurring today - on a lot-by-lot basis, replacing historic homes with new structures, primarily intended for student housing, but generally retaining the existing density.
 5. **Choose the statement(s) that best describes your opinion related to potential historic preservation or character preservation in your neighborhood:**
 - (3) I support and desire Historic Preservation (where applicable) in the Southside Area.
 - (1) I would be willing to work with my neighbors to develop Historic Preservation standards for the area that I live in.
 - (1) I could support and would like to see a set of standards to protect the existing character of the Southside Area.
 - (1) I would be willing to work with my neighbors to develop standards that could protect the existing character of the area that I live in.

Area 4 Continued – January 31, 2012

- 6. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support an increased tree planting requirement for new single-family construction.
 - (1) I generally support limiting the amount of a property's front yard that can be paved for parking.
 - (1) I generally support the current restriction that allows only 4 un-related persons to live together as a "single family."
 - (2) I do not support any restrictions in single-family areas to address the impacts of rental housing.

Identify as "I own rental property in the Southside Area":

- 1. **Choose the statement that best describes your opinion related to neighborhood streets that are not currently built to the City's modern street standards:**
 - (2) Neighborhood Streets should be improved to meet the City's current standards
- 2. **Choose the statement that best describes your opinion related to existing unimproved alleys behind homes in Southside:**
 - (2) Alleys should be abandoned by the City and adjacent homeowners should own and maintain the alleys
- 3. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should be added as money is available to streets with curbs that do not currently have a sidewalk.
 - (1) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.
- 4. **Choose the statement(s) that best describes your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial are):**
 - (1) Future redevelopment of Area 5 could include conversion of some older homes to other uses such a lawyer's office or bed & breakfast.
- 5. **Choose the statement(s) that best describes your opinion related to potential historic preservation or character preservation in your neighborhood:**
 - (1) I support and desire Historic Preservation (where applicable) in the Southside Area.
 - (1) I could support and would like to see a set of standards to protect the existing character of the Southside Area.
- 6. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support an increased tree planting requirement for new single-family construction
 - (2) I generally support the current restriction that allows only 4 un-related persons to live together as a "single family."

Additional Info: I am opposed to further restrictions to parking on Dexter Dr. I think single side parking is ok

Area 5 - January 31, 2012

Identify as "live in a home that I own in the Southside Area":

1. **Choose the statement that best describes your opinion related to neighborhood streets that are not currently built to the City's modern street standards:**
 - (1) Neighborhood Streets should be improved to meet the City's current standards
Additional Info: trees are beautiful and should be kept when possible but a lack of sidewalks and large trees close to the road can be hazardous
2. **Choose the statement that best describes your opinion related to existing unimproved alleys behind homes in Southside:**
 - (1) Alleys should remain owned by the City and vegetation should remain as it exists
Additional Info: I am currently unclear on the purpose of these alleys. Off the top of my head, these alleys sometimes provide a nice buffer for wildlife and between neighbors (and help with runoff?).
3. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should be added as money is available on any street that does not currently have a sidewalk (including streets without curb and gutter).
Additional Info: yay sidewalks- money provided
4. **Choose the statement(s) that best describes your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial are):**
 - (1) Future redevelopment of Area 5 could include development of commercial uses or vertical mixed use along the perimeter of the neighborhood, along George Bush Drive and Wellborn Road.
 - (1) Future redevelopment of Area 5 should only include additional uses or additional housing if the existing home on the property is retained.
 - (1) Future redevelopment of Area 5 should continue as it is occurring today - on a lot-by-lot basis, replacing historic homes with new structures, primarily intended for student housing, but generally retaining the existing density.
Additional Info: I would be in favor of incentives to keep existing structures, replacement as needed to keep existing density - affordable housing and some commercial development along the perimeter-> residential/commercial mixed use would be cool.
5. **Choose the statement(s) that best describes your opinion related to potential historic preservation or character preservation in your neighborhood:**
 - (1) I would be willing to work with my neighbors to develop Historic Preservation standards for the area that I live in.
 - (1) I could support and would like to see a set of standards to protect the existing character of the Southside Area.
 - (1) I would be willing to work with my neighbors to develop standards that could protect the existing character of the area that I live in.
 - (1) I am not interested in either Historic Preservation or Character Preservation in the Southside Area and never will be.
Additional Info: please remember some of the less grand homes Post-war not directly tied to A&M have some historical value too
6. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support allowing only limited on-street parking.
 - (1) I generally support an increased tree planting requirement for new single-family construction.
 - (1) I generally support limiting the amount of a property's front yard that can be paved for parking.
Additional Info: I am generally ok with current limits on on-street parking (one side in many areas). I am not in favor of paved yards
 - (1) I generally support the current restriction that allows only 4 un-related persons to live together as a "single family."

Identify as "own rental property in the Southside Area":

1. **Choose the statement that best describes your opinion related to neighborhood streets that are not currently built to the City's modern street standards:**
 - (2) Neighborhood Streets should be maintained as they exist today
Additional Info: exception would be if housing zoning changes i.e. single family to multi-
 - (1) Neighborhood Streets should be improved to meet the City's current standards
Additional Info: the above is my opinion regarding Area 5
2. **Choose the statement that best describes your opinion related to existing unimproved alleys behind homes in Southside:**
 - (1) Alleys should be abandoned by the City and adjacent homeowners should own and maintain the alleys
 - (2) Alleys should remain owned by the City and vegetation should remain as it exists
3. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should not be added to streets in my neighborhood.
 - (1) Sidewalks should be added as money is available to streets with curbs that do not currently have a sidewalk.
 - (1) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.

Area 5 Continued - January 31, 2012

4. **Choose the statement(s) that best describes your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial are):**
 - (1) Future redevelopment of Area 5 could include conversion of some older homes to other uses such a lawyer's office or bed & breakfast
 - (1) Future redevelopment of Area 5 could include the addition of more single-family homes
 - (3) Future redevelopment of Area 5 should continue as it is occurring today - on a lot-by-lot basis, replacing historic homes with new structures, primarily intended for student housing, but generally retaining the existing density.
5. **Choose the statement(s) that best describes your opinion related to potential historic preservation or character preservation in your neighborhood:**
 - (1) I could support and would like to see a set of standards to protect the existing character of the Southside Area.
 - (1) I am not interested in either Historic Preservation or Character Preservation in the Southside Area and never will be.
 - No response indicated
Additional Info: I support preservation but not at the expense of diverting redevelopment capital from the area
6. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support allowing only limited on-street parking
 - (1) I generally support an increased tree planting requirement for new single-family construction.
 - (1) I generally support limiting the amount of a property's front yard that can be paved for parking.
 - (1) I generally support the current restriction that allows only 4 un-related persons to live together as a "single family."
 - (1) I generally support requiring more off-street parking for new single-family construction.
 - (1) I do not support any restrictions in single-family areas to address the impacts of rental housing.

Area not indicated or multiple areas:

1. **Choose the statement that best describes your opinion related to neighborhood streets that are not currently built to the City's modern street standards:**
 - (2) Neighborhood Streets should be improved to meet the City's current standards
 - (1) Neighborhood Streets should be maintained as they exist today
2. **Choose the statement that best describes your opinion related to existing unimproved alleys behind homes in Southside:**
 - (3) Alleys should be abandoned by the City and adjacent homeowners should own and maintain the alleys
3. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (3) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.
4. **Choose the statement(s) that best describes your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial are):**
 - (2) Future redevelopment of Area 5 could include multi-family and vertical mixed use on some streets.
 - (2) Future redevelopment of Area 5 could include development of commercial uses or vertical mixed use along the perimeter of the neighborhood, along George Bush Drive and Wellborn Road.
 - (1) Future redevelopment of Area 5 could include conversion of some older homes to other uses such a lawyer's office or bed & breakfast
 - (1) Future redevelopment of Area 5 could include the addition of more single-family homes.
 - (2) Future redevelopment of Area 5 could include additional student housing by allowing accessory structures or second dwelling units on properties in the area.
 - (1) Future redevelopment of Area 5 could include multi-family and vertical mixed use on some streets
5. **Choose the statement(s) that best describes your opinion related to potential historic preservation or character preservation in your neighborhood:**
 - (2) I am not interested in either Historic Preservation or Character Preservation in the Southside Area and never will be.
 - (1) I support and desire Historic Preservation (where applicable) in the Southside Area.
6. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (3) I do not support any restrictions in single-family areas to address the impacts of rental housing.
 - (2) I generally support requiring more off-street parking for new single-family construction.
 - (2) I generally support the current restriction that allows only 4 un-related persons to live together as a "single family."
 - (1) I generally support an increased tree planting requirement for new single-family construction.

