



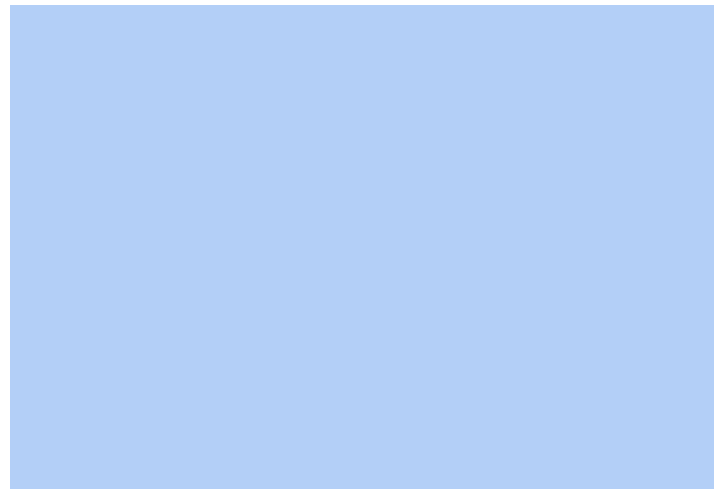
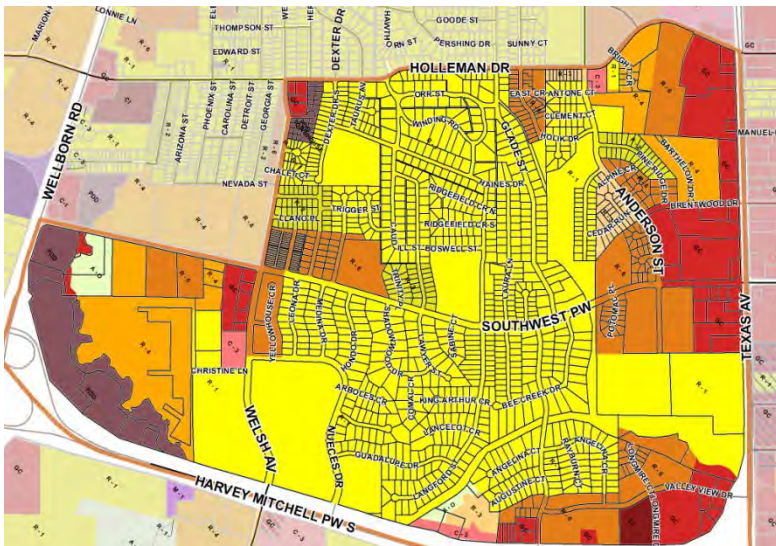
CITY OF COLLEGE STATION
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South Knoll Area Neighborhood Plan

Adopted September 26, 2013



2013-2020



AMENDMENTS TO THE PLAN

The City Council considered and adopted the South Knoll Area Neighborhood Plan during their regular meeting on September 26, 2013.

The following Action statements were deleted or amended with the adoption of the Plan, as shown below. References to the following Action statements are shown with red text (additions) or red strike-through (deletions) throughout the body of the Plan.

~~Action NI&CC1.3 Amend the Unified Development Ordinance to allow smaller areas within the South Knoll Area neighborhood to apply for an overlay zoning that could further limit the number of unrelated residents if a majority of the property owners participated.~~

~~Action NI&CC1.4 As a mechanism of enforcement of the maximum number of unrelated residents, amend Rental Registration requirements so that residents must be named when registered annually as a rental unit.~~

~~Action NI&CC2.1 Remove parking from both sides of all streets between the hours of 2:00 a.m. to 6:00 a.m. to ensure that all resident parking occurs on private property, while allowing on street parking outside of these hours for resident convenience. (cross-reference Action M 2.1)~~

Action NI&CC2.2 Allow residents to request on-street parking be removed for character reasons from one side of all streets in the South Knoll Area when a **super-majority (2/3)** of property owners on that street are in favor. (cross-reference Action M 2.2)

EXECUTIVE SUMMARY

The conversion of single-family homes to rental properties occupied by college-age residents was repeatedly and overwhelmingly identified during this process as the main concern of South Knoll residents and as the source of many other issues. The goal of this plan is to propose actions and to enhance and support the single-family home character of the Neighborhood.

The following is a condensation of the issues and action strategies identified in this report. Detailed explanations, descriptions and specific strategies are found in the report's chapters.

Residency and Code Enforcement

- ~~Allow smaller areas within South Knoll to apply for overlay zoning further limiting the number of unrelated residents, if approved by a majority of the property owners. (NI&CC1.3)~~
- ~~Require rental registration forms to list resident names and be updated annually as a means of enforcing current number of resident ordinances. (NI&CC1.4)~~
- Reinststate pro-active code enforcement and publicize See-Click-Fix to promote strict code enforcement. (NI&CC1.1) (PF&S1.1) (PF&S1.3) (PF&S1.4)
- Develop New Resident Information packets and distribute to rental contacts annually. (NI&CC1.2) (PF&S1.2)

Parking

- ~~Remove parking from both sides of all streets between the hours of 2:00 a.m. to 6:00 a.m., requiring resident vehicles be permanently parked on their private property while still allowing on-street parking outside of these hours for social gatherings, repairmen, etc. (NI&CC2.1) (M2.1)~~
- Allow residents to request on-street parking be removed for character reasons from one side of all streets when a **super**-majority of property owners **(2/3)** are in favor. (NI&CC2.2) (M2.2)
- In accordance with the City's Joint Task Force on Neighborhood Parking: limit the size of off-street parking areas in the front of lots; require one parking space per bedroom for new construction and added bedrooms with a maximum of four spaces required; require rear yard parking to be screened from adjacent single-family properties. (NI&CC2.3) (NI&CC2.4) (NI&CC2.5) (M2.3) (M2.4) (M2.5)
- Require semi-annual emergency vehicle safety "drive-throughs" at peak parking times with parking restrictions added as recommended. (M1.1)

- Limit parking where current patterns create safety issues for residents exiting their driveways. (M1.2)
- Address known parking issues, such as approved but uninstalled signage, confusing signage and known emergency access problems. (M1.3) (M1.4) (M1.5) (M1.6) (M1.7)

Traffic, Pedestrian and Bicycle Improvements and Safety

- Increase pedestrian safety by prioritizing and pursuing sidewalk installation along several streets as identified in this report. (M3.1) (M3.2) (M3.3) (M3.5)
- Explore ways to increase pedestrian safety in areas heavily used by students, such as around A&M Consolidated High School and TAMU bus stops on busy thoroughfares. (M3.7) (M3.8)
- Eliminate parking along the east side of Glade Street to the hours of 7:00 a.m. and 6:00 p.m. to facilitate use by commuter cyclists and children riding to school. (M4.1)
- Explore the possibility of a digital way-finding system to direct bicycle and pedestrian traffic through the neighborhood. (M4.2) (M4.3)
- Improve signage, striping and grading along identified sidewalks and bicycle routes to increase safety and decrease conflicts with motorists. (M4.4) (M4.6) (M5.1) (M5.2) (M5.3)

Public Facilities, Land Use and Neighborhood Involvement

- Enhance public parks through the installation of bicycle racks, additional benches, shade, etc. (PF&S4.1) (PF&S4.2) (PF&S4.3) (PF&S4.4) (PF&S4.5) (PF&S4.6)
- Amend the Future Land Use and Character Map to reflect existing land uses, zoning and floodplains where necessary and appropriate. (NI&CC 3.1) (NI&CC 3.2) (NI&CC 3.3) (NI&CC 5.1) (NI&CC 5.2)
- Preserve residences and neighborhoods as identified by the Quimby McCoy Historic Resources Survey (2008) to preserve the unique housing character of the neighborhood. (NI&CC 4.1) (NI&CC 4.2)
- Encourage the creation of additional Neighborhood Associations and groups within the South Knoll Area and strengthen those that exist. (NI&CC 6.1) (NI&CC 6.2)

EXECUTIVE SUMMARY

- Encourage outreach such as National Night Out, welcome parties and community gardens to increase neighborhood education and unity. (NI&CC 6.5)
- Assist groups in identifying and applying for neighborhood grants and training opportunities. (NI&CC 6.3) (PF&S5.1)

STRATEGIES & ACTIONS

At the end of each chapter, strategies are identified to assist the neighborhood in moving toward the stated goals. The broad strategies are accompanied by recommended action statements that support changes to the Comprehensive Plan, City ordinances, and policies. Specific information about timelines, responsible parties, and estimated costs are reflected in **Chapter 5, Implementation**.

GOAL, STRATEGIES, AND ACTIONS FOR THE SOUTH KNOLL AREA

The **Neighborhood Integrity & Community Character** goal for the South Knoll Area is **to be a neighborhood that is desired and valued for its single-family-friendly character** with:

- Reduced character impact of high-density housing in the neighborhood;
- Continued investment in and maintenance of area schools, parks, and trails;
- Preservation of the existing larger-lot development pattern and eclectic architecture; and
- Supported by effective neighborhood organizations.

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- Restore and maintain a single-family character through increased code compliance and property maintenance to lessen the impact of rental housing on the character and integrity South Knoll Area Neighborhood. *(cross-reference Public Facilities & Services Strategy PF&S 1)*

Action NI&CC 1.1 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.

Action NI&CC1.2 HOA and new resident digital information packet, on-line, emailed to rental registration contacts annually, and otherwise advertised City-wide.

~~Action NI&CC1.3 Amend the Unified Development Ordinance to allow smaller areas within the South Knoll Area neighborhood to apply for an overlay zoning that could further limit the number of unrelated residents if a majority of the property owners participated.~~

~~Action NI&CC1.4 As a mechanism of enforcement of the maximum number of unrelated residents, amend rental~~

~~registration requirements so that residents must be named when registered annually as a rental unit.~~

Action NI&CC1.5 Amend the Code of Ordinances to strengthen regulations that may reduce undesirable character impacts in neighborhoods.

Strategy NI&CC 2- Address neighborhood parking concerns to lessen the impact of high-density housing on the character and integrity of the South Knoll Area Neighborhood. (Cross-reference with *Mobility*)

~~Action NI&CC2.1 Remove parking from both sides of all streets between the hours of 2:00 a.m. to 6:00 a.m. to ensure that all resident parking occurs on private property, while allowing on-street parking outside of these hours for resident convenience. (cross-reference Action M 2.1)~~

Action NI&CC2.2 Allow residents to request on-street parking be removed for character reasons from one side of all streets in the South Knoll Area when a **super**-majority (2/3) of property owners on that street are in favor. (cross-reference Action M 2.2)

Action NI&CC2.3 Amend the Unified Development Ordinance to limit the size of allowed parking areas within the front portion of single-family lots in the South Knoll Area, similar to the recommendations made by the City's Joint Task Force on Neighborhood Parking. In addition, larger lots would be permitted a maximum of 50% of the front portion of the property to be paved or 1,000 square feet, whichever is smaller. (cross-reference Action M 2.3)

Action NI&CC2.4 Amend the Unified Development Ordinance to require one parking space per bedroom for new single-family construction and remodels that add bedrooms, with a maximum of four spaces required. (cross-reference Action M 2.4)

Action NI&CC2.5 Amend the Unified Development Ordinance to require that rear-yard parking be screened

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from adjacent single-family properties.
(cross-reference Action M 2.5)

Strategy NI&CC 3- Ensure the Future Land Use and Character designations in the South Knoll Area create the character desired in the South Knoll Area.

Action NI&CC 3.1 Amend the Future Land Use & Character Map for the property located on the east side of Anderson Street between Brentwood Drive and Southwest Parkway to conform to the existing General Commercial zoning.

Action NI&CC 3.2 Amend the Future Land Use & Character Map for the property located to the west of Angelina Ct. /Augustine Ct. to conform to the existing zoning on the property in that area.

Action NI&CC 3.3 Amend the Future Land Use & Character Map along the 100-year floodplain line to comply with new, more accurate engineering and flood data.

Strategy NI&CC 4- Preserve historic resources in the South Knoll Area.

Action NI&CC4.1 The City should work with owners of property identified for further study in the Quimby McCoy Historic Resources Survey (2008), including a specific district in the Orr Street / Winding Road area.

Action NI&CC4.2 The City should work with owners of property identified for further study in the Quimby McCoy Historic Resources Survey (2008), including specific properties identified as potential landmarks in the South Knoll Area.

Strategy NI&CC5- Ensure future development in the South Knoll Area is in compliance with the Comprehensive Plan

Action NI&CC5.1 Work with property owners in the Northeast corner of Welsh Avenue and Southwest Parkway to initiate a rezoning to reflect the existing land use on the properties.

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Action NI&CC5.2 Work with property owners in the area of the Medina Drive & Dexter Drive area to initiate a rezoning to reflect the existing land use on the properties.

Strategy NI&CC 6- Encourage the creation of additional Neighborhood Associations and groups within the South Knoll Area and strengthen those that are existing.

Action NI&CC6.1 Meet with existing Neighborhood Associations and existing Home Owner Associations to encourage these groups to become more active.

Action NI&CC6.2 Meet with interested parties willing to undertake a partnership with Neighborhood Services to establish new Neighborhood Associations,

Action NI&CC6.3 Provide staff support in the creation and leadership training for new Neighborhood Associations and HOAs.

Action NI& CC6.4 Support and encourage the continuation of an informal or formal larger neighborhood group resulting from the connections made during the neighborhood planning process.

Action NI& CC6.5 Support and encourage neighborhood activities such as block parties, National Night Out events, and various other events aimed at outreach, education, and getting to know one another.

Action NI& CC6.6 Explore options to create community garden opportunities that would allow neighborhood organizations to utilize public spaces like parks to host community gardens.

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

STRATEGIES & ACTIONS

Strategy M1 Identify and address on-street parking issues to increase safety in the South Knoll Area.

- | | |
|-------------|---|
| Action M1.1 | Conduct periodic emergency vehicle safety evaluations of streets in the South Knoll Area that have been identified as heavily parked through this process. Evaluations should be performed at least two times per year at peak parking times. If the evaluation warrants action, the City should pursue on-street parking removal from one side of all streets with demonstrated safety issues. |
| Action M1.2 | Conduct safety evaluations, when requested, to ensure that existing parking is not making it unsafe for residents to exit private driveways onto public streets, such as at curves or bends in the road. If the evaluation warrants action, the City should pursue on-street parking removal from a portion of the roadway. |
| Action M1.3 | As recommended through the Safety Evaluation, parking should be removed from the “bends” in Caudill Street and Lawyer Street. |
| Action M1.4 | Monitor the Ridgefield cul-de-sacs so that parking does not create safety issues. |
| Action M1.5 | Install “No Parking” street signs, as approved by City Ordinances, on Guadalupe Drive, Langford Street (from Southwest Parkway to King Arthur’s Cr.), and on Glade Street from Holleman Drive to Orr Street. |
| Action M1.6 | Pursue an ordinance that would remove additional parking on Langford Street from King Arthur’s Circle to Guadalupe Street to facilitate a safe pedestrian and bicycle route to the high school. |
| Action M1.7 | Correct the conflicting/confusing parking signage on Valley View Drive near Longmire Drive. |
| Action M1.8 | Develop a speed awareness program utilizing radar speed signs at targeted locations, such as Glade Street, to increase awareness of the posted speed limit in neighborhood areas. |

Strategy M2 (cross-reference *Strategy NI&CC 2*) - Address neighborhood parking concerns to lessen the impact of high-density housing on the single-family character and integrity of the South Knoll Area Neighborhood.