Area 5 – February 1, 2012

Identify as "I live in a home that I own in the Southside Area":

1. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - No response recorded
Additional Info: Sidewalks smaller than 6' (5', 4') should be considered depending on space. Smaller (4') sidewalks should be added to broader streets. Sidewalks should be added if pedestrian traffic justifies it. Home owners (owner occupied) should also be constructed.
 - (1) Sidewalks should only be added to streets that provide access through the neighborhood in areas
 - (1) Sidewalks should be added as money is available on any street that does not currently have a sidewalk (including streets without curb and gutter).
2. **Choose the statement(s) that best describes your opinion related to future development within your neighborhood:**
 - (4) Existing larger lots should not be subdivided to provide the opportunity for more single-family homes.
Additional Info: larger lots should not be divided because developers would build 2-3 story rental houses. Which would over populate the neighborhood. They are preserving city if houses are built only for owner occupied single family owner to preserve integrity of neighborhood
Additional Info: I like similar sized lots provided homes size can be limited to similar sized home (in sq. footage)
3. **Choose the statement(s) that best describe your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial area):**
 - (1) Future redevelopment of Area 5 should only include additional uses or additional housing if the existing home on the property is retained.
Additional Info: prevent gentrification of Area 5, maintain older homes, prohibit construction of unrelated, residents in multi story rental homes
 - (1) Future redevelopment of Area 5 could include multi-family and vertical mixed use on some streets.
 - (3) Future redevelopment of Area 5 could include development of commercial uses or vertical mixed use along the perimeter of the neighborhood, along George Bush Drive and Wellborn Road.
 - (2) Future redevelopment of Area 5 could include conversion of some older homes to other uses such a lawyer's office or bed & breakfast.
 - (1) Future redevelopment of this Area 5 could only include conversion of older homes to other uses such a lawyer's office or bed & breakfast if the existing home on the property is retained.
Additional Info: traffic flow in this area will be a major limiting problem
 - (1) Future redevelopment of Area 5 should continue as it is occurring today - on a lot-by-lot basis, replacing historic homes with new structures, primarily intended for student housing, but generally retaining the existing density. (*crossed out 'replacing historic homes with new structures'*)
Additional info: for now but the extended future should look to some
4. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (4) I generally support allowing only limited on-street parking
 - (3) I generally support requiring more off-street parking for new single-family construction
 - (4) I generally support an increased tree planting requirement for new single-family construction;
 - (4) I generally support limiting the amount of a property's front yard that can be paved for parking
 - (3) I generally support the current restriction that allows only 4 un-related persons to live together as a "single family."
Additional Info: clay and cider side arch should be considered for prevention of rental
Additional Info: Fewer than 4 un-related persons are too many for most "single" family homes. Parking should be at minimum 1 car per bedroom

Identify as "own rental property in the Southside Area":

1. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should not be added to streets in my neighborhood.
2. **Choose the statement(s) that best describes your opinion related to future development within your neighborhood:**
 - (1) Existing larger lots should be able to be subdivided into lots that are similar in size to other lots in the neighborhood.
Additional Info: but!! With homes that will blend in (as much as possible) with existing historical type homes
3. **Choose the statement(s) that best describes your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial area):**
 - (1) Future redevelopment of Area 5 could include development of commercial uses or vertical mixed use along the perimeter of the neighborhood, along George Bush Drive and Wellborn Road
 - (1) Future redevelopment of Area 5 could include conversion of some older homes to other uses such a lawyer's office or bed & breakfast
 - (1) Future redevelopment of Area 5 could include additional student housing by allowing accessory structures or second dwelling units on properties in the area.
4. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support requiring more off-street parking for new single-family construction
 - (1) I generally support limiting the amount of a property's front yard that can be paved for parking.

Figure B.4, Small Area Meetings

Area 6 – February 1, 2012

Identify as "I live in a home I own in the Southside Area":

1. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.
2. **Choose the statement(s) that best describes your opinion related to future development within your neighborhood:**
 - (1) Existing larger lots should not be subdivided to provide the opportunity for more single-family homes.
3. **Choose the statement(s) that best describe your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial area):**
 - (1) Future redevelopment of this Area 5 could only include conversion of older homes to other uses such a lawyer's office or bed & breakfast if the existing home on the property is retained
 - (1) Future redevelopment of Area 5 could include the addition of more single-family homes.
4. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support an increased tree planting requirement for new single-family construction
 - (1) I generally support limiting the amount of a property's front yard that can be paved for parking
 - (1) I generally support the current restriction that allows only 4 un-related persons to live together as a "single family."

Area 7 – February 1, 2012

Identify as "live in a home that I own in the Southside Area":

1. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.
Additional Info: consider the small area, and even address issues w/ lawn shortage
2. **Choose the statement(s) that best describes your opinion related to future development within your neighborhood:**
 - (1) Existing larger lots should be able to be subdivided into lots that are similar in size to other lots in the neighborhood.
3. **Choose the statement(s) that best describe your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial area):**
 - (1) Future redevelopment of Area 5 could include the addition of more single-family homes.
4. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support allowing only limited on-street parking.

Identify as "I own rental property in the Southside Area":

1. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should be added as money is available on any street that does not currently have a sidewalk (including streets without curb and gutter).
 - (1) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.
2. **Choose the statement(s) that best describes your opinion related to future development within your neighborhood:**
 - (2) Existing larger lots should be able to be subdivided into lots that are similar in size to other lots in the neighborhood.
3. **Choose the statement(s) that best describe your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial area):**
 - (1) Future redevelopment of Area 5 could include development of commercial uses or vertical mixed use along the perimeter of the neighborhood, along George Bush Drive and Wellborn Road.
 - (1) Future redevelopment of Area 5 could include conversion of some older homes to other uses such a lawyer's office or bed & breakfast.
 - (2) Future redevelopment of this Area 5 could only include conversion of older homes to other uses such a lawyer's office or bed & breakfast if the existing home on the property is retained.
 - (2) Future redevelopment of Area 5 could include the addition of more single-family homes.
Additional Info: parking garage?
 - (1) Future redevelopment of Area 5 should continue as it is occurring today - on a lot-by-lot basis, replacing historic homes with new structures, primarily intended for student housing, but generally retaining the existing density.
4. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (2) I generally support allowing only limited on-street parking
 - (2) I generally support an increased tree planting requirement for new single-family construction
 - (1) I generally support limiting the amount of a property's front yard that can be paved for parking
 - (1) I generally support the current restriction that allows only 4 un-related persons to live together as a "single family."
 - (1) I generally support requiring more off-street parking for new single-family construction.

Area 7 Continued – February 1, 2012

Identify as "live in a home that I rent in the Southside Area":

1. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (2) Sidewalks should only be added to streets that provide access through the neighborhood in areas designated by the Pedestrian Master Plan in order to accommodate pedestrians more safely.
2. **Choose the statement(s) that best describes your opinion related to future development within your neighborhood:**
 - (1) Existing larger lots should be able to be subdivided into lots that are similar in size to other lots in the neighborhood.
3. **Choose the statement(s) that best describe your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial area):**
 - (1) Future redevelopment of Area 5 could include development of commercial uses or vertical mixed use along the perimeter of the neighborhood, along George Bush Drive and Wellborn Road.
4. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I do not support any restrictions in single-family areas to address the impacts of rental housing.

Identify as "live in an apartment community in the Southside Area":

1. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should be added as money is available on any street that does not currently have a sidewalk (including streets without curb and gutter).
2. **Choose the statement(s) that best describes your opinion related to future development within your neighborhood:**
 - (1) Existing larger lots should be able to be subdivided into lots that are similar in size to other lots in the neighborhood.
3. **Choose the statement(s) that best describe your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial area):**
 - (1) Future redevelopment of Area 5 could include additional student housing by allowing accessory structures or second dwelling units on properties in the area.
4. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support an increased tree planting requirement for new single-family construction
 - (1) I generally support limiting the amount of a property's front yard that can be paved for parking.

Did not indicate occupancy status:

1. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should be added as money is available to streets with curbs that do not currently have a sidewalk.
2. **Choose the statement(s) that best describes your opinion related to future development within your neighborhood:**
 - (1) Existing larger lots should not be subdivided to provide the opportunity for more single-family homes.
3. **Choose the statement(s) that best describe your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial area):**
 - (1) Future redevelopment of Area 5 could include development of commercial uses or vertical mixed use along the perimeter of the neighborhood, along George Bush Drive and Wellborn Road
 - (1) Future redevelopment of this Area 5 could only include conversion of older homes to other uses such a lawyer's office or bed & breakfast if the existing home on the property is retained.
4. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I generally support allowing only limited on-street parking.
 - (1) I generally support requiring more off-street parking for new single-family construction.
 - (1) I generally support an increased tree planting requirement for new single-family construction.
 - (1) I generally support limiting the amount of a property's front yard that can be paved for parking.

Figure B.4, Small Area Meetings

Area not identified or multiple areas identified

Identify as "own rental property in the Southside Area":

1. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should be added as money is available to streets with curbs that do not currently have a sidewalk.
2. **Choose the statement(s) that best describes your opinion related to future development within your neighborhood:**
 - (1) Existing larger lots should be able to be subdivided into lots that are similar in size to other lots in the neighborhood.
3. **Choose the statement(s) that best describe your opinion related to potential redevelopment of Area 5 (southeast corner of Wellborn Road and George Bush Drive, behind Southgate Commercial area):**
 - (1) Future redevelopment of Area 5 could include multi-family and vertical mixed use on some streets.
 - (1) Future redevelopment of Area 5 could include development of commercial uses or vertical mixed use along the perimeter of the neighborhood, along George Bush Drive and Wellborn Road.
4. **Choose the statement(s) that best describes your opinion related to restrictions in single-family areas to address the impacts of rental housing in your neighborhood:**
 - (1) I do not support any restrictions in single-family areas to address the impacts of rental housing.
 - (1) I generally support the current restriction that allows only 4 un-related persons to live together as a "single family."

Identify as "live in a home that I rent in the Southside Area":

1. **Choose the statement that best describes your opinion related to future sidewalks in Southside:**
 - (1) Sidewalks should be added as money is available on any street that does not currently have a sidewalk (including streets without curb and gutter).

Other comments:

Need more street lights on the streets. They are too dark on Welch coming up to Holleman Dr. Tree's by street lights need to be cut & trimmed so it'll provide more lighting on Georgia St. & more.

In regards to landscaping I feel most new/replacement home developers (primarily in my Area 5) have done a good job at giving each home a minimum amount of irrigation and landscaping.

Small Area Meetings – Verbal Comments

All property owners and residents in the Southside Neighborhood Planning Area were notified of this series of public meetings. Based on information provided through the process, area-specific topics were presented for discussion. The purpose of the meetings was to discuss and generate solutions for issues previously identified in the following categories:

Areas 1 & 3: On-Street Parking, Drainage, Streets, Sidewalks, Street Lights, Neighborhood Conservation, Student Rental Impacts, and Code Enforcement.

Areas 2, 4 & 5: Historic Preservation/Character Preservation, Area 5 Redevelopment, Streets, Alleys, Drainage, Sidewalks, Student Rental Impacts, Code Enforcement, and Street Lights.

Areas 5, 6 & 7: Sidewalks, Holleman Drive Crossing, Street Lights, Drainage, Land Use, Neighborhood Conservation, Affordable Housing, Code Enforcement, Property Maintenance Code, Area 5 Redevelopment, and Student Rental Impacts.

Comments – January 30, 2012, Areas 1 & 3

On-Street Parking Area 1

There needs to be parking on only one side of the street for the remainder of Redmond.
 Parking is only allowed on one side of Holik. This decision should be reversed, and the City should look at changing it to the other side.
 People are parking too close to the intersection at George Bush and Rosemary.
 The parking bulge on Redmond should be eliminated.
 The City needs to pass an ordinance to allow more curb cuts so as to allow more driveways/parking areas. (on-site parking solution)

Sidewalks/Drainage/Streets

Don't do sidewalks on Village in Area 3. The bed of the road is soft and has been repeatedly repaired.
 There should be a sidewalk on Holleman.
 Only one block on Park Place has bad drainage, and when the area floods people park in the street. People then park in the ditch and it area becomes muddy. (Park Place and Anna)
 Suggested no parking on Park Place from Glade to Anna as a temporary fix before curb and gutter can be added.
 Overall, people seem to want curb and gutter with sidewalks.
 An inlet on Glade does not drain. Cleaning this would help the problem.
 There is a lot of traffic on Pershing from Thomas to Dexter. This area needs a sidewalk.
 Use traffic abatement on Pershing instead of a sidewalk.
 The full length of Pershing needs a sidewalk.
 There is a lot of pedestrian traffic on Park Place. It needs a sidewalk.
 Village needs a sidewalk from Glade to Pershing.
 Use a joint mailbox system so as to not interrupt the sidewalks.
 Just reduce the speed limit on Holleman.
 The light at Texas and Holleman backs up to Glade. The timing needs to be improved.
 There needs to be a warning light before the corner on Holleman to tell people what color the light is. They make warning lights that can show the current color.

Street Lights

Armistead has no lights.
 Low street lights are good because the light isn't blocked by the tree canopy.
 Texas Avenue to Anderson is dark on Park Place.

Neighborhood Conservation/Student Impact

Neighborhood Conservation should be on Redmond Terrace.
 There should be single-family landscape codes.
 Mowing needs to be better enforced.
 Are there City wide property standards?- Response- Property Maintenance Code
 Rear parking on lots is good, and paved front yards are bad. Can the City require rear yard parking? (Basically, we should prohibit people from paving their front yards for parking lots.)
 Insert information about living in the neighborhood into the utility bill.
 There should be a workshop for landlords to teach them how to be responsible.
 Limit the number of renters to 3.
 The City shouldn't do anything that assists property into becoming rental.
 Removing on-street problem must be within reason.

Code Enforcement

The City needs to be more aggressive on ticketing for on-street parking in no-parking areas.

Figure B.4, Small Area Meetings

Comments – January 31, 2012, Areas 2, 4 & 5

Character/Historic Preservation

- There is a desire to create a way for the City to stop tear downs and people building inappropriate houses that are not to scale.
- It would be nice if the City had a way that they could tell which are rentals and not. *Staff response- Rental registration.*
- Not everyone is registered. Is it required by law? *Staff response- Yes.*
- "Would you like to maintain the character of a neighborhood?" means something different to everyone.
- North Oakwood is going to be sending out a mailer asking if people want to be involved in an overlay. That will allow a rezoning to move forward while excluding the people and properties that don't want to be included.
- A TIF was suggested for the residential area. The TIF could be used to incent people to preserve a house. *Staff response- TIF could not be used, but we could look at an Assessment District. There are other possible incentives such as allowing B&Bs and commercial offices in preserved structures.*
- Property value is increasing, but the house is worth very little. This is causing problems because of taxes. This needs to be considered if incentives start happening.
- There are some houses that are possible national landmarks. If they could be become so, you cannot alter anything.
- There is no specific style of the neighborhood. There is a variety of style and character. COCS has architectural standards for commercial buildings that make design worse. Applying regulations to houses will have the same effect. The character of the neighborhood is the variety.
- We need to encourage families to occupy these houses. We need to look at actions that anyone can take to encourage owner-occupied houses.
- There could be a tax incentive for owner-occupied houses.
- People should sell their house to people that want to live there if they want to maintain a owner-occupied area.
- Invite the realtors in town to a meeting and build a relationship so that maybe realtors will bring owner-occupied buyers to the area.
- Is there some way to incent the owner to be responsible for their renters?
- Contact the owner yourself and tell them there you have a problem with their renters. He does not think that bringing realtors in will work because it is a free market and the property values in the area are not conducive to young families.
- There needs to be two categories: owner-occupied and rental. Each has its own rules to comply with. *Staff response- That is not legal for residential properties.*
- Heard two definitions of character- site related and traditional family occupants
- The character is about traditional family occupants.
- Others say that you can't separate the two definitions.
- The neighborhood is stronger when owner-occupied? A way to address that is through financial incentives to make the properties affordable to families.
- Site character- Is the solution is an opt-in and opt-out thing? Or is it better to develop a consensus and regulate?
- If you regulate what people do with their house you destroy the character.
- The style of a new house should blend in to protect property values.
- Residents could establish a coalition of people that buy a house and they sell it to a "family".
- We profess to be part of the TAMU community, but complain about the students. No one pattern is going to work for everything. We need to decide on one thing and go with it. It is what you make of it.

Area 5 Redevelopment

- Suggested that we allow free market to dictate, and not limit development to single-family.
- Restrict development to single-family.
- Allow commercial along Wellborn.
- Commercial on Wellborn makes since because of the future commuter rail along Wellborn.
- The feeder roads (residential roads not future Wellborn feeder roads) won't support the traffic for high rise apartments.
- Keep the area single-family, but a mild increase in density would be ok.
- Splitting lots and adding more houses will cause more traffic to an area that already has too much traffic.
- We should use technical data and see what the existing roads could accommodate without being widened. This would enable us to decide what land uses should be allowed. This will keep the City from taking away front yards to widen the roads. The City should not create a situation that endangers the neighborhood.
- Adopt a standard that no existing street will be widened. That will define the traffic constraints that cannot be exceeded by a land use.
- Allow office uses instead of apartments.
- Allow pedestrian-oriented commercial and neighborhood-oriented businesses (personal service shops).
- People cannot remodel campus houses and old houses because of the size and design constraints. A capital must be realized on a property.
- There could be a financial incentive to renovate campus houses and other historic homes.
- The City must address off-street parking.
- There needs to be a goal regarding the saturation of infrastructure.
- Keep the area single-family, and maybe reduce to the number of unrelated to 2.
- The City should step up and protect the Southgate Commercial building, particularly Pruitt's Fabric and the cleaners.
- Mixed use /Commercial should go on the corner, but require them to do a traffic study and create a situation that discourages cut-through traffic.
- Sum up- Keep the area single-family and let it continue to redevelop lot by lot like it is today.