~~Action M2.1 Remove parking from both sides of all streets between the hours of 2:00 a.m. to 6:00 a.m. to ensure that all resident parking occurs on private property, while allowing on-street parking outside of these hours for resident convenience. (cross-reference Action NI&CC 2.1)~~

Action M2.2 Allow residents to request on-street parking be removed for character reasons from one side of all streets in the South Knoll Area when a **super**-majority of property owners on that street are in favor. (cross-reference Action NI&CC 2.1)

Action M2.3 Amend the Unified Development Ordinance to limit the size of allowed parking areas within the front portion of single-family lots in the South Knoll Area, similar to the recommendations made by the City's Joint Task Force on Neighborhood Parking. In addition, larger lots would be permitted a maximum of 50% of the front portion of the property to be paved or 1,000 square feet, whichever is smaller. (cross-reference Action NI&CC 2.3)

Action M2.4 Amend the Unified Development Ordinance to require one parking space per bedroom for new single-family construction and remodels that add bedrooms, with a maximum of four spaces required. (cross-reference Action NI&CC 2.4)

Action M2.5 Amend the Unified Development Ordinance to require that rear-yard parking be screened from adjacent single-family properties. (cross-reference Action NI&CC 2.5)

Strategy M3- Increase pedestrian safety in the South Knoll Area.

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

Action M3.2 Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to

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- extend the proposed sidewalk on Caudill Street and north along Winding to Holleman Drive.
- Action M3.3 Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to include a proposed sidewalk on Valley View Drive.
- Action M3.4 Reconstruct the existing sidewalk along Langford Street in compliance with the Americans with Disabilities Act (ADA).
- Action M3.5 Construct a sidewalk on Guadalupe Drive to satisfy an American with Disabilities Act (ADA) need in the area.
- Action M3.6 Work with property owners on Arboles and Comal Circle to negotiate purchase of a public access easement along the portion of their property already being used by pedestrians. Explore opportunities for additional maintenance and lighting of the pedestrian path.
- Action M3.7 Explore the opportunity to construct a pedestrian refuge on Welsh Avenue between A&M Consolidated High School and its sports facilities in the place of the existing mid-block crossing.
- Action M3.8 Explore the opportunity to construct a mid-block crossing / pedestrian refuge on Southwest Parkway connecting the Woodlands

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

- Action M4.1 Amend the Bicycle, Pedestrian, and Greenways Master Plan to remove the proposed bike lane designation on Glade Street between Holleman Drive and Southwest Parkway. As a compromise between its current condition and the proposed bike lane, this portion of Glade should be a bike route with parking limited on the east side of Glade Street between the hours of 7:00 a.m. and 6:00 p.m. to provide a safe route for commuter cyclists and children riding to school.
- Action M4.2 Explore the possibility of a way-finding system to direct bicycle and pedestrian traffic through the neighborhood. Possible solutions may include posted signs with a QR (Quick Response) code linking to the City's Bicycle Map on-line. This

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would be in addition to the existing bike route signage.

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

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

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

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

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

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

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

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

The **Public Facilities and Services** Goal for the South Knoll Area is to provide and maintain public facilities and services that meet the needs of the residents and positively contribute to the integrity of the

STRATEGIES & ACTIONS

neighborhood and an enhanced single-family friendly character.

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

Strategy PF&S1- Restore and maintain a single-family character through increased code compliance and property maintenance to lessen the impact of higher density housing on the single-family character and integrity South Knoll Area Neighborhood. *(Cross-referenced with Neighborhood Integrity & Community Character Strategy NICC 1)*

- Action PF&S1.1 Properties not meeting existing City codes and ordinances should be identified. The City should work with the owners of these properties to move toward compliance. *(cross-reference Action NI&CC 1.1)*
- Action PF&S1.2 HOA and new resident digital information packet, on-line, emailed to rental registration contacts annually, and otherwise advertised City-wide. *(cross-referenced Action NI&CC 1.2)*
- Action PF&S1.3 Increase the awareness and accessibility of SeeClickFix through Neighborhood Services and the Police Department.
- Action PF&S1.4 Re-instate proactive Code Enforcement to re-establish and maintain the single-family character. Strict Code Enforcement should be observed in the South Knoll Area.

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.

Strategy PF&S3- Promote public safety within the South Knoll Area so that the neighborhood will remain a desirable place to live.

- Action PF&S3.1 Evaluate where additional street lights may be needed and installed.
- Action PF&S 3.2 Assist in the organization of Neighborhood Watch programs through the City's Neighborhood Services and Police Department.

Strategy PF&S4- Continue to invest in and enhance existing park and trail facilities.

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

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

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

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

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

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

Strategy PF&S5- Assist South Knoll Area neighborhoods in identifying and completing Neighborhood enhancement projects.

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

ACKNOWLEDGEMENTS

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

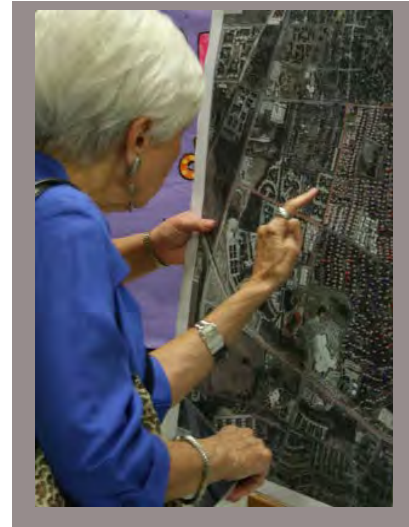
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Thank you to the Texas A&M University students that helped with background research as a part of the Urban & Regional Sciences Capstone Course!

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INTRODUCTION

1



The South Knoll Area Neighborhood Plan is the sixth plan in an on-going series of neighborhood, district, and corridor plans that 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 South Knoll Area neighborhoods, comprised of several residential subdivisions in the northern portion of the City. Arising issues as a result of increased residential densities as homes are converted to investment properties are becoming prevalent. This planning process was initiated to better understand the issues in the area and to help guide 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 and Recreation 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 SOUTH KNOLL AREA NEIGHBORHOOD

The South Knoll Area is made up of just over five and a half square miles and is bounded by Wellborn Road, Harvey Mitchell Parkway, Texas Avenue, Holleman Drive, Welsh Avenue, and Southwest Parkway. This area includes 14 subdivisions, and is home to approximately 10,067 residents (US Census 2010).

Housing and Business

The majority of the South Knoll Area developed between the 1940's and 1980's, but continuous development of additional neighborhoods within has occurred since that time. The earliest development took place in 1947 with the creation of the The Knoll subdivision. The oldest portion of the South Knoll area was annexed into College Station in 1953, while the majority of the area was incorporated into the City limits between 1967 and 1969.

The area includes more than 270 acres of commercial property, 1,012 single-family homes, 143 duplexes, and 226 multi-family units. The planning area is primarily residential, with commercial uses along its major corridors (Texas Avenue, Holleman Drive, Wellborn Road, and Harvey Mitchell Parkway).

Schools and Institutions

Located within the South Knoll Area are South Knoll Elementary School and A&M Consolidated High School. Students in the planning area are zoned to attend South Knoll Elementary, Oakwood

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Intermediate School, A&M Consolidated Middle School, and A&M Consolidated High School. In the western portion of the planning area, children living in the multi-family developments along Wellborn Road attend Rock Prairie Elementary. These students are zoned to attend Cypress Grove Intermediate School, College Station Middle School, and College Station High School.

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 #2 at Rio Grande.

The neighborhood is within Police Sector B and C 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 two churches:

- Parkway Baptist Church on Southwest Parkway
- Grace Bible Church on Harvey Mitchell Parkway

Texas A&M University's growing enrollment, the limited amount of on-campus housing, and South Knoll's proximity to campus makes the area attractive for student living. As the Texas A&M student population increases, College Station, including the South Knoll Area, will continue to accommodate an increasing number of off-campus Aggies. The South Knoll 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.

Parks and Natural Features

Approximately 267 acres of the planning area are identified on the City's Comprehensive Plan as both Natural Areas Protected and Reserved. These areas generally include the floodplain for Bee Creek and related tributaries that traverse the planning area.

The planning area is part of Neighborhood Park Zone 6 and Community Park Zone B, within which the City maintains over 75 acres of park space, including the College Station Cemetery, Bee Creek Park (which includes the D.A. "Andy" Anderson Arboretum), Gabbard Park, Lemon Tree Park, and Southwest Park. Overall, there is an average of one acre of park for every 135 residents in the South Knoll Area, similar to the City's average of about one acre for every 130 residents.

PLANNING PROCESS

The Neighborhood Plan was developed over the course of a year, beginning in fall 2012. The process was broken into four phases, each with a specific function.

Phase 1, Pre-Planning (September – October 2012): 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 2012 – February 2013): 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 2013): 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 2013 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>.

Area History

The earliest subdivisions in the South Knoll Area include The Knoll (1947) and South Knoll (1954). Areas of South Knoll were annexed into the City of College Station between 1953 and 1969. There are two homes in the South Knoll Area that were once located on the Texas A&M campus: 1712 Glade Street and 1700 Laura Lane. These "campus homes" were sold and moved south in 1965.

The City of College Station collaborated with Quimby McCoy Preservation Architecture, LLC in 2007 to conduct a Historic Resource Survey of the City 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 and recommendations for future historic districts and landmarks in the City, including the South Knoll Area. Further information about historic resources in the South Knoll Area is provided as an appendix to the

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Plan (**Appendix C, Historic Resources**).

SOUTH KNOLL 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. The meeting was publicized to the community through postcards, door hangers, neighborhood signs, the City's website, and information distributed to neighborhood organizations.

The Kick-Off Meeting was held on October 24, 2012 at South Knoll Elementary School and was attended by approximately 150 residents and property owners from the area. 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 questionnaire was distributed during the Kick-Off Meeting. Those in attendance were asked to complete the questionnaire to identify the most important issues facing their neighborhood. This information was used to determine discussion topics at future meetings.

Issues and Opportunities Meeting

A second neighborhood-wide meeting was held to collect more in-depth information about several issues identified through a questionnaire distributed during the Kick-Off Meeting, including Code Enforcement and Character; Infrastructure; Public Safety; and Bicycling and Walking. Attendees listened to a short presentation on each of the topics and participated in small group discussion workshops.

The Issues and Opportunities Meeting was held on November 26, 2012 at the College Station Conference Center and was attended by over 65 residents and property owners. The meeting was publicized to the community through an email to Kick-Off Meeting attendees, neighborhood signs, information on the City's website, and information distributed to neighborhood organizations.

Public Meeting Series

As information was gathered through the planning process, it became clear that there were several neighborhood issues that warranted further public input and discussion. A series of three meetings were held to discuss Bicycling and Walking Facilities; On-Street Parking; and HOAs and Neighborhood Associations. New feedback was received during this series of meetings that had direct impact on the outcome of the Plan.

The Public Meeting Series was held on three consecutive Tuesday evenings, February 12, February 19, and February 26, 2013 at South Knoll Elementary School. Approximately 60 residents and property owners attended the Public Meeting Series. 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 9, 2013 at College Station City Hall and more than 65 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, 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

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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

Bob Cowell, AICP, CNU-A, Executive Director

Debbie Eller, Community Development Manager

Morgan Hester, Staff Planner

Molly Hitchcock, AICP, Assistant Director

Venessa Garza, AICP, Greenways Program Manager

Alan Gibbs, P.E., City Engineer

Joe Guerra, AICP, PTP, Transportation Planning Coordinator

Barbara Moore, Neighborhood Services Coordinator

Michael Trevino, GIS Technician

Additional Planning & Development Services staff and staff from various other departments also participated in the planning process, including the following:

Teresa Rogers, Staff Planner

Jason Schubert, AICP, Principal Planner

Jenifer Paz, Staff Planner

Matt Robinson, AICP, Senior Planner

Ed McDonald, CIP Graduate Engineer

Donald Harmon, P.E., Asst. Director Capital Projects

Troy Rother, P.E., Traffic Engineer

Eric Hurt, Interim Fire Chief

Neighborhood Resource Team

The Neighborhood Resource Team consisted of 46 people that included representatives from all geographic areas of the neighborhood and

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included both residents and property owners. The team of volunteers met over a period of eight months 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.

Jennifer Armstrong	Chris Mathewson
Charles Barr	Monica Mercer
Rodney Boehm	Barbara McCannon
Pamela Brummett	Robert McGeachin
Mary Lind Bryan	Sherron McKenzie
Amy Caldwell	Nathan Mikeska
Wendy Castro	William Moore
Helen Cluck	Curtis Morgan
J. Roland Cole	Michael Painter
Justine Ealy	Clayton Powell
Gordon Evans	Rene Ramirez
Sandra Fincher	Jared Scoggins
Jerry Fox	Jane Sielken
Cale Gardenhire	Laurie Smith
Bridgette George	Bonnie Stolt
Jean Gould	Retha Todd
Lisa Halperin	Penny Woodcock
Gary Hart	Shanna Yates
Joe Hartfiel	Elizabeth Yancey
Gene Hawkins	Karen Yancey
Carol Hipchen	James Yelich
Kathleen Kenefick	Jodi Warner,
Russell Kohel	P&Z representative
Mort Kothmann	

PLAN CONTENTS

The South Knoll Area Neighborhood Plan includes five chapters. 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 South Knoll Area and outlines the

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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 in order to create, protect, and enhance places of distinction throughout the community.

This chapter focuses on land use, character preservation, and neighborhood organizations, with an established **Neighborhood Integrity & Community Character** Goal for the South Knoll Area **to be a neighborhood that is desired and valued for its single-family-friendly character with:**

- **Reduced character impact of high-density housing in the neighborhood;**
- **Continued investment in and maintenance of area schools, parks, and trails;**
- **Preservation of the existing larger-lot development pattern and eclectic architecture; and**
- **Effective neighborhood organizations.**

The strategies in this chapter focus on increased code compliance and property maintenance standards, additional parking standards, and the preservation of historic resources.

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 South

Knoll Area **to maintain a safe and efficient transportation network and improve multi-modal transportation options by increasing the continuity of bicycle and pedestrian routes to key destinations, while protecting the single-family character and integrity of the neighborhood.**

The strategies in this chapter focus on additional parking restrictions to increase safety, additional sidewalks and intersection improvements, and an amendment to the Bicycle Master Plan.

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 South Knoll Area **is to provide and maintain public facilities and services that meet the needs of the residents and positively contribute to the integrity of the neighborhood and an enhanced single-family friendly character.**

The strategies in this chapter focus on increased code compliance and property maintenance, increased public safety, and park 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 & COMMUNITY CHARACTER

2



Neighborhood integrity and community character is a description of the strength, stability, and long-term vitality of an area. It is the look and feel of the neighborhood; the quality of life. It includes land use, preservation, identity, investment, property maintenance, code compliance, and resident involvement – intended to protect and enhance the neighborhood.

Purpose of the Chapter

The purpose of this chapter is to outline a set of strategies to preserve and enhance the single-family character of the South Knoll Area neighborhood.