Comments Continued – January 31, 2012, Areas 2, 4 & 5**Streets**

- Area 2-The room was in general agreement that the streets around the school should be improved to current standards with curb and gutter.
- Then the room changed to say a sidewalk on one side of the street with curb and gutter.
- -----
- Keep areas 4 the same as it is now and preserve the trees. (consensus)
- Angus from Fairview to Welsh could use curb and gutter. It is a messy street right now.
- Some houses have no ditch in front so when it rains the water goes everywhere. The yard is used for parking, it causes mud lots. (Kerry Street?)
- Add curbs to Welsh but not sidewalks.
- Just reshape the ditches.
- A person parking in the mud is part of the cost of character and less traffic.
- ---
- Dexter-
- Remove parking on the south end of it. It is too narrow and all parking should be removed.
- Dexter should not be widened. (Consensus)
- There should be a traffic circle at Dexter and Fairview
- There needs to be a sidewalk all the way to Holleman.
- The City needs to protect bicyclist.

Code Enforcement

No solutions suggested

Student Rental Impacts

- Allow additional curb cuts so that parking could be moved to the back.
- That is a problem because it encourages renters.
- Allow for variances to get additional curb cuts.
- Have a single-family parking requirement, like there must be a parking space for each car.
- Limit to residents to two unrelated and parking is resolved.
- Remove all on-street parking and everyone gets one permit per house for on-street parking.
- A group of homeowners could create a group that could address student issues by welcoming students and educating them.
- There should be a limit on the amount of parking on the property.
- Protect the front yards.
- Parking in the rear is ok. (Out of sight out of mind.)

Comments– February 1, 2012, Areas 5, 6 & 7**Sidewalks**

- Sidewalks are wanted. (This was a general statement, and not specific about where.)
- Streets are narrow and need to be repaired before a sidewalk is added.
- There isn't enough room for a sidewalk. It would take up front yard.
- Residents just want to see that the City is making improvements to the area.
- It would be safer to have a sidewalk because of kids. (Georgia Street)
- Maybe put a sidewalk on the opposite side from the parking.
- Maybe add sidewalks on Phoenix and Nevada to create way to get to the park.
- There needs to be funding on the stretch of Fairview that is not funded (extending to George Bush).
- We shouldn't build the extension along Wellborn to George Bush (the unfunded portion) because it will just get torn out later with TxDOT's project.

Holleman Drive Crossing

- There is a sense of fear at the crossing when kids run across and not all the cars stop. Some cars stop willingly, but others speed through to beat pedestrians.
- After school is the main time of the problem.
- The Police officer asked for specific times so that they can watch it more closely.
- Rush hour is also a problem. Maybe a flashing light before the crosswalk would be helpful.
- A traffic signal would be good, but a flashing light would be more helpful.
- More improvements are needed at this intersection. (Consensus)
- The City could do a warrant analysis and look at the possibility of a signal, but there are other more appropriate improvements that may be sufficient.
- **Street Lighting**
- Georgia needs more lighting. The lights don't work sometimes.
- The lights are too tall. The light is blocked by the tree canopy.
- The lights are spaced really far apart. A higher wattage would be helpful. (Maryem)
- Carolina needs more lights.
- **Drainage**
- No comments.

Comments Continued- February 1, 2012, Areas 5, 6 & 7

Land Use and Neighborhood Conservation

- More houses on smaller lots equals more parking that is needed.
- No more homes! They would rather see larger lots.
- Limit to development to single-story homes.
- Increase the required single-family parking to three.
- There is a shortage of affordable housing in College Station.
- The 8500 SF requirement steals property from homeowners who would like to sell their land.
- Put parking in the back of the house.
- There isn't a preference to have more houses.
- There is not a desire to do something different than what is in place now. (Based on the conversation a Neighborhood Conservation designation is appropriate.) (Consensus)

Affordable Housing

No comments.

Code Enforcement and Property Maintenance

- It is appreciated that the City allows out of town owners to designate a local person to handle code issues.

Area 5 Redevelopment

- Changing the land use now on the Comp Plan would be harmful to the people that bought property in the area in anticipation for future redevelopment. Changing the land uses every few years is going to make it hard for investors to speculate.
- There is concern about the size of Montclair compared to the increase in traffic as a result of the new interchange. He is not suggesting that it be widened, just more of a concern and observation.
- Work with TAMU Arch to work on a plan of how Southgate would function if the whole thing turned around and became pedestrian friendly.
- Apartment complexes are not acceptable, but neighborhood commercial (pharmacy was the example) would be ok.
- Step it down from commercial to residential.
- Some commercial is reasonable and expected. A fear is that the historical buildings become out of place because apartment buildings built next to them.
- Let the commercial be deeper off of Wellborn and let it extend further south.
- The City needs to work with TxDOT to get them to buy all of Southgate.
- A parking garage would be useful in the Southside area to accommodate the amount of parking needed to accommodate visitors, dorms, and housing.
- Zone it all commercial and apartments so that parking is accommodated.
- Special attention needs to be paid to Montclair and Luther because of the new traffic from the future interchange. Commercial along the edge would be ok but maybe not viable because of access. Access would have to be through the neighborhood. Montclair and Luther would be the access.

Student rental Impact

- New housing should have one parking place per bedroom with a maximum percentage of paving in the front yard.
- There needs to be a restriction on how much of the front yard is paved.
- If additional landscaping is required, it wouldn't be watered anyway.

Figure B.5, Area V Redevelopment

Special Meeting – Area 5 Land Use & Redevelopment
 May 1, 2012

All property owners and residents in Area 5 of the Southside Neighborhood Planning Area were notified of this public meeting. Other Plan participants were notified by email. The purpose of the meetings was to discuss redevelopment options for Area 5. Groups used maps of the Area to develop potential development scenarios.

Trait	Discussion Groups				
	1	2	3	4	5
Allow Demolition of Campus Homes	X	X	X	X	X
Comercial @ Luther/Wellborn			X	X	X
Commercial @ Perimeter	X		X	X	
"Core" reamain Single-Family		X	X		X
Extended Urban Area	X				
Height Limit Transition		X		X	X
Hotels Acceptable	X		X	X	
Multi-Use Path			X		X
Neighborhood Conserv ation for most			X		
No Apartments			X		
One-way Streets	X			X	X
Parking as a Primary Use				X	X
Parking Remov al	X				
Perimeter High-Density	X	X	X	X	X
Regulate Building Materials		X			
Structured Parking o.k.	X			X	
Traffic Management (ie: speed hump)	X				
Transition Area		X		X	X
Tree Preserv ation		X			

Notes

Group #1 (No map was developed by Group #1)

Opinion:

- Need SF, light commercial & hotel uses (5 green)
- Traffic management (speed bumps) excluding limiting parking (2 red)
- Move line between Fairview & Montclair (3 green)
- Better code enforcement (2 green)

Dissent:

- No changes that increase traffic into neighborhood (1 green, 2 red)
- If one ways or other traffic management tools, open to other land uses e.g. cul-de-sacs, speed bumps, etc (1 green, 1 red)
- Do not move line eastward (1 red)

Group #2

- Allow highest density along perimeter (not far in) with the corner having a larger area of multi-family as shown on the map. (4 green)
- Transitional use (like sf/apt photos) be allowed against single-family.
- Maryem and Grove be the limit. – Single-family past Maryem and Grove. (1 red, 1 green)

Details:

- height limit (11 green)
 - different for multi-family and transitional (1 green)
- Max floor to area ratio (5 green)
- Limit on signs (business) (3 green)
- Materials – wood & brick (1 red, 1 green)
- No stucco (1 red, 5 green)
- Maintain existing vegetation in buffer areas (3 green)
- Bike & Ped Friendly in higher density areas. (6 green)
- Gateway (corner of George Bush and Wellborn Road) (1 green)
 - Uniformity (1 red)
 - Architectural

Group #3

- Urban/Redevelopment limited to the periphery with higher concentrations near Luther St* and Montclair/Highlands ** corners, with lower density between them. Greek walkway (9 green)
- *Hotel preference **Commercial (4 green, 3 red)
- Neighborhood conservation in remaining neighborhood areas (5 green, 1 red)

Group #4

- Allow demolition of campus homes for redevelopment (3 green, 1 red)
- Single-2 story townhomes on edge to transition to SFR (5 green)
- 3-4 stories between single story and high density areas (4 green, 3 red)
- Allow smaller lots for townhomes but continue to require large lots for redeveloped single family homes (14 green, 3 red)
- Multi-storied/structured parking ok on perimeter (5 green, 14 red)
- Commercial okay at Bush/Wellborn and Wellborn/Park-Luther (10 green)
- Market Opps. -> multi-family commercial at corner (8 green)
- Redevelop existing commercial at corner. Bring back tier of lots in as parking for redeveloped commercial uses -> neighborhood commercial -> multi-story general commercial/hotel (7 green, 2 red)
- High density/commercial along frontage of Wellborn (2 green)
- Townhomes or similar between Wellborn and single family homes (Montclair) (13 green, 3 red)
- Upgrade Fidelity or other to go through Wellborn (2 green, 6 red)
- Convert some streets to one-way to “push” traffic to wellborn and Luther (4 green, 6 red)

Group #5

- Wellborn
- (3 green) N-S progressing east to the phase line would include high density “7-story max” urban residential with stores/commercial/restaurant to serve Area 5.
- Moving east, past phase line density increases by reducing lot size to 5,000 s.f. and allow for multi-family
- Low roof design, preserving neighborhood
- Transition past Montclair to Fidelity

Caveats:

- Traffic flow to be managed by one-way and strategic 2-way roads (3 red, 6 green)
 - Cul-de-sac along Montclair
 - Fidelity 2-way
 - Highland 2-way
 - Park Place 2-way
 - Luther 2-way
 - Grove 1-way
 - At Maryem, Grove south 2-way (2 red)
- Parking
- Bike & Pedestrian Traffic through alleys (8 green)
 - Green path utility paths

Figure B.6, Open House

July 10, 2012, Open House Comments

Written Comments (not on surveys):

- Should have been a recommendation to reduce speed limits on some of the streets in the area, such as Holleman. Do not see that recommendation.
- Need sidewalk on Dexter from Park Place on south to be a priority. Don't really need a sidewalk on Park Place from Dexter to Timber.
- Need a sidewalk on Southland from pedestrian bridge to Wellborn Road – a lot of foot traffic from McCulloch. Need more street lights on Southland. Need more lighting at pedestrian bridge.
- Issue with map vs. text – Park Place should be one-way, too, from Fairview to Montclair with the Area 5 changes.
- 3-story max in “blue” area of Area 5, not 5-story max. Area 5 recommendations need additional language to require City to look at traffic issues if the half-closures don't work.
- I still hope the plan can address the issue of impermeable cover, as part of managing run-of, flood control, flood plain, definitions, etc. This issue was raised repeatedly in meetings over the past year, but seems not to have been mentioned in the Plan.
- Need sidewalk on Ayrshire Street and bike lane.
- College Station needs to decide whether preservation of old College Station has value – I believe it has great value as it is irreplaceable in 50 years the decisions made now will determine whether old CS neighborhoods can only be viewed in photographs.
- Throughout the City, I wish development planning would seriously consider rear parking and where possible (if the developers don't faint) plan for the old alley concept, i.e.: rear garage entry, rear garbage and recycling pick-up. This is an aesthetic solution which helps maintain long-term property values.
- To enhance “traffic calming” efforts and truly preserve the integrity of the neighborhood conservation section, please consider green barriers at the intersections of each street with Holleman. (similar to those recently completed on East 29th just north of Villa Maria – and in many major cities – especially Miami.) This has preserved and recreated neighborhoods that had been on the decline.
- Both the existing and proposed bike routes from Holleman and G. Bush Drive are located on Dexter. Several blocks in this part are difficult to negotiate on a bike when any auto or bus traffic is present. I seems prudent to direct cyclists to Welsh at Holleman rather than Dexter at all. Note: there is not even room to indicate cyclist route land on this part of Dexter.
- Area 5 development changes should remain “as is” (no 5,000 sq ft change on subdividing lots) until TxDOT is finished with interchange. This will allow area to “potentially” still develop into an extension of “Southside” in the interim. Maintain lot sizes, trees, etc. as current R-1 zoning.
- Armistead Street needs the street light. Light on Redmond and Rosemary corner of Armistead. Armistead curves and most of the block is very dark.
- Parking on Redmond especially between Armistead and George Bush needs night and weekend study. Students living on GB drive have guests that park on Redmond because there is no street parking on GB Drive.
- Section of Redmond at mouth of Lenert Circle does not drain. Sprinkler and rain accumulate.

Written comments from surveys (recommending change to the plan):

- Do not subdivide below 8,000 and enforce the 4-resident rule and everything will be ok in the long run.
- Lower density on Montclair needed.
- Several missing elements of Plan – handicapped accessibility and special needs residents, wildlife and endangered species, public transit routes during interchange construction, public safety and robberies at HEB, Target, Kroger, etc., drunk driving, drug-prone areas.

Emailed public comments related to needed changes in document:

- Dexter is, as you say, a natural cyclist route. One thought is, why not close Dexter to through traffic and have it open only to cyclists? Such a half-way street closure is proposed on pages 3-16/3-17 and could be installed at Dexter & Holleman.
- I strongly believe the 2 blocks of frontage along George Bush should be included in the Max 10 stories instead of 5 stories...to get anyone to develop such valuable area it should be consistent with the corner...

APPENDIX C
FORMER CAMPUS HOMES

The following is a registry of the Texas A&M Campus Houses as developed by College Station's Historic Preservation Committee in June 2012. The list is based on two previous catalogs: Paul Van Riper's 1985 List and Van Riper's 1938 Campus Map Summary. The Campus House numbering system changed in May 1919 (previous numbers are included in parentheses next to the current official number).



House Number	112 (131A)	Year Erected	1915
Residents	1915-1941 Bardin A. Nelson, Jr, owner 1915 -W. H. Thomas, professor of English. 1935 -Jack Shelton. 1986 Jan.16 Peggy Campbell Owens	Location/Details	Across Houston Street from NG Post Office. Moved to 107 Luther St Originally a bungalow; considerably modified since move.



House Number	114 (131)	Year Erected	1910
Residents	A. E. Wood, 1918 R. Flagg, 1926 Sold 1941 Mrs. Marie Ashton 1986, Jan.16	Location/Details	Originally at Houston & Sulphur Springs Rd. Moved to 2 house east end of Old Hwy 6 on Sulphur Springs. Moved to 315 Highland St. Small Queen Anne, considerably modified since move



House Number	146 (106)	Year Erected	1917
Residents	Homer B. Adams	Location/Details	On west side of Henderson St. SW of hospital. Moved to 205 Timber St. Sold 1941. American four-square, somewhat modified after move



House Number	207 (212)	Year Erected	1916
Residents	M. Scott Samuelson . E. P. Humbert, 1916. R. L. Pou, 1920 S. W. Bilsing, 1922 D. H. Reid, 1930s	Location/Details	2nd from Lubbock on east side of Houston Street. Moved to 201 St. Bungalow Style. "Reid House"



House Number	208 (213)	Year Erected	1917 [or 1920]
Residents	W.L. Penberthy assigned this house in 1938. Baptist Student Dept owner.	Location/Details	2nd from Lubbock on west side of Houston Street. Moved to 304 Highland St. Bungalow Style. Sold 1948.



House Number	209 (214)	Year Erected	1914-?
Residents	C. A. Felker, 1914; F. B. Paddock, 1916; E. B. LaRoche, 1924 W. L. Hughes, 1925-35. V. Shaw Wulfson owner	Location/Details	NE corner of Houston and Lubbock. Moved to 301 Highland St. Bungalow Style. Probably sold in 1942.



House Number	211 (229)	Year Erected	1915
Residents	E. C. Gee, 1915, P. K. Whelpton, 1922 N. M. McGinnis, 1917 Stangel, 1924 J. W. Ridgeway, 1920 S.R. Gammon, 1935 Donald O. Wiersig, Owner	Location/Details	SE corner of Houston and Lubbock Streets. Moved to 710 Montclair St. Sold 1976. Small sized Queen Anne, originally with some neo-classical features

9-13-12 | APPENDIX C –A&M CAMPUS HOUSES

<p>House Number</p>	<p>220 (209)</p>	<p>Year Erected</p>	<p>1916-?</p>
<p>Residents</p>	<p>F. H. Blodgett, 1916. F. B. Clark, 1916. Maj. I. Ashburn, 1922, Also known as McQuillen House. Dwight S. Miller owner</p>	<p>Location/Details</p>	<p>SW corner of Lamar and Houston Streets. Moved to 1006 Park Place. Sold 1948. American four-square style largely in original condition. Formerly as the former commandant of cadets house.</p>
<p>House Number</p>	<p>222 (208)</p>	<p>Year Erected</p>	<p>1890</p>
<p>Residents</p>	<p>Mark F. Francis, dean of Veterinary Medicine. Paul P. and Dorothy D. Van Riper (resident) owners; later sold to Peter McIntyre and then sold to Scott R. Lyons (2011).</p>	<p>Location/Details</p>	<p>Originally on Lamar Street where MSC Post Office. Moved to 611 Montclair St. Medium sized Queen Anne with neo-classical features One of the five houses that use to face campus drill field.</p>
<p>House Number</p>	<p>224 (207)</p>	<p>Year Erected</p>	<p>1891</p>
<p>Residents</p>	<p>J.O. Morgan, 1933 F. E. Giesecke, 1938. Gerald L. Maffei (resident) owner.</p>	<p>Location/Details</p>	<p>Faced Lamar where MSC main entrance is located. Moved to 1102 Park Place. Sold 1942. Middle sized Queen Anne, originally with neo-classical pillars; under restoration by present owner. One of the five houses that use to face campus drill field.</p>
<p>House Number</p>	<p>226 (206)</p>	<p>Year Erected</p>	<p>1897</p>
<p>Residents</p>	<p>E. J. Fermier, head of Mechanical Engineering, 1927 F.W. Hensel, 1935 Richard K. Morrison (resident) owner</p>	<p>Location/Details</p>	<p>SE corner of Clark and Lamar. Moved to 200 Highland St. Sold 1942. Medium sized Queen Anne style house. One of the five houses that use to face campus drill field.</p>





House Number	230 (205)	Year Erected	1901
Residents	Richard J. Dunn, TAMU bandmaster in the 1920s and 1930s Bagley. Steven J. Worley owner.	Location/Details	SW corner of Clark and Lamar Streets. Moved to 307 Highland. Sold 1943. Middle sized Queen Anne with some Victorian features; roof peak cut off in house move; being renovated by Owner. One of the five houses that use to face campus drill field.