Goal

Based on the public input that was received during the planning process, the **Neighborhood Integrity & Community Character** goal for the South Knoll Area is **to be a neighborhood that is desired and valued for its single-family-friendly character with:**

- Reduced character impact of high-density housing in the neighborhood;
- Continued investment in and maintenance of area schools, parks, and trails;
- Preservation of the existing larger-lot development pattern and eclectic architecture; and
- Effective neighborhood organizations.

Strategy and action recommendations have been developed to progress toward this goal and are included at the end of this chapter.

Summary of Chapter Recommendations

- Increased code compliance and property maintenance standards
- Additional parking standards
- Amendment to the City's Future Land Use and Character map
- Preservation of historic resources
- Rezoning to reflect existing uses
- Creation and strengthening of neighborhood groups

Elements of Chapter

This chapter is organized into three broad categories:

- Character & Identity
- Land Use & Character
- Effective Neighborhood Organizations

The following pages describe these components and their relationship to the South Knoll 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 South Knoll 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, City ordinances, and policies. Specific information about timelines, responsible parties, and estimated costs are reflected in **Chapter 5, Implementation**.

SOUTH KNOLL AREA CHARACTER & IDENTITY

The South Knoll Area is known for its eclectic housing stock, access to parks and trails, and proximity to Texas A&M University. Its location provides access to award-winning schools, a variety of recreation opportunities, local shopping, restaurants, and all the University has to offer. South Knoll is the only area in College Station that residents can walk to school from pre-k through college.

The South Knoll Area is an aging neighborhood with most of the homes built in the 1960s and 1970s. Long-time residents describe the neighborhood as an area once occupied by young families with children walking to the elementary school. Over the years, those families have either aged in place as their children left home or moved out of the neighborhood. Some new families have moved in to take their place, but the most notable change to residents is the growing college-aged population moving into homes that are for rent.

The majority of neighborhood integrity issues raised by residents are tied to the impact of increased density from renter-occupied properties within and around the neighborhood. Owner-occupants have expressed concerns with land and property maintenance, traffic and parking impacts, as well as other behavioral issues of some renters. While not having the ability to restrict rental units, strategies within this Plan are aimed at reducing the impact on the single-family character of the neighborhood.

Neighborhood Conditions

The South Knoll Area is home to 226 multi-family and 143 duplexes structures – or 286 duplex units, almost 37% of all dwelling units in the area. Approximately 381 of the 1,012 single-family housing units in the planning areas are currently used as rental units. **Map 2.1 Rental Rates by Street** illustrates the amount of rental single-family property in the area.

Based on 2010 Census data, single-family housing in the South Knoll Area makes up approximately 6% of the overall supply in College Station. Nearly a quarter of College Station’s duplex and multi-family housing stock is found in the South Knoll Area as the duplex units makes up 23% of the City’s total and the 226 multi-family structures in the South Knoll Area provide 4,013 units, contributing to approximately 24% of the City’s multi-family total.

Property Values & Housing Conditions

Single-Family property values vary across the neighborhood, with the highest values generally corresponding to homes built on larger lots; with some exception, these properties also tend to be concentrated in the center of the planning area. Areas of South Knoll with higher property values also have the lowest number of homes registered as rental property and the lowest instance of known code violations. Housing conditions also vary greatly across the neighborhood, but are generally consistent with property values and the tenure of the structure (whether it is owner or renter occupied).

Rental Market

100% of the duplex units in the South Knoll Area are registered as rental

units with the College Station Rental Registration Program. Approximately 38% of the single-family homes in the neighborhood are registered as rental properties; **Map 2.2 Registered Rental Properties** illustrates where they are located within the neighborhood. **Map 2.1 Rental Rates by Street** illustrates the percentage of rental properties by street within the South Knoll Area. Specific rental information by subdivision can be found in **Appendix A Existing Conditions**.

Enrollment at Texas A&M University is currently over 50,000 students and continuing to grow, creating a strong demand for nearby rental properties. As the rental market increases, and more homes become investor owned, competition with investors has occurred creating an impediment for a young family to move into the neighborhood. Participation in the planning process indicates that the neighbors feel that an overall decrease in owner-occupied homes in the area has led to disinvestment, and a decline in the overall quality of life. This threat to neighborhood integrity exists in the South Knoll Area as it does in many parts of the City.

Character Impacts of High Density Housing

As homes are occupied by an increasing number of college-age households resulting in families moving out of the area, the neighborhood continues to transition to a higher-density. If this current trend continues, too many renter-occupied homes and a lack of affordable housing for families (due to investor interest) can continue disinvestment in student rental areas. In turn, a lack of quality housing options may also raise prices and demand in areas that are not already dominated by student rentals, potentially pushing families out of those areas too.

Beyond the changed demographics, there is an overarching concern among residents related to increased density in the neighborhood and the effect on both the character of the area and the increased services needed. Increased population density means increased traffic, water and sewage use, an increased demand on emergency services and code enforcement services, and an increase in repairs or replacement of area infrastructure. An increase in the college-aged population in South Knoll also means the addition of University buses down several area streets; and with fewer families living in close proximity to South Knoll Elementary school, it means more children driven into the neighborhood for school, increasing school-time traffic and changing neighborhood traffic patterns.

Strategies have been developed to attempt to address the negative impact of increasing density and potentially slow the transition to higher-density residences in the neighborhood. ~~Specifically, the Resource Team recommends that the names of the tenants of registered rental units be on the lease and in the rental registration~~

~~records as a means of more easily enforcing regulations related to the maximum number of unrelated residents that may reside as a “family.” Additionally, the Neighborhood Resource Team (NRT) recommends that neighborhoods within the planning area have the ability to request an overlay zoning to further limit the number of unrelated residents on that area.~~

Property Maintenance & Code Compliance

The City’s Code Enforcement division is responsible for premise code and property maintenance enforcement. The City’s Code Enforcement Division and their services are discussed further in **Chapter 4 Public Services & Facilities**.

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 2011, the City began using See-Click-Fix, a web-based application that allows citizens to report non-emergency issues and receive feedback electronically. The City uses this application to get information from citizens regarding some of the top code violations. Examples include overgrown weeds and grass, accumulation of trash, junk vehicles, and overflowing trash containers.

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. A lack of code compliance was a particular concern expressed throughout the South Knoll Area planning process due to rising number of renter-occupied units. Resource Team members recommend that the City pro-actively identify properties not currently meeting code and aggressively work toward compliance.

In an effort to increase overall code compliance in the South Knoll Area, the NRT recommends a higher level of outreach regarding code requirements. Specifically, the recommendation includes the creation of a comprehensive packet of information for residents, including basic code requirements, City contact information, and community facility locations (such as swimming pools, fire stations, and the library). The packets should be sent annually to registered rental property owners, registered property managers, College Station Utility customers, and HOA and neighborhood contacts. Additionally, a web address and QR

(Quick Response) code should be advertised in publications such as The Eagle and The Battalion in an effort to reach student renters.

Beyond more aggressive, pro-active code enforcement and additional outreach, the NRT recommended that the City begin a process to update and strengthen its premise code enforcement standards so that undesirable character impacts in single-family neighborhoods may be reduced. Examples included broken furniture in the front yard, furniture on the roofs of structures, banners on homes, and overall lack of yard maintenance.

Parking

On-Street Parking

The most widely mentioned, debated, and discussed issue through this process has been on-street parking. If prolific, on-street parking can negatively affect both safety and character of an area, changing the way that an area both functions and feels.

The City's parking enforcement is the responsibility of the Police Department and is generally enforced on a complaint basis – meaning that once the Police Department is notified of a parking violation, they will investigate.

Parking recommendations were divided into those primarily for safety, and those primarily aimed at restoring and protecting the single-family character of the South Knoll Area. A discussion on parking issues and recommendations related to safety can be found in **Chapter 3 Mobility**.

Through the neighborhood planning process, residents identified pros and cons of on-street parking, listed below:

Pros:	Cons:
Provides buffer to children in yards	Limits emergency vehicle access
Provides buffer to sidewalks	Aesthetics
Calms traffic and speeds	Supports multi-tenant occupancy
Parking available visitors or special events	Service delivery conflicts (USPS, garbage collection, etc.)
Convenient	Blocked driveways
Reduces the pavement needed on each lot	Reduced visibility / sight-distance issues
Crime prevention – perception that someone is at home	Children less visible when crossing streets
	Reduced safety of pedestrians and bikes
	No room for bike lanes
	Impedes two-way traffic
	Restricts visibility of property

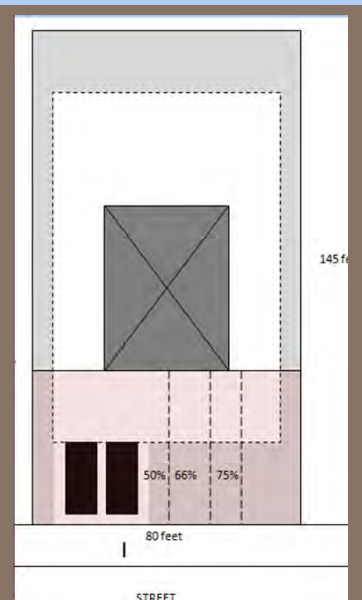


Figure 2.1 – Front Lawn Parking Restrictions

Character-Based Parking Recommendations

The Resource Team recognizes that not all parking issues are purely safety related – sometimes it is the effect on the character of the area that is most concerning. As the density in the neighborhood has increased, resident and visitor parking has also increased creating what is perceived as visual clutter along the street and highlighting some streets as “student areas.” Additionally, excess on-street parking can make sanitation and mail service difficult. Through the process, numerous residents complained of not having mail delivered or their trash picked up because a neighbor’s vehicle made the trash container or mailbox inaccessible. Other complaints relate to vehicles blocking driveways or remaining parked in front of someone else’s home for weeks at a time.

The Resource Team discussed numerous on-street parking removal options to lessen the crowding on the streets. Of the options, the most popular were either creating an option to allow residents on a street to request that parking be removed from one side of the street or to remove on-street parking from both sides of all streets during night-time hours (such as 2:00 a.m. to 6:00 a.m.) to alleviate the neighborhood of the permanent “street parkers.”

During the Open House meeting, attendees were asked to participate in a poll related to on-street parking and their preferences. The poll asked residents and property owners which of the following was the most desirable action:

- 1) Remove parking from one side of all streets throughout the neighborhood;
- 2) Remove parking from one side of all streets that request parking removal with the support of the majority of property owners on specified street;
- 3) Remove parking from both sides of all streets only during the hours of 2:00 a.m. and 6:00 a.m.;
- 4) Do not remove any parking from streets in the South Knoll Area.

The Resource Team used the results from the poll when forming their final recommendations. ~~The Resource Team made the following two separate recommendations:~~

- ~~1) Remove parking from both sides of all streets in the South Knoll area during the hours of 2:00 a.m. and 6:00 a.m. for the following reasons:~~
 - ~~a. To ensure that vehicles are moved to private parking areas during this time, creating a habit of using off street parking and ensuring that adequate parking is provided on each property;~~

- ~~b. To decongest the neighborhood streets in the long term for both appearance and the ease of walking and biking in the area;~~
- ~~c. To continue to allow residents the convenience of parking on the street during the day and offer opportunities for visitor parking;~~
- ~~d. To increase public safety / crime prevention as the only permitted night time parking would be in a private driveway; and~~
- ~~e. To provide a time for public services to be carried out without vehicles parked on the street, such as street sweeping or garbage collection, if the City desired.~~

2) Allow residents that want to do more to restrict parking in their area the ability to request that on-street parking be removed from one side of their street with the following conditions:

- a. The ~~super-majority (50%+1~~ **two-thirds**) of homes (one representative per home) sign a petition requesting parking removal; and
- b. A "street" is defined as a segment of the larger street between two intersections (including three-way intersections).

On-Site (Off-Street) Parking

Because the increasing number of vehicles parked in the neighborhood is causing concern among residents, consensus was reached during the planning process that additional off-street parking should be required for new single-family construction and additions of bedrooms to existing homes. The City's Joint Neighborhood Parking Task Force (a concurrent but separate process) recommended one parking space per bedroom (with a maximum of four parking spaces required) in their recent City-wide report. See **Appendix F Parking Task Force Recommendations** for more information. The Resource Team 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 the smaller of either 50% of the area between the structure and the property line, or 1,000 square feet. 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.

Historic Preservation

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 plan participants recognize that the Orr Street/Winding Road area is unique in College Station and that the former Campus Homes in the

area are special. However, this recognition has not translated into any regulations that protect the structures. Preservation or protection of these resources can stabilize development pressure, enhance property value, promote heritage conservation, and provide education opportunities. At this time, there are no National or State Historical Markers in the South Knoll Area and there are not Historic Areas or Historic Preservation Overlay zoning districts located in the South Knoll Area.

Quimby McCoy Study

In 2008, a Historic Resources Windshield Survey was conducted for two areas of the City, including a portion of the South Knoll Area. The survey includes brief histories; statements on architectural, historic and cultural resources of significance; and maps detailing areas within the survey that best represent potential historic districts. The survey identified two potential districts and 11 potential landmarks. The potential districts and landmarks are identified on **Map 2.3 Potential Historic Districts and Landmarks**.

Also in 2008, the City adopted a comprehensive historic preservation ordinance that provides the opportunity for protection of historic structures. 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. See **Appendix C Historic Resources** for further information about the Quimby McCoy study and the recommended landmarks and districts.

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. College Station markers are solely for historical interest and educational purposes and do not prevent the structures from being altered or demolished. Properties in the South Knoll planning area that have received a College Station Historical Marker are identified on **Map 2.4 Historic Resources in the South Knoll Area**. There are two homes in the South Knoll Area with a College Station marker. See **Appendix C Historic Resources** for further information.

Former Campus Homes

During the early years of Texas A&M College, faculty lived in on-campus



Figure 2.2 – Campus House



Figure 2.3 – Campus House



Figure 2.4 – Orr/Winding Area

housing. These single-family homes were later moved away from campus as College enrollment grew and the City of College Station was incorporated. Two former campus homes were relocated to what is now the South Knoll Area, **Map 2.4 Historic Resources in the South Knoll Area** depicts the locations of these homes. Additional information can be found in **Appendix C Historic Resources**.

LAND USE & CHARACTER

Future Land Use & Character Plan

Land use is a key component of describing and establishing the character of an area. In determining appropriate land use classifications, the existing uses, zonings, and current land use and character classifications are all considered. As part of enhancing the family-friendly character of the South Knoll Area, this Plan identifies several areas where discrepancies in the existing Comprehensive Plan, zoning, and other factors could lead to unintended development scenarios that are contrary to the character desired by residents that live in the neighborhood.

Map 2.5 Future Land Use and Character Map illustrates the existing Land Use and Character designations in the South Knoll Area. Descriptions of the existing character designations found in the South Knoll Area based on the City's adopted Comprehensive Plan can be found in **Appendix B Glossary**.

During the initial planning phases, staff identified only one undeveloped property where the zoning is not consistent with the Comprehensive Plan. The property is located off of Harvey Mitchell Parkway (FM 2818) adjacent to the City's electrical sub-station and has been known in past development proposals as the "McCrary" property.

The McCrary Property (Map 2.6 Land Use & Character Amendment 1):

- Comprehensive Plan Designation: Suburban Commercial along the FM 2818 frontage and Natural Areas on the back half of the lot.
- Zoning: A-O Agricultural Open along the drainage area, R-3 Townhouse in the middle and adjacent to the single-family cul-de-sacs and C-3 Light Commercial along Harvey Mitchell Parkway (FM 2818).
- Recent floodplain studies in the area have determined that this property is not within the 100-year floodplain, as shown on the Future Land Use & Character Map. A future land use other than Natural Areas may be appropriate for the property.



Figure 2.5 – Land Use & Character Area 1

The NRT was comfortable amending the Future Land Use and Character Map to reflect the existing zoning on the property in those general areas. Any change to the Future Land Use & Character Map or the zoning in this area should be vetted with the HOA in that area. The Resource Team wishes for the HOA group to make that recommendation when the time comes.

Also through the planning process, the Resource Team identified one additional property where the Land Use & Community Character designation should be altered:

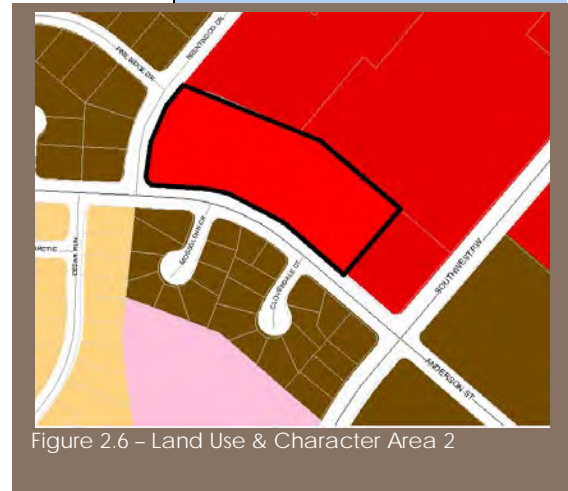


Figure 2.6 – Land Use & Character Area 2

Anderson Place Apartments – on Anderson between Brentwood and Southwest Parkway (Map 2.7 Land Use & Character Amendment 2):

- Comprehensive Plan Designation: primarily shows Urban (apartment) with a small amount of General Commercial at the corner of Anderson and Brentwood.
- Zoning: GC General Commercial
- Existing Development: apartment complex on one large lot
- Property Ownership: One corporate owner

The NRT did not have concerns about the possibility of the property redeveloping under its existing zoning (GC General Commercial) – stating that any redevelopment on the site would be welcomed and commercial would be preferred to multi-family in this area. Staff will explore the potential issues and/or benefits of changing the future land use and character of this property to reflect this desire.

Additionally, FEMA's MapMod, a physical map revision, and LOMR (Letter of Map Revision) that captured the Bee Creek channel improvements is anticipated to be complete later this year. Because this information is better engineering and flood data, staff recommends amending the Future Land Use & Character Map to reflect the new location of the 100-year floodplain. The recommendation includes extending existing adjacent land use designations along the floodplain line. All 100-year floodplain will remain designated as Natural Areas – Preserved or Protected.

Zoning in the South Knoll Area

This section outlines where the existing zoning does not permit the existing development in the area, meaning that if the property re-developed, the area could look and feel very different than it does today. The Resource Team recommends that in several instances

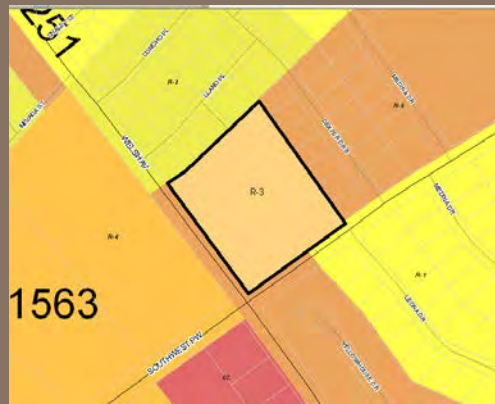


Figure 2.7 – Zoning Area 1

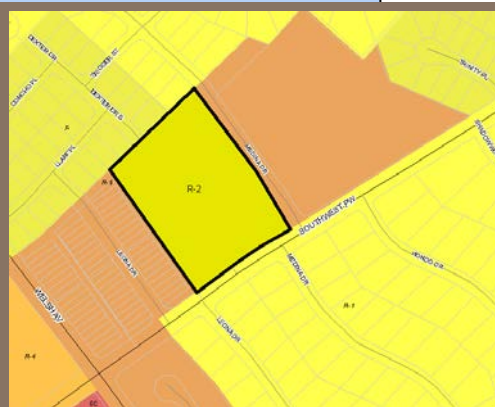


Figure 2.8 – Zoning Area 2

rezoning of the property be explored with the property owner to support future development in compliance with the City's adopted Comprehensive Plan. In other instances, the Resource Team recommends no changes.

Map 2.8 Zoning illustrates the existing zoning designations in the South Knoll Area. Descriptions of the existing zoning classifications based on the City's Unified Development Ordinance can be found in **Appendix B Glossary**.

The following properties were discussed for potential rezoning:

Southeast Corner of Welsh Avenue & Holleman Drive

- Comprehensive Plan Designation: Suburban Commercial
- Zoning: GC General Commercial
- Existing Development: low intensity commercial, office, and some vacant land
- Property Ownership: Several owners

The NRT agreed that the threat of a large scale redevelopment to an intense GC use was minimal due to multiple owners and its location (market). No change is recommended.

Northeast Corner of Welsh Avenue & Southwest Parkway (Map 2.9 Potential Rezoning Area 1):

- Comprehensive Plan Designation: Urban
- Zoning: R-6 High-Density Multi-Family
- Existing Development: townhomes on individually platted lots
- Property Ownership: Many property owners

NRT recommended that the City approach land owners to rezone to R-3 Townhouse based on the current use of the property.

Medina/Dexter Duplexes (Map 2.10 Potential Rezoning Area 2):

- Comprehensive Plan Designation: Urban
- Zoning: R-6 High-Density Multi-Family
- Existing Development: duplexes on individually platted lots
- Property Ownership: A single owner for all of the lots

NRT recommended that the City approach land owner to rezone to R-2 Duplex based on the current use of the property. The property is adjacent to existing single-family homes; redevelopment to a higher density multi-family is not desirable.

Cedar Run and Arctic Area

- Zoned R-3 Townhouse

- Developed as single-family homes (permitted in the R-3 zoning district)
 - Comp plan: General Suburban (appropriate for both the existing zoning and existing land use)
 - Many property owners (no consolidation currently)
 - Very few owner-occupied homes (maybe as few as one)
- NRT felt that potential redevelopment of some or all of the homes in that area to townhomes would be appropriate given the adjacencies to duplexes and apartments. It was stated that any redevelopment of this area would be welcomed.*

EFFECTIVE NEIGHBORHOOD ORGANIZATIONS

Due to the age of most of the subdivisions in this area, very few Home Owner Associations exist. Creating an association once homes are individually owned is difficult because all owners have to agree to participate. Owner occupancy rates being low in the area, it would be nearly impossible for a new association to be formed with the ability to make and enforce rules.

Role of Neighborhood Organizations

Neighborhood groups, whether formally organized or not, have a key role in identifying and implementing solutions to neighborhood concerns.

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

Neighborhood Partnership Program

The Neighborhood Partnership Program was created to build helpful, collaborative relationships between neighborhoods, community organizations, and the City of College Station. The Neighborhood Services Unit is the City's primary liaison with neighborhood organizations, and on behalf of the City and these neighborhood programs, Neighborhood Services maintains ongoing communications with community organizations that can have a positive impact on neighborhoods.

Neighborhood Organizations in the South Knoll Area

There are five registered Neighborhood Associations in the South Knoll Area and one registered Homeowner Association. See **Map 2.11 Existing Neighborhood Organizations** for locations. Below are the names of the associations established area, the year they were formed, and the date they were registered with City's Neighborhood Services division.

<u>Name</u>	<u>Year Formed</u>	<u>Year Registered</u>
The Knoll	2006	2007
Lawyer Street	2003	2007
Camelot	2008	2008
Bee Creek	2005	2007
Augustine-Angelina (HOA)	2010	2010
Lawyer Place	2011	2011

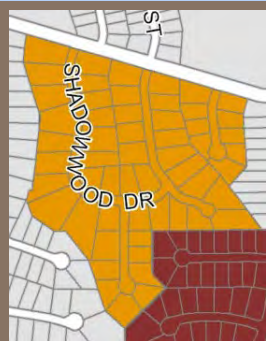


Figure 2.9 – Lawyer Place HOA Boundaries

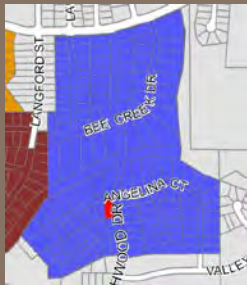


Figure 2.10 – Bee Creek Association Boundaries

Augustine-Angelina is a Home Owners' Association (HOA) formed by residents and property owners in the Bee Creek area. It consists of only the property on the corner of Augustine-Angelina and was formed for the purpose of area residents purchasing the property as a group to protect it from undesirable development. Residents in the Augustine-Angelina area are very active and well-organized. They are active members in the City's Neighborhood Partnership Program.

Lawyer Place had deed restrictions that lapsed back in the late 1980s or early 1990s. They recently revived their deed restrictions but did not add an HOA to help enforce the restrictions. Over time, the restrictions may not be as effective, as there is no governing body for enforcement. Individual property owners will need to be diligent in their efforts and as properties turn over to new owners. Residents in the Lawyer Place neighborhood are very active and well-organized. They participate in Neighborhood Services events and City-sponsored events.

Bee Creek is very active and well-organized and they participate in Neighborhood Services events and City sponsored events.

At this time, the Camelot Association, Lawyer Street Association, and The Knoll are all inactive. As association leaders have moved out of the neighborhoods, the City's Neighborhood Services division has had little success recruiting and training others in the associations to keep the groups active. Residents in these areas still keep in contact with

Neighborhood Services staff, but their associations are inactive. Much of these areas have transitioned to student-occupied rental homes.

Other opportunities may exist in the South Knoll Area for the formation of new associations or other informal groups. Members of the Resource Team discussed opportunities with the connections formed during this neighborhood planning process, including the potential for block captains, neighborhood activities (such as block parties and National Night Out), and other events aimed at outreach, education, and getting to know one another. The Resource Team also recognized that the potential for a neighborhood garden existed at one of the local parks or South Knoll Elementary school and would be a neighborhood building / community building activity.

For more information about the services offered through the City's Neighborhood Services division, see **Chapter 4 Public Facilities & Services**.

GOAL, STRATEGIES, AND ACTIONS FOR THE SOUTH KNOLL AREA

The **Neighborhood Integrity & Community Character** goal for the South Knoll Area is **to be a neighborhood that is desired and valued for its single-family-friendly character with:**

- **Reduced character impact of high-density housing in the neighborhood;**
- **Continued investment in and maintenance of area schools, parks, and trails;**
- **Preservation of the existing larger-lot development pattern and eclectic architecture; and**
- **Supported by effective neighborhood organizations.**

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- Restore and maintain a single-family character through increased code compliance and property maintenance to lessen the impact of rental housing on the character and integrity South Knoll Area Neighborhood. *(Cross-referenced with Public Facilities & Services Strategy PF&S 1)*

Action NI&CC 1.1	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.
Action NI&CC1.2	HOA and new resident digital information packet, on-line, emailed to rental registration contacts annually, and otherwise advertised



Figure 2.11 – The Knoll Association Boundaries



Figure 2.12 – Lawyer Street Association Boundaries

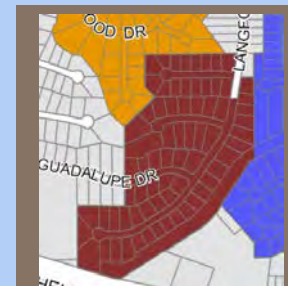


Figure 2.13 – Camelot Association Boundaries

City-wide.

~~Action NI&CC1.3 Amend the Unified Development Ordinance to allow smaller areas within the South Knoll Area neighborhood to apply for an overlay zoning that could further limit the number of unrelated residents if a majority of the property owners participated.~~

~~Action NI&CC1.4 As a mechanism of enforcement of the maximum number of unrelated residents, amend rental registration requirements so that residents must be named when registered annually as a rental unit.~~

Action NI&CC1.5 Amend the Code of Ordinances to strengthen regulations that may reduce undesirable character impacts in neighborhoods.

Strategy NI&CC 2- Address neighborhood parking concerns to lessen the impact of high-density housing on the character and integrity of the South Knoll Area Neighborhood. (Cross-reference *with Mobility*)

~~Action NI&CC2.1 Remove parking from both sides of all streets between the hours of 2:00 a.m. to 6:00 a.m. to ensure that all resident parking occurs on private property, while allowing on-street parking outside of these hours for resident convenience. (cross-reference Action M 2.1)~~

Action NI&CC2.2 Allow residents to request on-street parking be removed for character reasons from one side of all streets in the South Knoll Area when a **super**-majority of property owners on that street are in favor. (cross-reference Action M 2.2)

Action NI&CC2.3 Amend the Unified Development Ordinance to limit the size of allowed parking areas within the front portion of single-family lots in the South Knoll Area, similar to the recommendations made by the City's Joint Task Force on Neighborhood Parking. In addition, larger lots would be permitted a maximum of 50% of the front portion of the property to be paved or 1,000 square feet, whichever is smaller. (cross-reference Action M 2.3)

Action NI&CC2.4 Amend the Unified Development Ordinance to require one parking space per bedroom for new single-family construction and remodels that add bedrooms, with a maximum of four spaces required. (*cross-reference Action M 2.4*)

Action NI&CC2.5 Amend the Unified Development Ordinance to require that rear-yard parking be screened from adjacent single-family properties. (*cross-reference Action M 2.5*)

Strategy NI&CC 3- Ensure the Future Land Use and Character designations in the South Knoll Area create the character desired in the South Knoll Area.

Action NI&CC 3.1 Amend the Future Land Use & Character Map for the property located on the east side of Anderson Street between Brentwood Drive and Southwest Parkway to conform to the existing General Commercial zoning.

Action NI&CC 3.2 Amend the Future Land Use & Character Map for the property located to the west of Angelina Ct. /Augustine Ct. to conform to the existing zoning on the property in that area.

Action NI&CC 3.3 Amend the Future Land Use & Character Map along the 100-year floodplain line to comply with new, more accurate engineering and flood data.

Strategy NI&CC 4- Preserve historic resources in the South Knoll Area.

Action NI&CC4.1 The City should work with owners of property identified for further study in the Quimby McCoy Historic Resources Survey (2008), including a specific district in the Orr Street / Winding Road area.

Action NI&CC4.2 The City should work with owners of property identified for further study in the Quimby McCoy Historic Resources Survey (2008), including specific properties identified as potential landmarks in the South Knoll Area.

Strategy NI&CC5- Ensure future development in the South Knoll Area is in compliance with the Comprehensive Plan

Action NI&CC5.1 Work with property owners in the Northeast corner of Welsh Avenue and Southwest Parkway to initiate a rezoning to reflect the existing land use on the properties.

Action NI&CC5.2 Work with property owners in the area of the Medina Drive & Dexter Drive area to initiate a rezoning to reflect the existing land use on the properties.