House Number	232 (204)	Year Erected	1917
Residents	C. B. Campbell, 1917, head, Modern Languages. Peggy Campbell Owens owner.	Location/Details	Middle of block, south side of Ferguson. Sold 1941 Style: Bungalow, with some modifications after move. Only house that has remained with original owners.



House Number	234 (203)	Year Erected	1917
Residents	A. T. Potts, 1917 Aubrey W. Arnold owner.	Location/Details	On Ferguson Street at Old Hwy 6. Moved to 100 Grove St. Sold 1941. Bungalow Style.



House Number	250 (245)	Year Erected	1918
Residents	J. J. Taubenhau, 1918, John M. Belew (resident) owner	Location/Details	West side of Clark near Ferguson Street. Moved to 710 Park Place Sold 1942 Bungalow; records indicate that house was seriously burnt in 1924 and rebuilt in 1925

9-13-12 | APPENDIX C –A&M CAMPUS HOUSES

House Number	252 (215)	Year Erected	1899
Residents	D. W. Williams, 1935 [acting president 1956-57. Laird E. Lawrence. Scott McDermontt owner	Location/Details	4th from Lubbock west side of Clark Street. Moved to 500 Fairview. Burnt in 1924, rebuilt in 1925. Sold 1942. Cottage style, some modifications in 1925



House Number	254 (246)	Year Erected	1918
Residents	Capt. M. C. Funston, 1918 O. B. Wooten, 1918, head, TAMU military training schools in World War I Dan Russell 1935 Raymond and Patricia R. Reed.	Location/Details	3rd house from Lubbock on west side of Clark. Moved to 208 Timber St. Sold 1941. Collage Style.



House Number	256 (247) or 258 (248)	Year Erected	Probably 1918
Residents	256: C. A. Wood, 1918. J. T. L. McNew, 1930. R.D. Lowery, 1935. 258: J. R. McDonald, 1918 J. R. Bender, 1925 S.A. McMillan, 1935. Patrick W. Castle ,owner.	Location/Details	Just north of Lubbock on west side of Clark. Moved to 300 Highland St. Bungalow Style. Sold probably in 1941-2; see Brazos County tax records "Additions" for 1939-43, West Park, block 9, lots 11 & 12



House Number	281(202)	Year Erected	1911
Residents	Frank G. Anderson, Former mayor of College Station N. M.McGinnis, 1937 R. Treichler, 1935 George B. Dresser , owner..	Location/Details	On Old Hwy 6 at Ferguson Street. Moved to 501 Fairview St. Sold 1941. Medium-sized Queen Anne Style.



Southern



House Number	339 (354)	Year Erected	1911
Residents	Monsner, 1937	Location/Details	On east side of Ireland near Sulphur Springs. Moved to *908 Montclair St. Small Cottage Style. Sold in 1967



House Number	343 (358)	Year Erected	1911
Residents	Spiller, 1912 Sgt. J. C. Hyland, 1914; E. Anderson, 1916. L. D. Smith, 1939 Boyd G. Hall, owner.	Location/Details	On east side of Ireland near Sulphur Springs. Moved to 912 Montclair St. Small Cottage Style. Sold in 1972



House Number	417 (415)	Year Erected	1916-?
Residents	W. F. Proctor, 1916. J. C. Burns, 1917; G. S. Templeton, 1922, A. B. Connor, 1925, W. H. Holzmann, 1928, Howard C. Nelson, owner.	Location/Details	East side of Throckmorton [now Corps Center site]. Moved to 603 Montclair, St. Sold 1947. Small Queen Anne, considerably modified into duplex



House Number	420	Year Erected	1899
Residents	C. E. Friley, 1918, dean, Liberal Arts D. Scoates, 1920, head, Agricultural Engineering S. W. Bilsing, 1925, head, Entomology Mrs. S. W. Bilsing, owner. Since 1925	Location/Details	Just behind current VP house on Throckmorton. Moved to 101 Pershing St. Sold 1941. Large Queen Anne style with neo-classical features; well maintained in original form

9-13-12 | APPENDIX C –A&M CAMPUS HOUSES

House Number	300 Fidelity St.	Year Erected	1911 inscribed on one wall.
Residents	Timothy R. Manning, owner	Location/Details	Campus location uncertain, Small sized Queen Anne with neo-classical features. Sold: Brazos County tax records indicate probably moved in 1941-42
House Number	502 Kerry St..	Year Erected	1923
Residents	Anne L. (Mrs. George E.) Potter, owner.	Location/Details	Campus location uncertain. Sold 1948. Cottage style, somewhat modified since move.
House Number	201 Montclair St.	Year Erected	Style suggests between 1900-1911
Residents	Myrna J. Hughes, Trustee, 2400 Longmeier owner.	Location/Details	Campus location uncertain. Sold probably in 1941-42, according to Brazos County Tax records. Small sized Queen Anne style.
House Number	400 Montclair St.	Year Erected	Style suggests erected probably in 1911.
Residents	Unknown previous owners. Oscar C. Murphy (resident) owner.	Location/Details	Campus location uncertain. Small sized Queen Anne style, once with neo-classical porch pillars. Sold probably in 1941-42, based on Brazos County tax records.
House Number	601 Montclair St.	Year Erected	Style suggests erected probably 1911.
Residents	Unknown previous owners. Eric J. Schulte (resident) owner.	Location/Details	Campus location uncertain. Small sized Queen Anne style with neoclassical features.



Southwest Plan

APPENDIX D AREA 5 TRANSPORTATION

Area 5, bound by George Bush Drive, Montclair Avenue, Luther Street, and Wellborn Road, may begin to transition to higher density land uses once the George Bush Drive/Wellborn Road grade-separated intersection is complete. This change is beyond the horizon of the Southside Area Neighborhood Plan, but was given careful consideration during the planning process to ensure future compatibility with the surrounding neighborhood. Of primary concern is future traffic generation and flow. The traffic study included considers densities beyond those recommended by the Southside Area Neighborhood

Once the George Bush Drive / Wellborn Road grade-separated intersection project is complete, Highlands Street will no longer connect to George Bush Drive and Grove Street and Fidelity Street will no longer connect to Wellborn Road – all becoming dead-end streets.



Figure D.1: Proposed grade-separated intersection.
Source: TxDOT.

Roadway Capacity

When the interchange is in place, additional capacity will be available to the immediate transportation network. The interchange improvements will generate approximately 30,000 vehicles per day of additional capacity in the network. In order to gauge how this would affect the Southside planning area, a baseline or existing condition must be established for the thoroughfares in the Southside planning area. Utilizing the City's Travel Demand Model, the current conditions are as follows:

For this exercise, the quantitative measure of effectiveness equals Level of Service (LOS) A through F, with LOS D being an acceptable level of service. LOS D is two-thirds of the street's total capacity. Each thoroughfare, based on its classification, has a capacity of vehicles per day (vehicles per day) based on the Bryan College Station Unified Design Guidelines, see below:

NEIGHBORHOOD STREETS

Capacity = 2,000 vehicles per day

GENERAL SUBURBAN / URBAN STREETS (MINOR COLLECTORS)

Capacity = 5,000 vehicles per day

LOS D = 3,333 – 4,166 vehicles per day

Examples are Dexter Drive, Luther Street, Montclair Avenue (proposed designation), and Fairview Avenue (proposed designation)

GENERAL SUBURBAN / URBAN AVENUES / STREETS (MAJOR COLLECTOR)

Capacity = 10,000 vehicles per day

LOS D = 6,666 – 8,333 vehicles per day

Examples are Anderson Street, Glade Street/Timber Street, Fairview Avenue (existing designation), and Holleman Drive

URBAN BOULEVARD (4- LANE MAJOR ARTERIAL)

Capacity = 40,000 vehicles per day

LOS D = 26,667 – 33,333 vehicles per day

Examples are Wellborn Road and George Bush Drive

Current Traffic Counts and LOS

Current traffic counts and LOS were established by projecting 2007 traffic counts to 2011, except for Dexter Dr. Dexter Dr utilized 2004 traffic counts and projected those to 2011. A 3% growth rate was used based on TxDOT historic traffic counts. Those counts and LOS are as follows:

URBAN STREETS (MINOR COLLECTORS)

Luther Street – 4,100 vehicles per day -LOS D

Fairview Avenue – 6,740 vehicles per day - LOS D (proposed designation)

GENERAL SUBURBAN STREETS (MINOR COLLECTORS) -built currently as a residential street

Dexter Dr – 1,439 vehicles per day -LOS D

GENERAL SUBURBAN OR URBAN AVENUES OR STREETS (MAJOR COLLECTOR)

Anderson Street - 12,000 vehicles per day -greater than LOS D
 Glade Street/Timber Street – 6,730 vehicles per day -LOS D
 Fairview Avenue – 6,740 vehicles per day - LOS D (existing designation)
 Holleman Drive – 11,000 vehicles per day -greater than LOS D

URBAN BOULEVARD (4- LANE MAJOR ARTERIAL)

Wellborn Road – 23,000 vehicles per day -less than LOS D
 George Bush Drive– 27,000 vehicles per day - LOS D

Additional Network Capacity

The additional capacity created by the George Bush Drive and Wellborn Road interchange project is further broken down into eastbound and westbound traffic and northbound and southbound traffic.