Strategy NI&CC 6- Encourage the creation of additional Neighborhood Associations and groups within the South Knoll Area and strengthen those that are existing.

Action NI&CC6.1 Meet with existing Neighborhood Associations and existing Home Owner Associations to encourage these groups to become more active.

Action NI&CC6.2 Meet with interested parties willing to undertake a partnership with Neighborhood Services to establish new Neighborhood Associations,

Action NI&CC6.3 Provide staff support in the creation and leadership training for new Neighborhood Associations and HOAs.

Action NI& CC6.4 Support and encourage the continuation of an informal or formal larger neighborhood group resulting from the connections made during the neighborhood planning process.

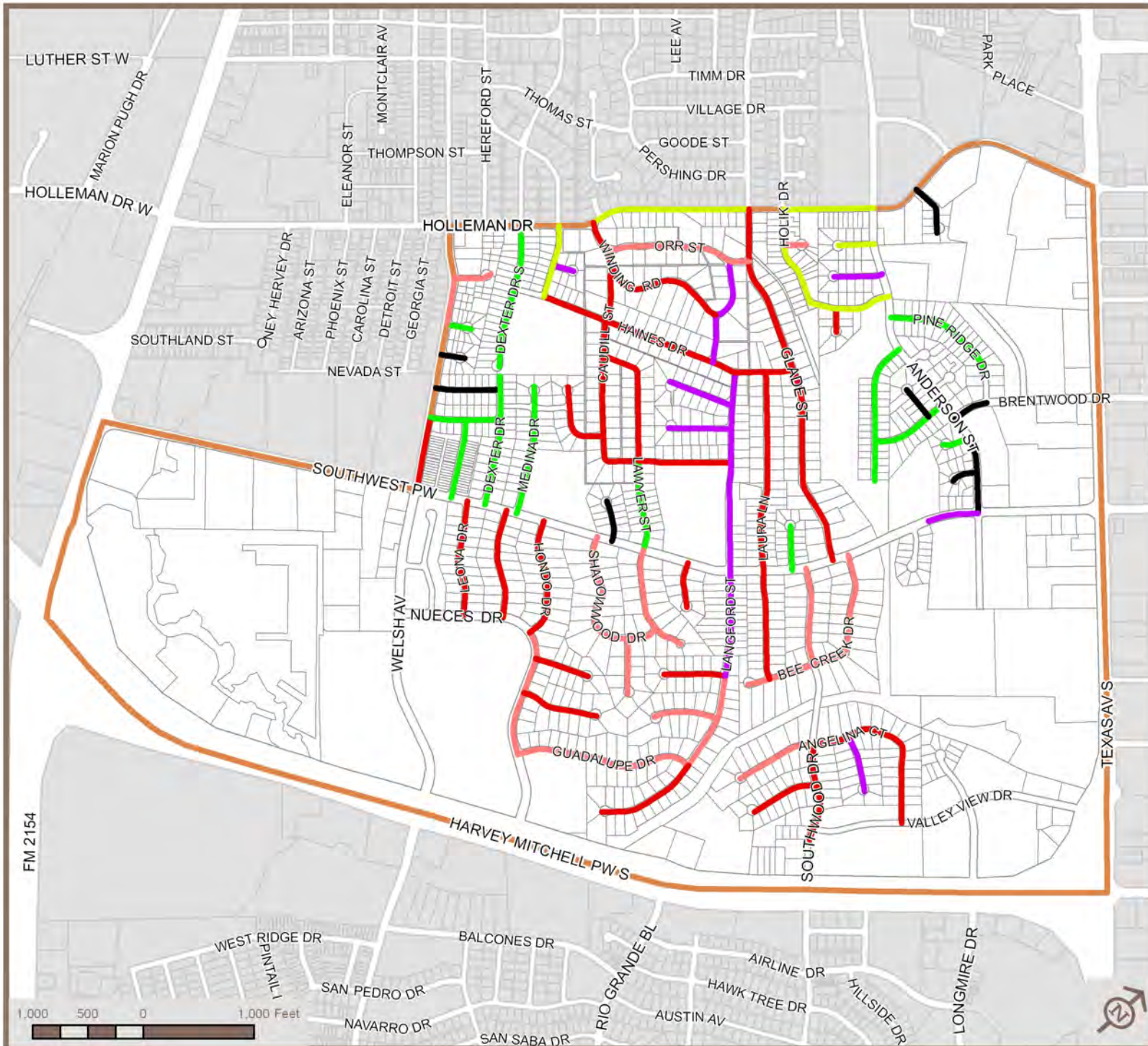
Action NI& CC6.5 Support and encourage neighborhood activities such as block parties, National Night Out events, and various other events aimed at outreach, education, and getting to know one another.

Action NI& CC6.6 Explore options to create community garden opportunities that would allow neighborhood organizations to utilize public spaces like parks to host community gardens.

South Knoll Area Neighborhood Plan

Map 2.1

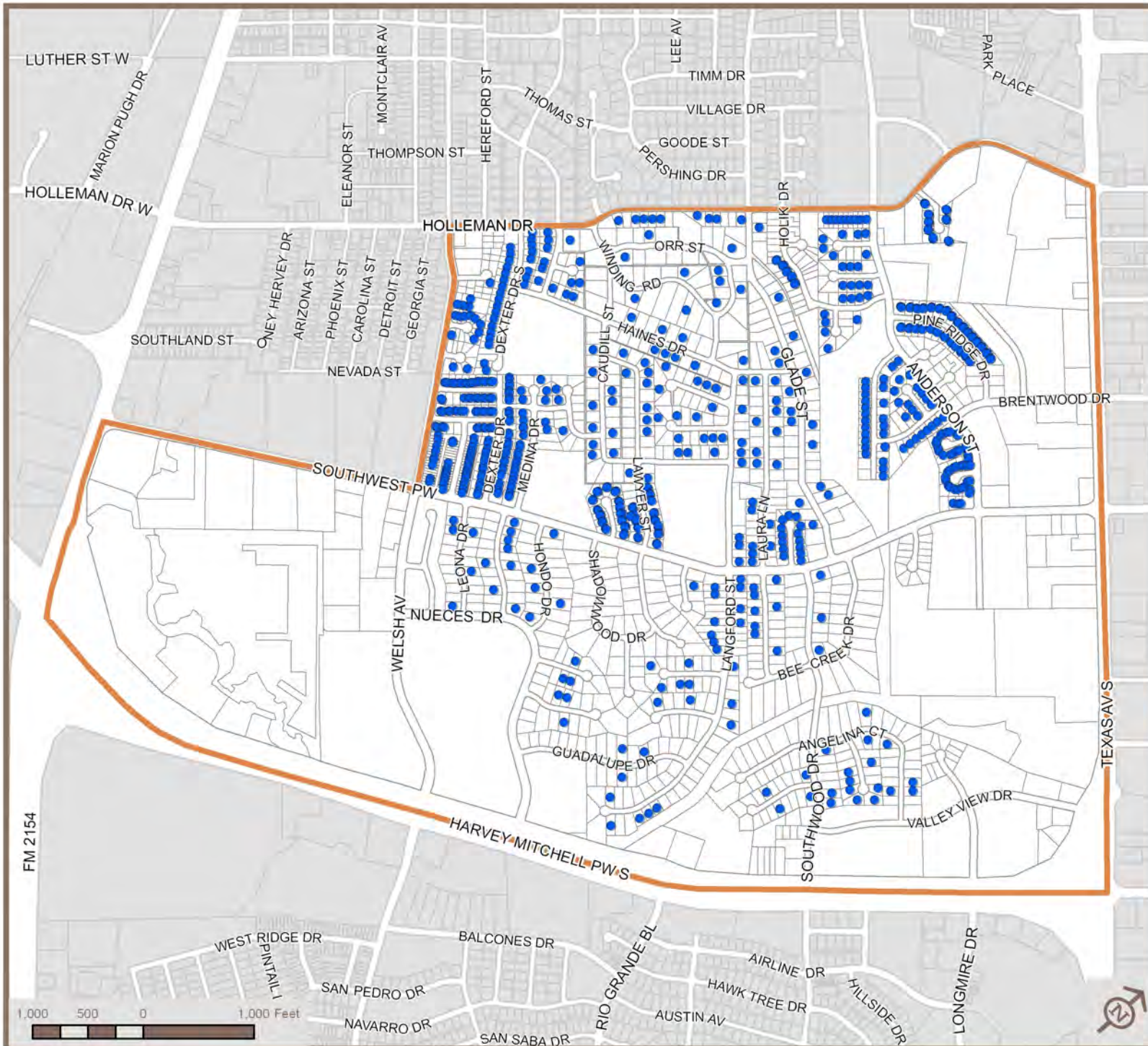
Rental Rates by Street



South Knoll Area Neighborhood Plan

Map 2.2

Registered Rental Properties

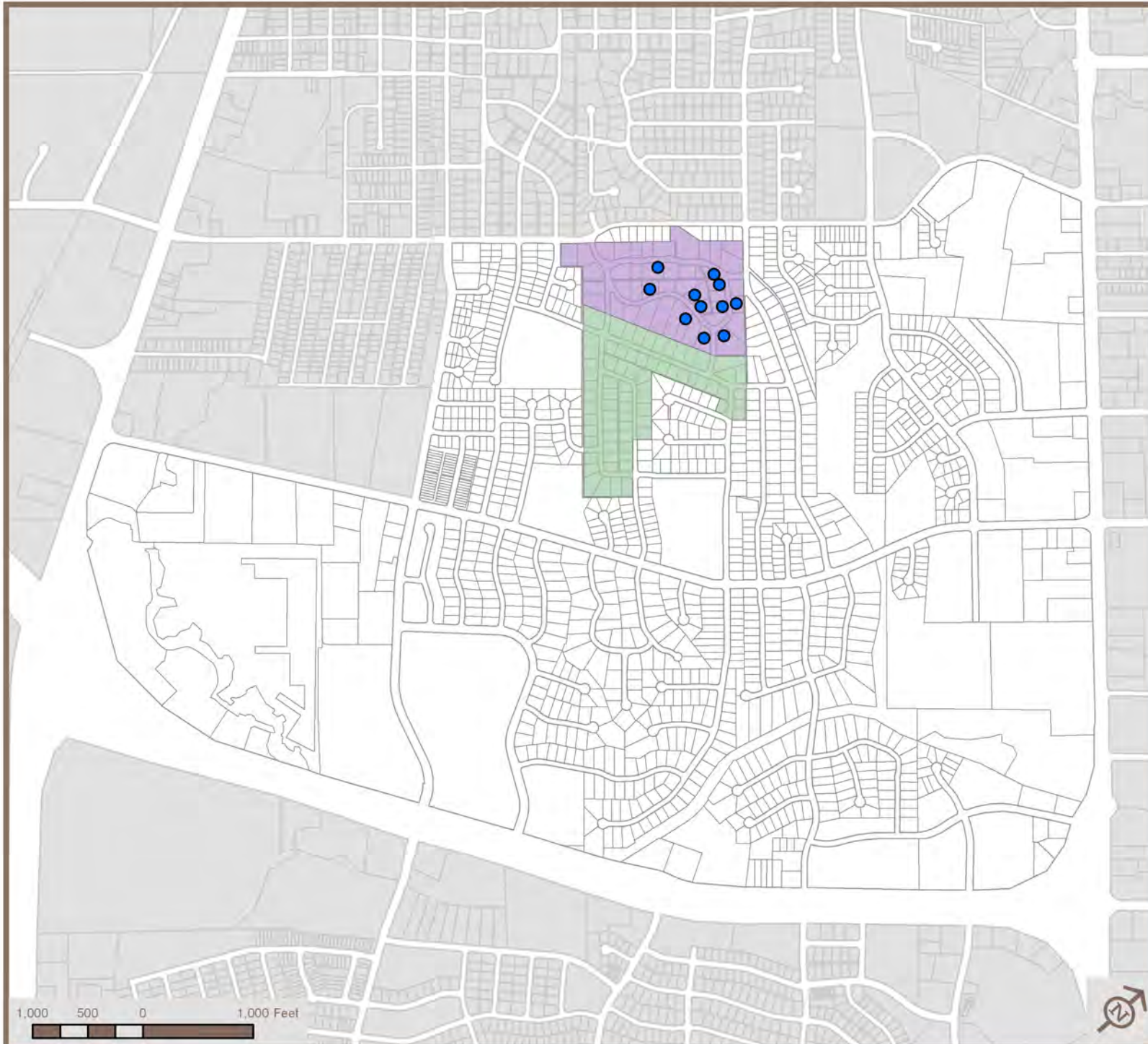


- Registered Rental Properties
- Planning Area

South Knoll Area Neighborhood Plan

Map 2.3

Potential
Historic Landmarks
and Districts

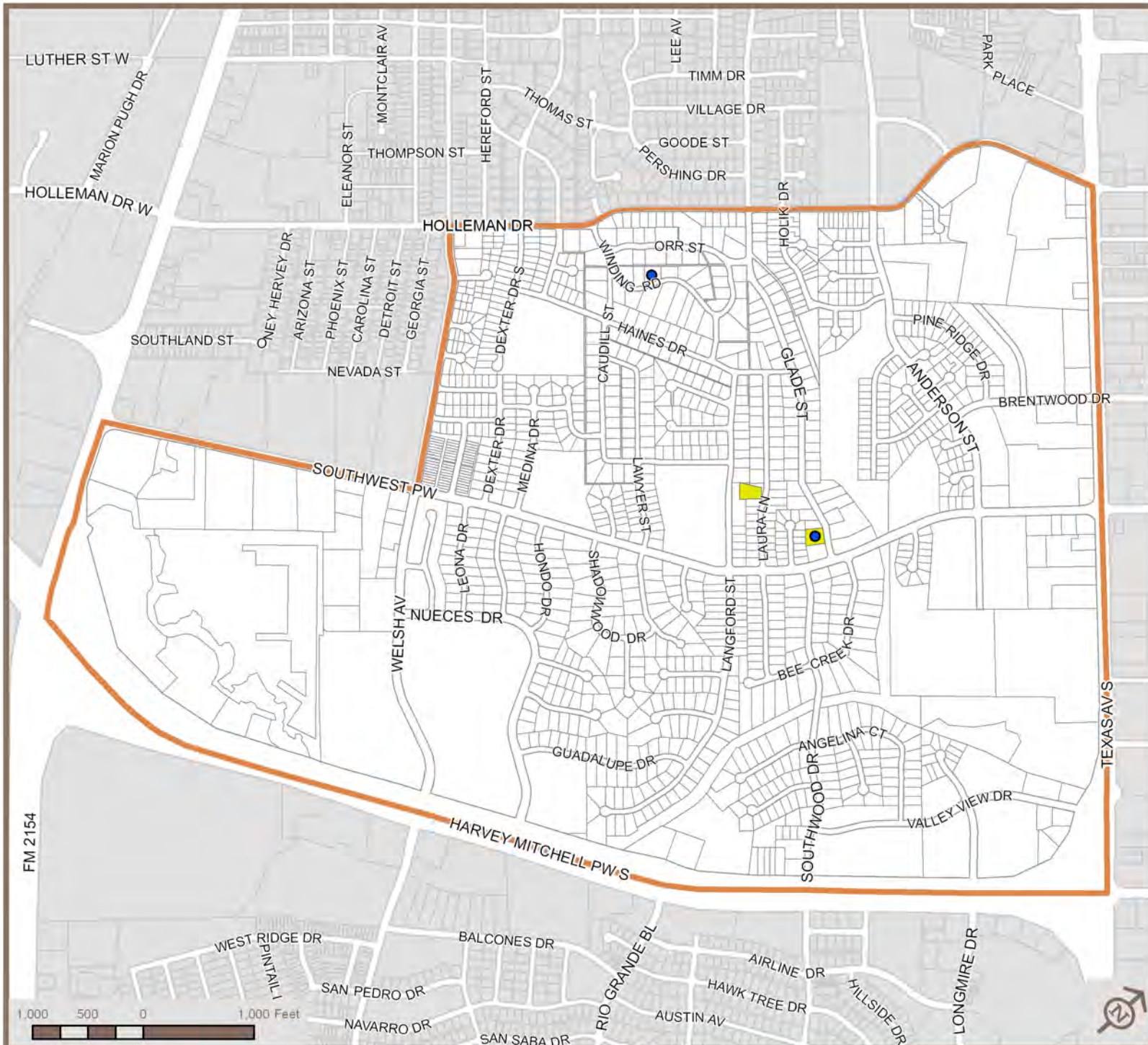


- Historical Markers
- Potential Historic Districts
 - South Knoll
 - The Knoll
- Planning Area

South Knoll Area Neighborhood Plan

Map 2.4

Historic Resources



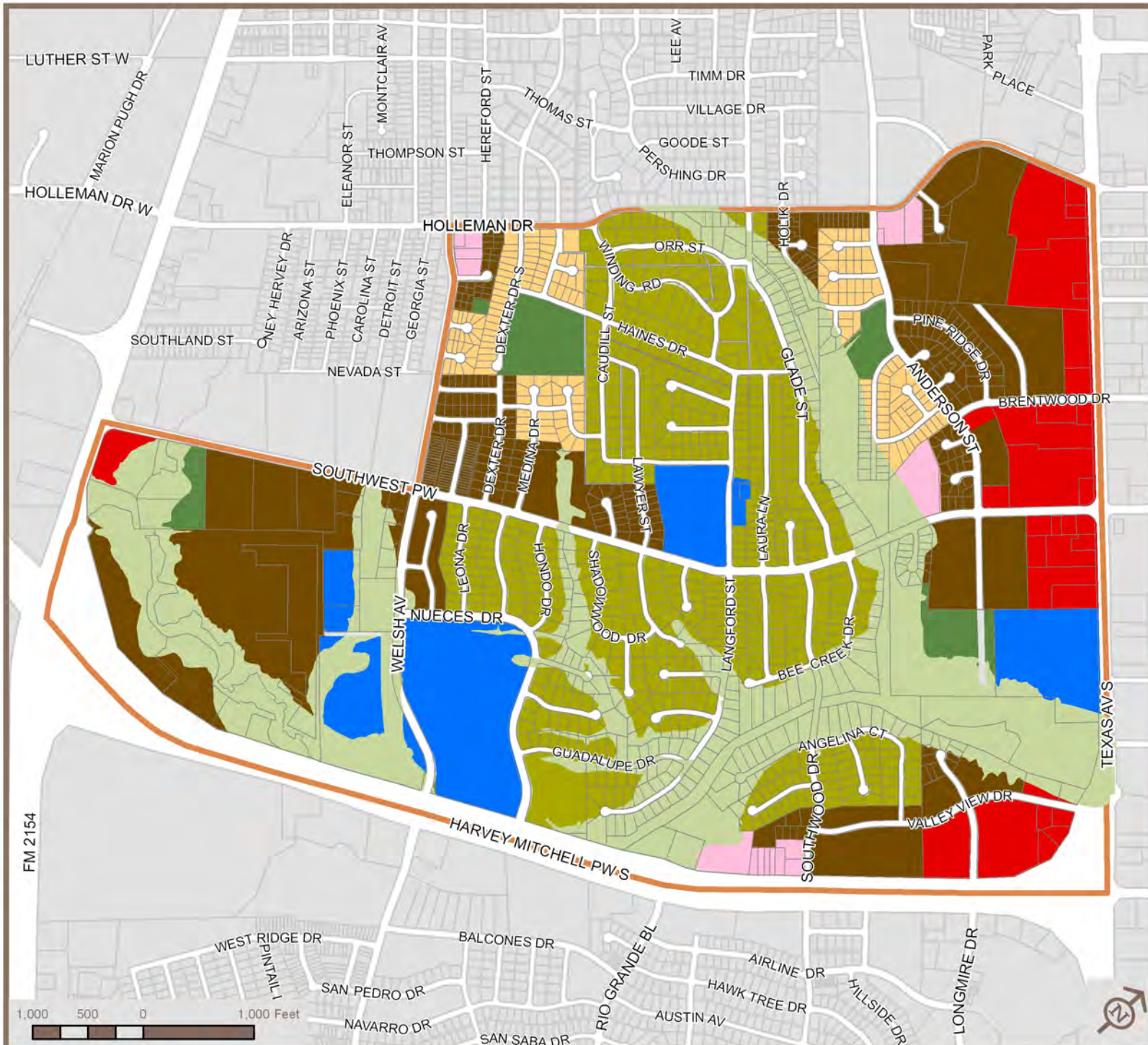
- Historic Markers
- Campus Houses
- Planning Area

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

South Knoll Area Neighborhood Plan

Map 2.5

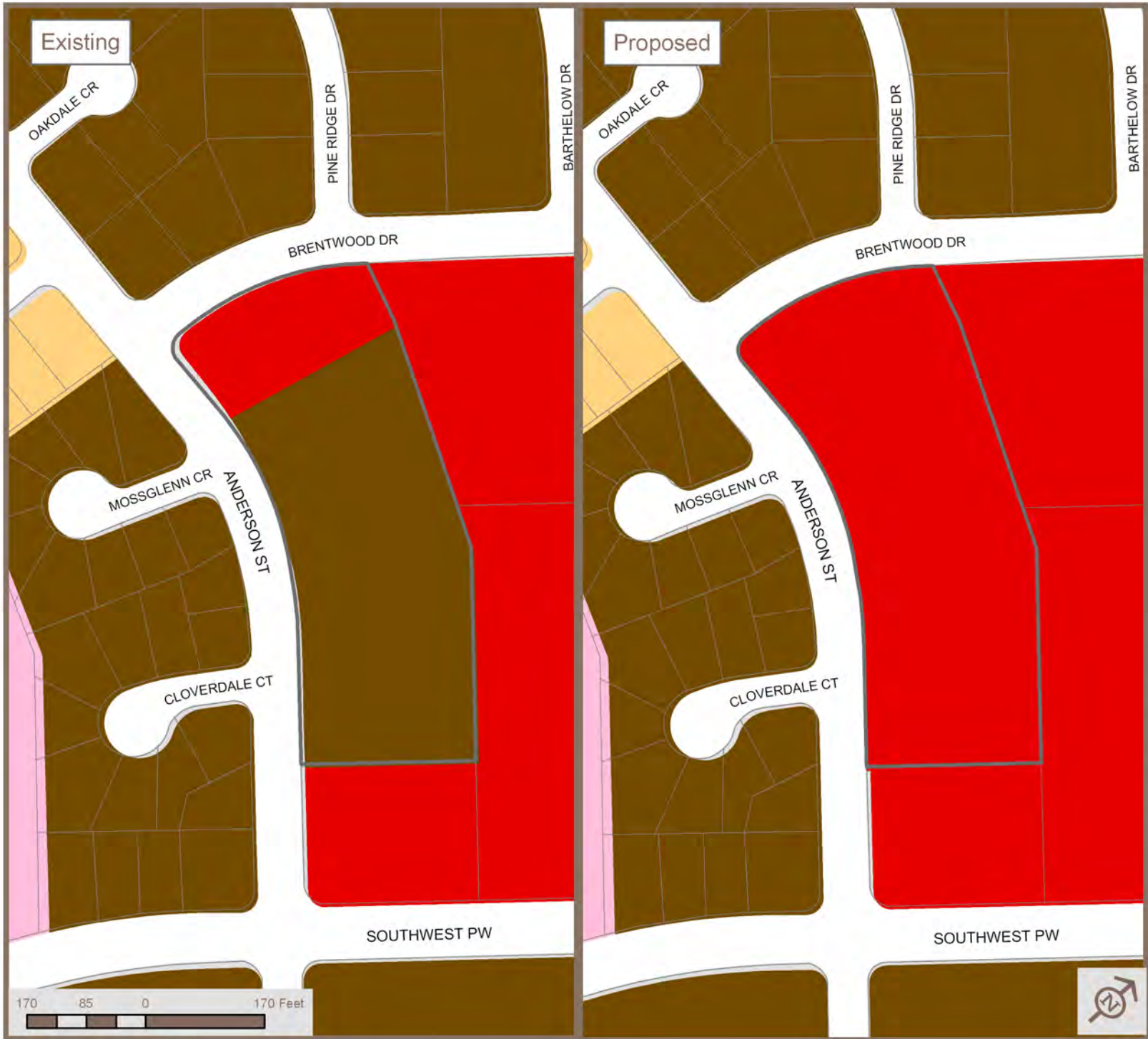
Future Land Use and
Character Map



- 111 - Neighborhood Conservation
- 910 - 100 - Rural
- 110 - General Suburban
- 120 - 250 - Urban
- 210 - General Commercial
- 200 - Suburban Commercial
- 410 - Institutional/Public
- 710 - 720 - Natural Areas - Protected
- 800 - Natural Areas - Reserved
- Planning Area

FM 2154

1,000 500 0 1,000 Feet

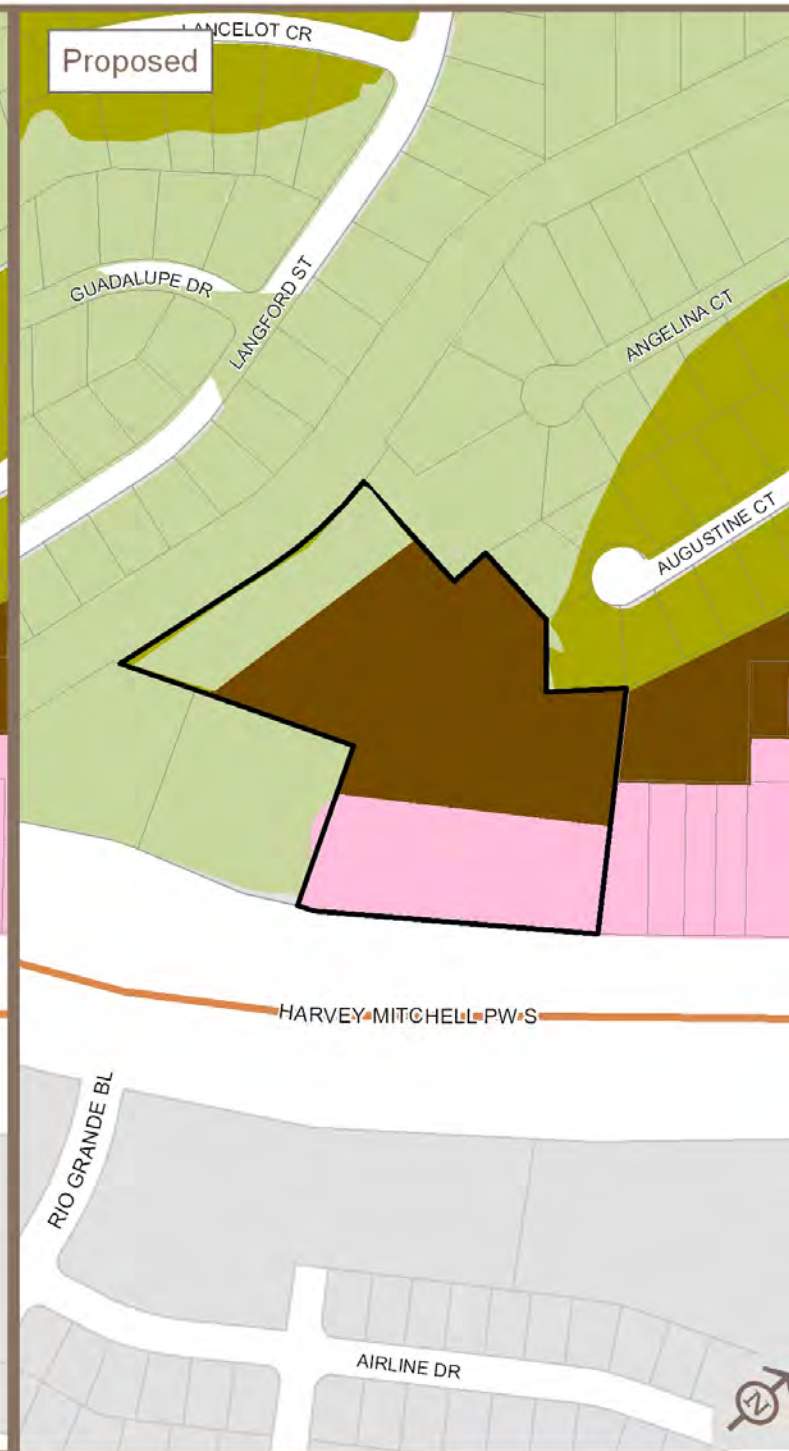
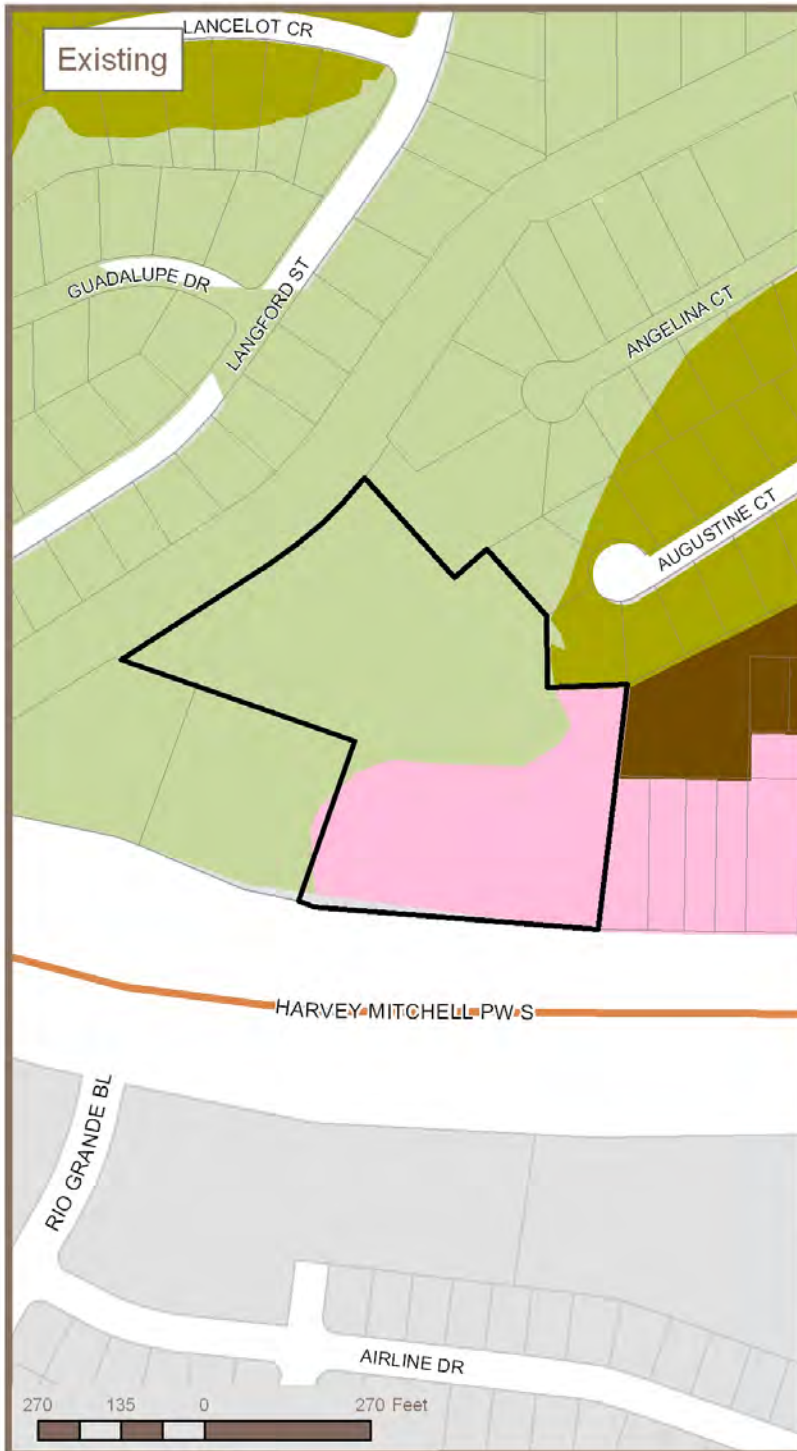