- Added capacity on George Bush Drive = 10,000 vehicles per day
- Added capacity on Wellborn Road = 20,000 vehicles per day

Because some of the thoroughfares are not currently operating at an acceptable LOS, a conservative assumption is made that 10,000 vehicles per day of the volume traveling on thoroughfares northbound and southbound will be re-directed to Wellborn Road and 5,000 vehicles per day traveling eastbound and westbound will be re-directed to George Bush Drive to bring the thoroughfares to an acceptable LOS. The remaining 15,000 vehicles per day of added capacity available for future development.

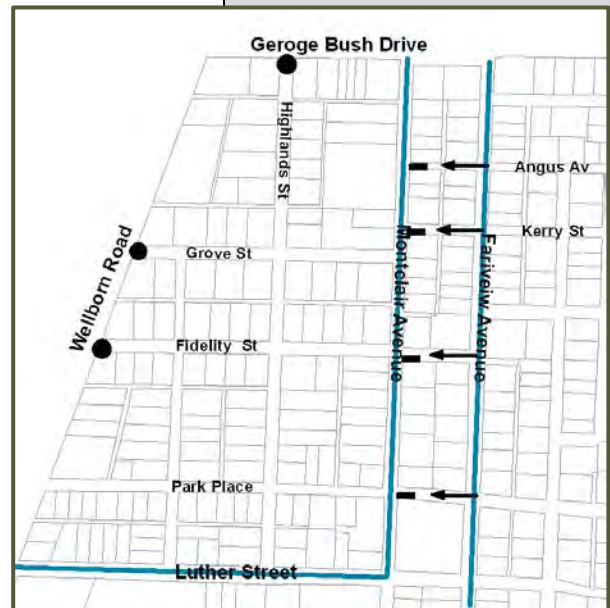


Figure D.2: Area V Possible Traffic Movement Changes.
 Source: City of College Station

Existing Land Use	Units	Trip Multiplier	Vehicles Per Day
Single family	132 units	132 x 9.57	1,263 vpd
Multi-family	30 units	30 x 6.65	200 vpd
Southgate Commercial	26,391 s.f.	26.4 x 42.94	1,134 vpd
Grove Office	2,880 s.f.	2.9 x 11.01	32 vpd
Aggieland Outfitters	3,530 s.f.	3.5 x 42.94	151 vpd
Unitarian Church	5,001 s.f.	5 x 9.11	46 vpd
Equity Real Estate Office	3,650 s.f.	3.7 x 11.01	41 vpd
Two 2-pump Gas Stations	4 gas pumps	4 x 162.78	651 vpd
			3,518 vehicles per day

Table D.1: Street Network Capacity.
 Source: City of College Station

Furthermore a 25% reduction in trips generated by use of other modes of travel such as walking, biking and utilizing transit can be assumed, generating an additional 3,750 vehicles per day. However, for the purposes of this exercise, a 25% reduction will not be taken and only the additional capacity of 15,000 vehicles per day is used in the analysis. The 25% reduction is assumed using a recent Traffic Impact Analysis (TIA) for the Callaway Subdivision bounded by Luther Street, Holleman Drive, Marion Pugh Drive, and Wellborn Road. The 25% reduction was derived in the TIA through two methods. The first was using the 2000 census for the zip code 77840. The census indicated that 71.4% drove alone to work. To confirm this assumption vehicle trips were counted for the PM peak period for an adjacent apartment complex to the Callaway Subdivision. The trip rate was .29 trips per person as opposed to .40 trips per person identified in the *ITE Trip Generation Report*. This is a 27.5% reduction, so the 25% reduction is a reasonable assumption.

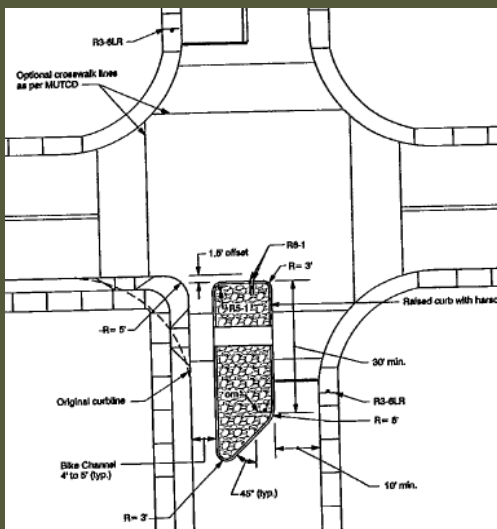


Figure D.3 Half Street Closure
Source: US Traffic Calming Manual

Again, the additional trip capacity will only be available after the George Bush and Wellborn interchange is in place. Additional measures can also be put in place, such as Montclair Avenue being upgraded to a modified minor collector, adding an additional 3,000 vehicles per day capacity to the 2,000 vehicles per day.

Also, additional measures could be considered to redirect traffic away from the interior of the Southside planning area and to George Bush Drive and Wellborn Road, such as the use of half street closures between Montclair Avenue and Fairview Avenue at Angus Avenue, Kerry Street, Fidelity Street, at Park Place. See map below for proposed locations.

Half closures are raised, landscaped medians placed at the intersections that divert vehicles by closing half of the street width allowing only one way traffic into an area.

Translating Network Capacity into Land Use

Three example scenarios were utilized as a basis in determining land use patterns that may take advantage of the additional capacity. Based on the Institute of Transportation Engineers (ITE) trip generation rates, 15,000 additional vehicles per day translates into either:

- 349,325 square feet (or 26 acres) of General Commercial zoning (based on 13,500 square-foot per acre maximum), or
- 38 acres of High Density Multi-family (4 persons per unit and 30 units per acre), or
- 32 acres of mixed-use development.

Existing Land Use in Area 5

The following land uses currently exist in Area 5. The estimated trips are based on the *ITE Trip Generation Report*

The existing land uses and their trips generated will be replaced by redevelopment.

Example Land Use Scenario

A more detailed example land use scenario was developed at a more intense level in regard to land use density. The intent of this exercise is to demonstrate that the transportation network would be able to support the more intense land uses.

The map represents Area 5 and is subdivided with six areas of the example land uses and the trip generation rates based on the *ITE Trip Generation Report*.

1. Four Story Mixed Use, five story apartments that equates to 11,000 beds and 65,000 sqft of general commercial (7.75 acres)

*65,000 sqft of general commercial = $6.5 \times 42.94 = 2,791$ vehicles per day

*1100 multi-family beds x 3.31 = 3,641 vehicles per day

***Total = 6,432 vehicles per day**

2. Ten story Hotel at 100 rooms/acre, at approximately four acres equates to 400 rooms

*400 Hotel rooms x 8.17 = **3,268 vehicles per day**

3. 19 acres of Townhomes, 14 dwelling units/acre equates to 266 dwelling units

*266 DU Townhomes x 5.81 = **1,546 vehicles per day**

4. Four acres of high-density multi-family at 30 dwelling units/acre approximately 5 to 6 stories equates to 120 dwelling units or 480 beds

*480 multi-family beds x 3.31 = **1,589 vehicles per day**

5. Two and a half acres of General Commercial zoning

6. Three acres of General Commercial zoning

Figure D.4: Area V Land Use Scenario.
Source: City of College Station



*5.5 acres of general commercial x 13,500 sqft per acre = 74,250 sqft

*74.25 x 42.94 = **3,188 vehicles per day**

Example Land Use Scenario Total = 16,023 vehicles per day

Total existing land use in Area 5 generates approximately 3,518 vehicles per day. Because there are approximately 15,000 additional trips available once the improvements are complete, the existing trips can be subtracted from the new trips generated because those land uses are replaced by the proposal above. **The net additional vehicles per day is approximately 12,505 vehicles per day, falling below the 15,000 additional vehicles per day threshold.**