South Knoll Area Neighborhood Plan

Map 2.6

Land Use and Character
Amendment 1

- Land Use and Character Change
- Future Land Use & Character
 - 110 - General Suburban
 - 120 - 250 - Urban
 - 210 - General Commercial
 - 200 - Suburban Commercial
- Planning Area



South Knoll Area Neighborhood Plan

Map 2.7

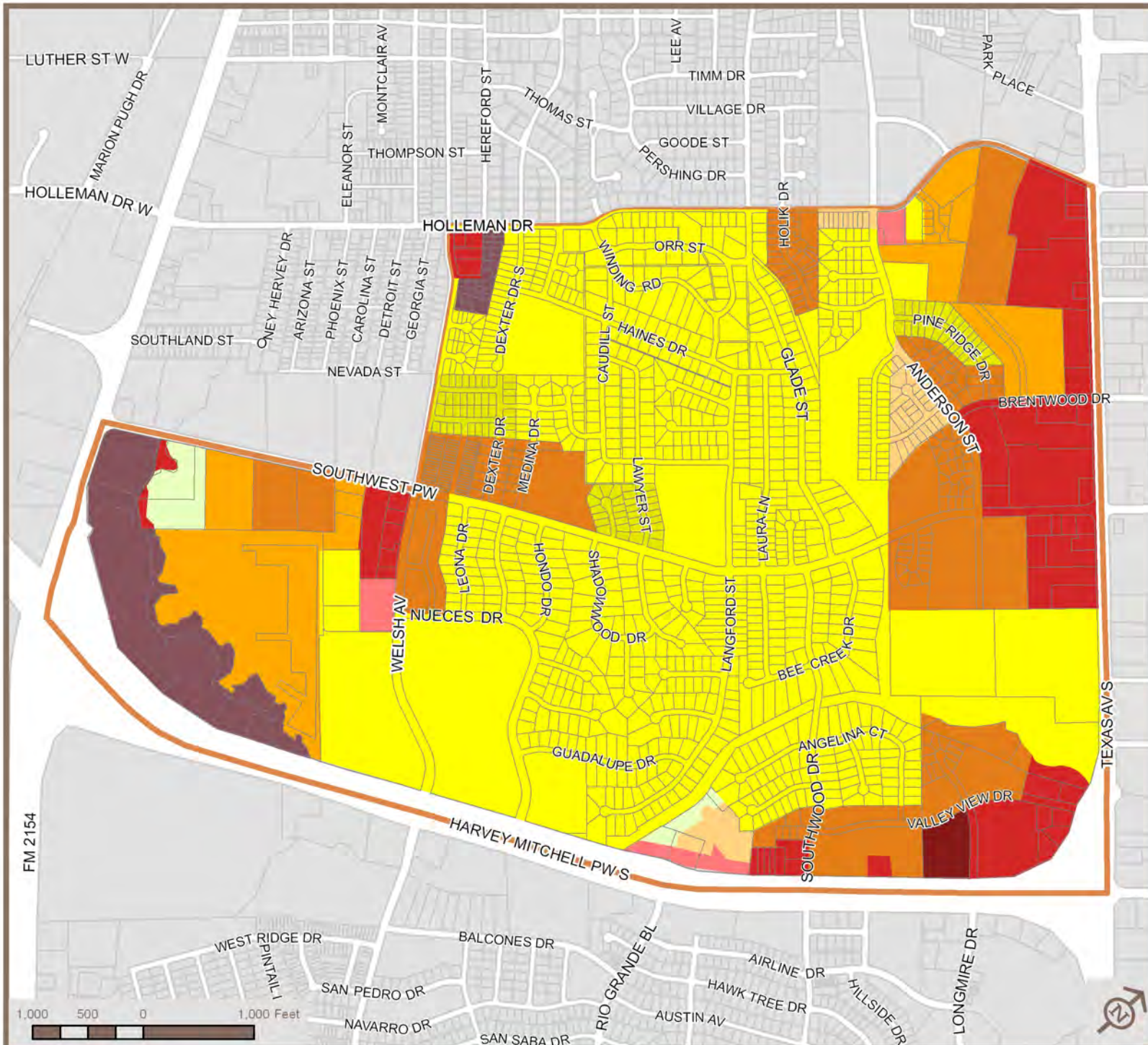
Land Use and Character
Amendment 2

- Land Use and Character Change
- Future Land Use & Character**
- 111 - Neighborhood Conservation
- 120 - 250 - Urban
- 200 - Suburban Commercial
- 800 - Natural Areas - Reserved
- Planning Area

South Knoll Area Neighborhood Plan

Map 2.8

Zoning

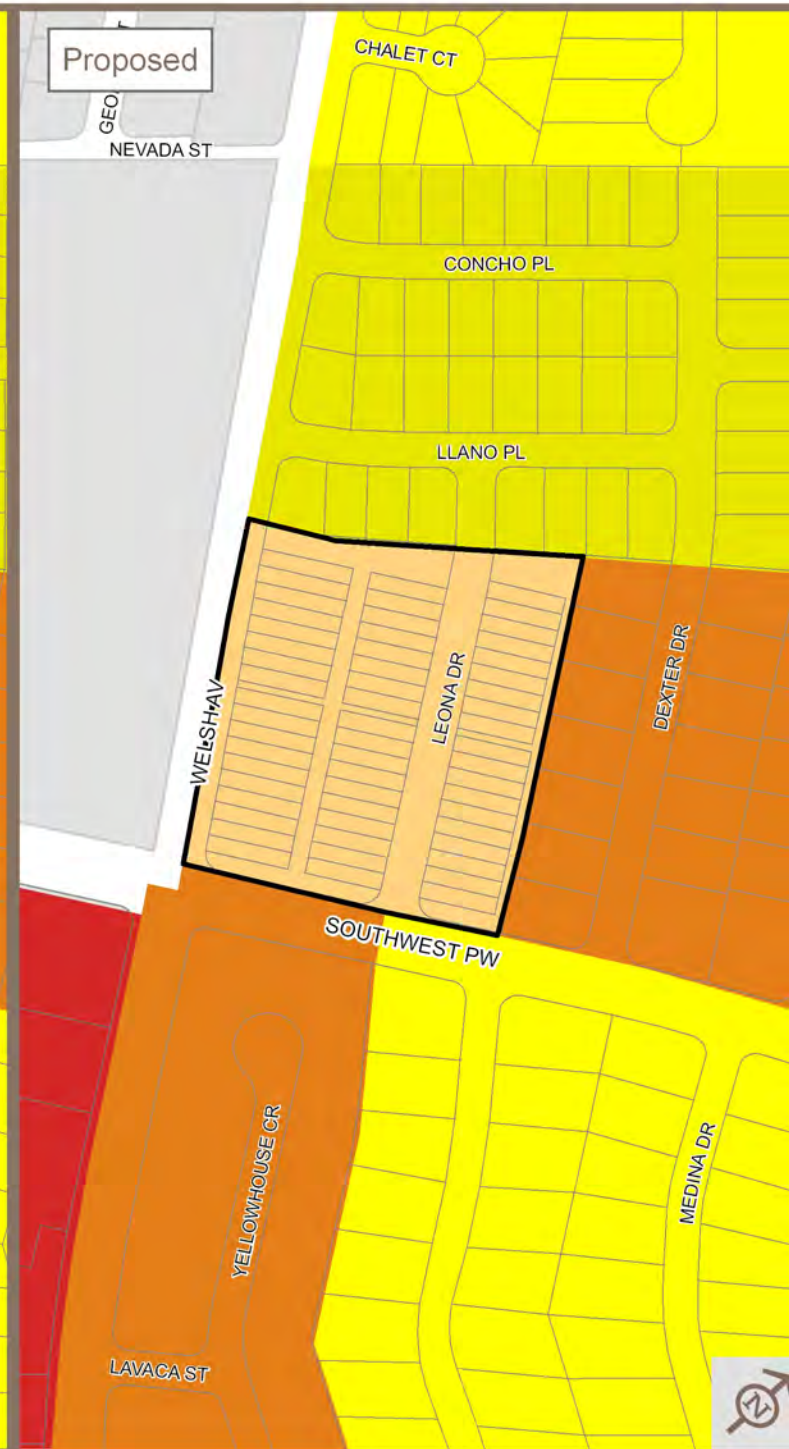
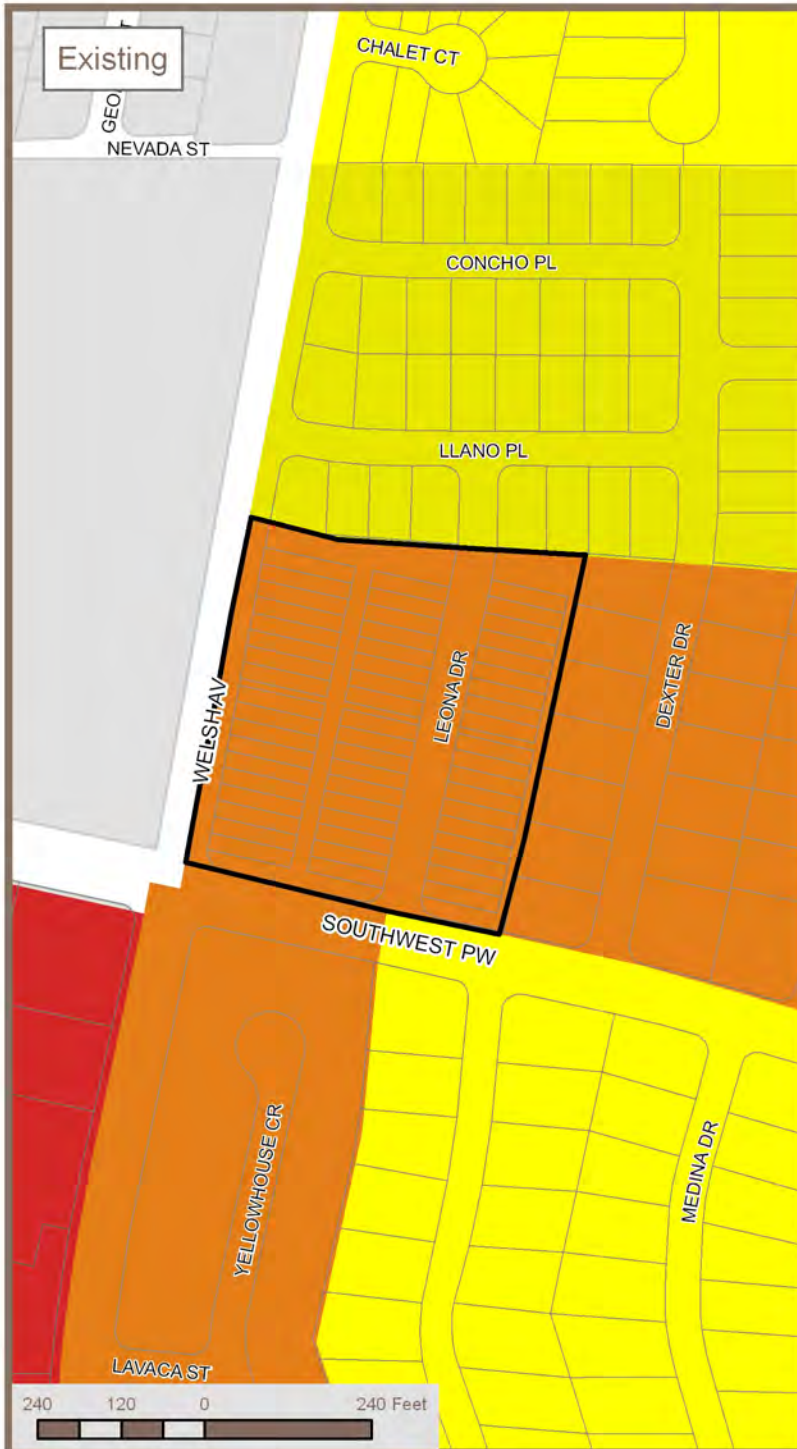


- Agricultural Open
- General Commercial
- Commercial-Industrial
- Light Commercial
- Planned Development District
- Single Family Residential
- Duplex Residential
- Townhouse
- Multi-Family Residential
- High Density Multi-Family
- Planning Area

FM 2154

1,000 500 0 1,000 Feet





South Knoll Area Neighborhood Plan

Map 2.9

Potential Zoning
Area 1

- Zoning Area Change
- General Commercial
- Single Family Residential
- Duplex Residential
- Townhouse
- Multi-Family Residential
- High Density Multi-Family
- Planning Area