Further analysis has been conducted to insure that the trips generated by the sample scenario above can be accommodated by the transportation network within and at the perimeter of Area 5. The following assumptions have been made as part of this analysis:

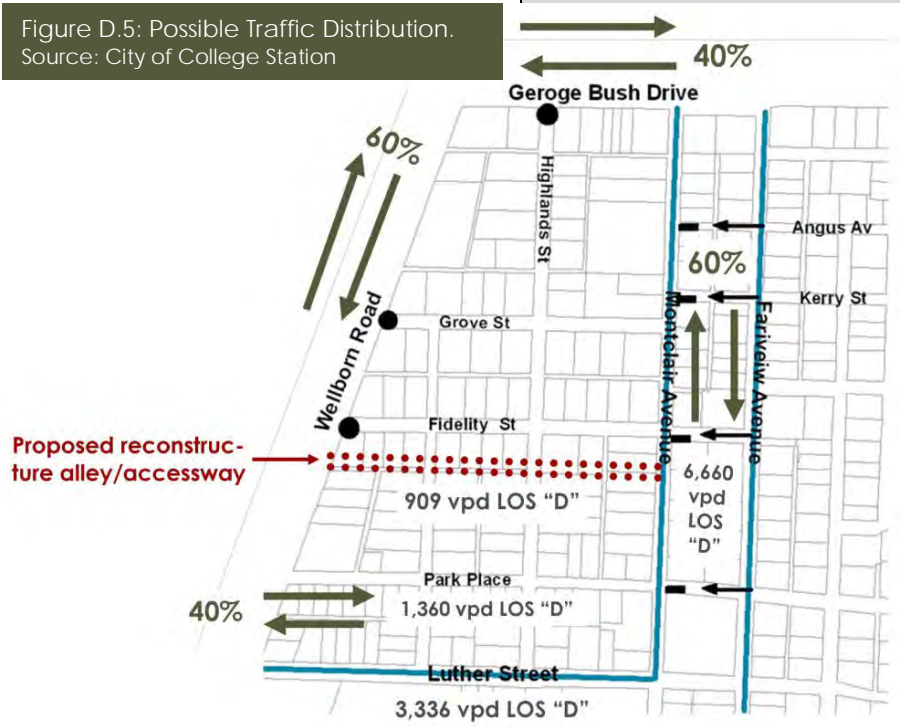
- 60% of trips generated will travel north and southbound.
- 40% of trips generated will travel east and westbound.
- Utilizing half street closures traffic will not be able to travel into the neighborhood eastbound and instead will be forced onto Wellborn Road and George Bush Drive.
- Montclair Avenue will be modified (left turns at intersections) to provide 8,000 vehicles per day capacity.
- 12,505 vehicles per day will have to be accommodated and distributed thru the transportation network.
- The alley way just south of Fidelity Street will have to be reconstructed to provide a third access point to Wellborn Road. This access will not provide a true local road capacity of 2,000 vehicles per day, instead a capacity of 1,200 vehicles per day is assumed.
- A 25% trip reduction for people walking biking and using transit was not assumed, though such a reduction may indeed occur.

The map illustration below will help with the following analysis. With the assumptions in place the analysis is as follows. 40% of 12,505 vehicles per day equals 5,002 eastbound and westbound. 60% of 12,505 vehicles per day equals 7,503 vehicles per day traveling northbound and southbound. Of the 7,503 vehicles per day traveling northbound and southbound, Montclair Avenue will accommodate 6,660 vehicles per day to remain at a LOS "D". The rest of the 843 vehicles per day will tend toward Wellborn Road via Luther Street, Park Place, and the proposed access way. So the remaining 843 vehicles per day northbound and southbound traffic will be added to the 5,002 vehicles per day already slated to travel eastbound and westbound, for a total

of 5,845 vehicles per day, and eventually accessing Wellborn Road. Luther Street will accommodate 3,336 vehicles per day of the 5,845 vehicles per day to keep it at LOS "D". Park Place will accommodate 1,660 vehicles per day of the 5,845 vehicles per day to keep it at LOS "D" and the new access way will accommodate the remainder 909 vehicles per day and will function at LOS "D".

It is recommended that the remainder of the internal transportation network to Area 5 remain in place to accommodate internal circulation, and as redevelopment occurs, additional connectivity through public ways or alley ways be provided internal to Area 5.

Figure D.5: Possible Traffic Distribution.
Source: City of College Station



Peak Traffic Times

The previous assumptions have all dealt with trips for a whole day "vehicles per day" or a 24 hour count. The majority of the proposed land uses do not generate trips within the peak hour time (7:00a.m.–8:00a.m. and 5:00p.m.–6:00p.m). Commercial establishments usually open at 10:00 a.m. Hotels do not generate peak hour traffic; instead, they generate traffic at a steady pace throughout the day. If we assume all multi-family are college students, their peak hours will also vary based on class schedule.

Local Roadway Level of Service

The previous analysis only considered thoroughfares. The following analysis includes the local residential roadway network in the Level of Service analysis.

The methodology used establishes the trips that are being generated by the current land uses and compares it to the capacity of the local residential roadways. The following assumptions were made with this analysis:

- The thoroughfares will operate at acceptable LOS "D" or better utilizing the 15,000 additional vehicles per day capacity threshold, based on previous analysis.
- The existing commercial land uses border the planning area and can be assumed will utilize Wellborn Road, Geroge Bush Drive, and Texas Avenue to ingress and egress.
- The existing duplex & multi-family is composed of college students who may utilize other modes of travel (i.e. transit, walking and biking) so a 25% trip reduction can be applied

- Local residential roadway capacity equals 2,000 vehicles per day LOS “D” equals 1,333 – 1,666 vehicles per day
- Only residential roadways that did not end in a cul-de-sac were included
- Combination roadways were counted as one for connectivity purposes
- 60% traveling northbound and southbound
- 40% traveling eastbound and westbound

With these assumptions in place, the analysis is as follows. The table below lists the current land uses in the planning area, excluding the commercial along the border of the planning area.

Subdivision	Single-Family	Duplex	Multi-Family	Total
Anderson Ridge			580	580
Ball Subdivision	3			3
Breezy Heights Addition	88	12		100
College Park	170	6		176
Dulaney Subdivision	5			5
The Glade	11			11
Holick	33			33
Hdrilcka	32	2		34
Kapchincki's Subdivision	56			56
Leacrest	47			47
Little Knight		18		18
Madison Pointe			252	252
McCulloch's Subdivision	129	27	22	178
Southgate Village			200	200
(South) Oakwood	82			82
Parkway Circle			184	184
Pecan Tree Estates	1	34		35
Pershing Park	12			12
Redmond Terrace	65		166	231
Renaissance Park			144	144
Southeast College Park	53			53
Skrivanek	40			40
Southland Addition	24			24
University South	3			3
University Place			96	96
WM Sparks Subdivision	9	3		12
Welch Place			23	23
West Park Addition	110	2	30	142
Wolfpen Village	43		56	99
Woodson Village	115			115
Total	1131	104	1753	2988

Table D.2: Southside Area Land Uses.
Source: City of College Station

- Single family = 1,131 units x 9.57 = 10,824 vehicles per day
- Duplex = 104 units x 4 persons = 416 x 3.31= 1,377 minus 25% = 1,033 vehicles per day
- Multi-family = 1,753 units x 4 persons = 7,012 x 3.31 = 23,210 minus 25% = 17,408 vehicles per day**
- **Total trips = 29,265 vehicles per day**
 - 60% north and southbound = 17,559 vehicles per day
 - 40% east and westbound = 11,706 vehicles per day

***All of the multi-family units (except 200 units at Southgate Village) take direct access to thoroughfare streets and not to neighborhood streets.*

Neighborhood Streets:

Northbound and Southbound

- Maryem Street
- Montclair Avenue/Eleanor Street
- Highland Street
- Welsh Avenue (non-thoroughfare portion)
- Hereford Street/Ayrshire Street
- Suffolk Avenue/Pershing Avenue
- Lee Avenue
- Newton Road
- Holik Street
- Arizona Street
- Phoenix Street
- Carolina Street
- Detroit Street
- Georgia Street
- Redmond Drive
- Rosemary Lane

Eastbound and Westbound

- Milliff Road
- Park Place
- Old Jersey Street/Angus Street
- Thomas Street/Village Drive
- Grove Street/Kerry Street
- Fidelity Street
- Thompson Street
- Nevada Street

There are 24 neighborhood streets included in this analysis. If you use the LOS "D" threshold of 1,660 vehicles per day and multiply by 24, the total neighborhood street capacity is 39,840 vehicles per day; approximately 10,000 trips greater the trips generated by the existing land uses. 16 of the streets are northbound and southbound, that equates to 26,560 vehicles per day. Eight of the streets are eastbound and westbound, that equates to 13,280 vehicles per day.