South Knoll Area
Neighborhood Plan

Map 2.10

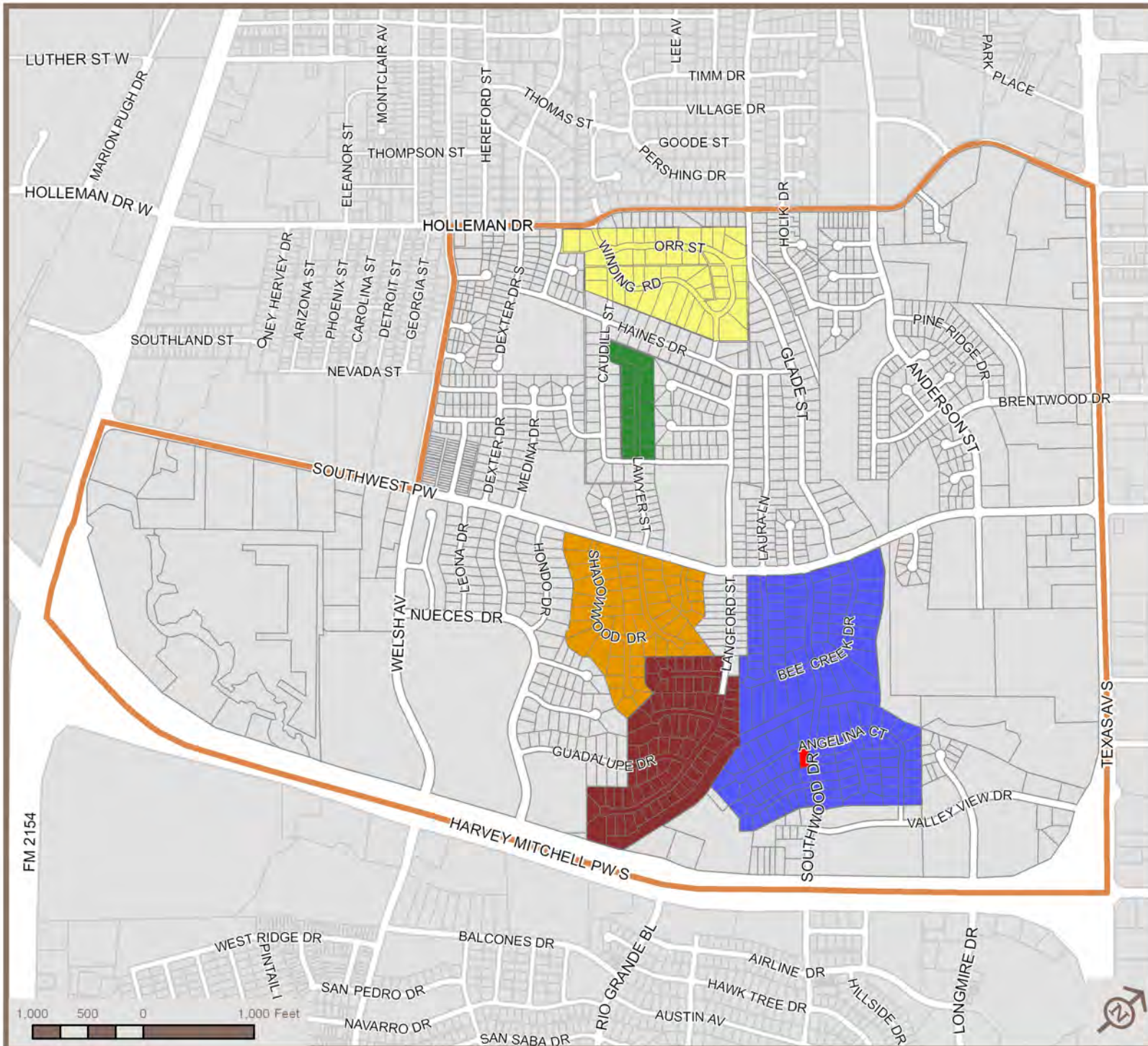
Potential Zoning
Area 2

- Zoning Area Change
- Single Family Residential
- Duplex Residential
- High Density Multi-Family
- Planning Area

South Knoll Area Neighborhood Plan

Map 2.11

Existing Neighborhood
Organizations



- Augustine-Angelina
- Bee Creek
- Camelot
- Lawyer Place
- Lawyer Street
- The Knoll
- Planning Area

MOBILITY ELEMENT

3



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 area residents. Good mobility within a neighborhood ensures that all modes and routes of transportation are safe, reliable, and minimize congestion on the road system. This is accomplished by providing an adequate and efficient street network, designated bike facilities, a connected sidewalk network, and local transit service.

Purpose of the Chapter

The purpose of this chapter is to outline a set of strategies that provide for needed transportation improvements within and through the neighborhood, while remaining sensitive to the desire to enhance the single-family character of the South Knoll Area.

Goal

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

CHAPTER 3 – MOBILITY ELEMENT

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

Summary of Chapter Recommendations

- Additional parking restrictions to increase safety
- Additional sidewalks
- Amendment to the Bicycle Master Plan
- Intersection improvements

Elements of Chapter

This chapter is organized into two broad categories:

- South Knoll Area Mobility
- Parking in the South Knoll Area

The following pages describe these components and their relationship to the South Knoll 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 South Knoll Area and provides information and opinions garnered through the public 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, City ordinances, and policies. Specific information about timelines, responsible parties, and estimated costs are reflected in **Chapter 5 Implementation**.

SOUTH KNOLL AREA MOBILITY

Street Network

There are 11 streets within and surrounding the South Knoll Area designated as Streets (minor collector) or greater on the College Station Thoroughfare Plan, as displayed in **Map 3.1 Thoroughfare Plan**, and **Map 3.2 Thoroughfare Context**. Of these, Texas Avenue, Harvey Mitchell Parkway (FM2818), and Wellborn Road (FM2154) are owned and maintained by the Texas Department of Transportation (TxDOT). Holleman Drive, Southwest Parkway, Glade Street, Nueces Drive, Welsh Avenue, Southwood Drive, Anderson Street, and Brentwood Drive are City-owned and maintained thoroughfares. Information related to the thoroughfare types of each street, anticipated trips, and street size can be found in **Appendix B Glossary**. Streets not designated on the

CHAPTER 3 – MOBILITY ELEMENT

Thoroughfare Plan are considered to be neighborhood streets.

Bicycle and Pedestrian Facilities

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 identifies and prioritizes improvements to the existing City-wide system and identifies future facilities to enhance and encourage multi-modal transportation.

The South Knoll Area was largely developed during a time when the installation of substantial bicycle and pedestrian facilities were uncommon and not required. Development also occurred prior to accessibility requirements. In general, the area lacks adequate bicycle and pedestrian facilities. The overarching goal of the Plan is to re-establish the South Knoll Area as a single-family neighborhood, with increased owner-occupied and family-occupied homes. As potential home-buyers weigh various options within the City, a lack of bicycle and pedestrian facilities may place this area at a market disadvantage when comparing other neighborhoods where these facilities are more common.

During the planning process, most of the bicycle and pedestrian facilities identified in the Bicycle, Pedestrian, and Greenways Master Plan were affirmed, with only an alteration to the proposed Glade Street bike lane recommended. Several sidewalk segments are recommended to be added to the Master Plan and are discussed below.

Map 3.3 Planned Bicycle Facilities and **Map 3.4 Planned Pedestrian Facilities** illustrate the location and type of existing and future bicycle and pedestrian facilities. Information related to the types of facilities in the South Knoll Area can be found in **Appendix B Glossary**.

The Glade Street Bike Lane

Glade Street extends from Southwest Parkway north to where it ends at Anna Street and two College Station Independent School District (CSISD) schools – Oakwood Intermediate and A&M Consolidated Middle School. The portion of Glade Street between Southwest Parkway and Holleman Drive is located within the South Knoll



Figure 3.1 – Glade Street Aerial

planning area.

Glade Street is currently designated as having a proposed bike lane on the Bicycle, Pedestrian and Greenway Master Plan, meaning that parking will be removed from both sides of the street and designated lanes will be striped to facilitate safer bicycle travel along this street.

Based on public input during the course of several meetings, it became clear that residents were divided about the future bike lane on Glade Street. Staff received many comments asking that the bike lane be striped and many comments asking that parking not be removed from Glade – a direct contradiction. A special meeting was held in February 2013 to discuss biking and walking in the neighborhood. Every resident and property owner in the neighborhood received notification of the meeting. An additional letter was also mailed to all property owners along Glade Street to let them know that the future bike lane would be discussed.

As a compromise between the two positions, the Neighborhood Resource Team (NRT) recommends that the future bike lane designation be removed from the Bicycle, Pedestrian, and Greenways Master Plan and replaced by a bike route designation. Further, it is recommended that parking be removed from the east side of Glade Street from the hours of 7:00 a.m. until 6:00 p.m., Monday through Friday, to allow for safer bicycle movements north on Glade Street toward the intermediate and middle schools. Children riding south on Glade toward South Knoll Elementary school could use the sidewalk on the west side and turn into either Orr Street or Haines Street for a safer route to the school.

The recommended amendment is illustrated on **Map 3.5 Bicycle Master Plan Amendment**.

Accommodating Bicyclists on Southwest Parkway

Through the process a number of requests were made for safe bicycle facilities along Southwest Parkway. Southwest Parkway is a four-lane Minor Arterial on the City's Thoroughfare Plan. Generally a Minor Arterial can accommodate bike lanes in the roadway; however, due to constrained right-of-way in this area, bike lanes are not possible on this portion of Southwest Parkway. The NRT recommended that wider sidewalks be installed to safely accommodate both pedestrians and bicyclists. Since much of the existing sidewalk is new along Southwest Parkway, the recommendation is likely beyond the seven-year life of this Plan.

Additional Way-Finding for Bicyclists and Pedestrians

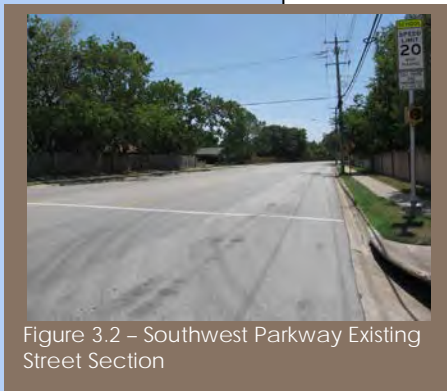


Figure 3.2 – Southwest Parkway Existing Street Section

CHAPTER 3 – MOBILITY ELEMENT

One of the strengths of the South Knoll Area is the amount of parkland and off-street trails located within the area. To enhance this existing amenity, the NRT recommends that the City explore opportunities for way-finding trail signage in the Bee Creek and Lemon Tree parks. Additionally, way-finding opportunities should be explored on the existing bicycle and pedestrian network to direct multi-modal traffic through the neighborhood. Possible solutions may include posted signs with a QR (Quick Response) code linking to the City's Bicycle Map and parks map on-line.

Additional Sidewalks

Due to the age of the subdivisions within the South Knoll Area, sidewalks exist in limited locations through the neighborhood. Additional sidewalks are recommended to be included in the Bicycle, Pedestrian, and Greenway Master Plan and are illustrated on **Map 3.6 Pedestrian Master Plan Amendments**:

- The west side of Welsh Avenue where possible. This area is adjacent to CSISD property and right-of-way constraints exist here. Sidewalk exists on east side.
- Extend the proposed sidewalk on Caudill Street north to Holleman Drive to tie into the existing sidewalk and provide increased pedestrian access.
- Valley View Drive connecting the multi-family and single-family areas to sidewalks on Longmire Drive and adjacent commercial areas.

Americans with Disabilities Act (ADA) Compliance

- Re-construct Langford Street to comply with Americans with Disabilities Act (ADA) – received ADA request.
- Build sidewalk on Guadalupe Street to comply with Americans with Disabilities Act (ADA) – received ADA request.

Creating Connections

A pedestrian pathway exists on private property connecting Arboles Circle and Comal Circle. The path is generally used by students walking to the High School. City staff will try to work with the property owner to obtain a public access easement along the existing trail. Area residents have also asked for lighting and general maintenance of the path.

On-Street Pedestrian Safety

- Pedestrian refuge on Welsh Avenue between A&M Consolidated High School and its sports facilities. This crossing would replace existing mid-block crossings on



Figure 3.3 – Valley View Drive



Figure 3.4 – Langford Street



Figure 3.5 – Arboles Pedestrian Path



Figure 3.6 – Welsh Pedestrian Crossing



Figure 3.7 – Texas Avenue at Private Drive



Figure 3.8 – Southwest Parkway at Anderson



Figure 3.9 – Southwest Parkway at North Bardell

Welsh Avenue. City staff will need to work with CSISD.

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 safety, functionality and accessibility for users.

Some of the pedestrian facilities evaluated include crosswalks, pedestrian crosswalk signals, curb ramps, and obstructions. Bicycle facilities at intersections were evaluated in regards to the presence of pavement markings. The intersections below were identified as needing improvements (see **Map 3.7 Intersection Improvements**). Further information on improvements are included in the **Goals, Strategies, and Actions** section of this Chapter.

- Texas Avenue at the private driveway located across from Manuel Drive
- Southwest Parkway and Anderson Street
- Southwest Parkway and North Bardell Court

Transit

The South Knoll Area has access to two fixed bus routes operated by the Brazos Transit District (The District), the Maroon and Yellow routes. There are seven District bus stops in and around the area. The District also provides paratransit and demand and response services throughout the City for the general public. Texas A&M University Transportation Services primarily provides off-campus services to students, faculty, and staff and operates ten fixed routes in and around the South Knoll Area, with 18 bus stops in and around the area. The location of routes and bus stops can be seen on **Map 3.8 Combined Bus Route Information**.

Limited discussions occurred regarding transit opportunities or issues in the South Knoll Area. However, a concern was expressed about students crossing Southwest Parkway mid-block between Wellborn Road and Welsh Avenue either going toward or coming from the bus stop on the other side of the road. Traffic on Southwest Parkway travels at a high rate of speed and there are multiple lanes to cross. It is recommended that a mid-block pedestrian refuge be installed to make crossing Southwest Parkway safer.

Additionally, there were concerns about the number and speeds of the buses traveling on neighborhood streets such as Dexter Drive

CHAPTER 3 – MOBILITY ELEMENT

and Medina Drive, as well as the neighborhood parking that is generated by students driving into the neighborhood to park and take a bus into campus.

PARKING IN THE SOUTH KNOLL AREA

On-Street Parking

The most widely mentioned, debated, and discussed issue through this process has been on-street parking. If prolific, on-street parking can negatively affect both safety and character of an area, changing the way that an area both functions and feels.

Parking recommendations were divided into those primarily for safety, and those primarily aimed at restoring and protecting the single-family character of the South Knoll Area. A discussion on parking issues and recommendations related to character can be found in **Chapter 1 Neighborhood Integrity & Community Character**. This chapter will focus on safety.

Through the planning process, residents and property owners identified pros and cons of on-street parking:

Pros:	Cons:
Provides buffer to children in yards	Limits emergency vehicle access
Provides buffer to sidewalks	Aesthetics
Calms traffic and speeds	Supports multi-tenant occupancy
Parking available visitors or special events	Service delivery conflicts (USPS, garbage collection, etc.)
Convenient	Blocked driveways
Reduces the pavement needed on each lot	Reduced visibility / sight-distance issues
Crime prevention – perception that someone is at home	Children less visible when crossing streets
	Reduced safety of pedestrians and bikes
	No room for bike lanes
	Impedes two-way traffic
	Restricts visibility of property

Fire Safety Evaluations

During the planning process, heavily parked streets were identified by area residents and property owners and Safety Evaluations were performed by the City's Fire Department in February, 2013. The evaluated streets are shown on **Map 3.9 Fire Safety Evaluations**, and are

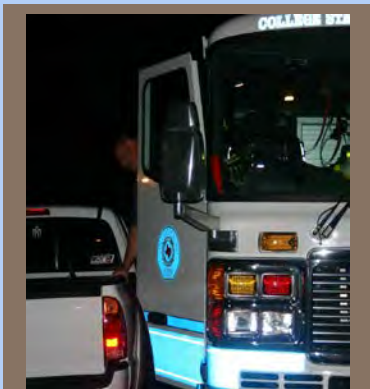


Figure 3.10 – Fire Safety Evaluation

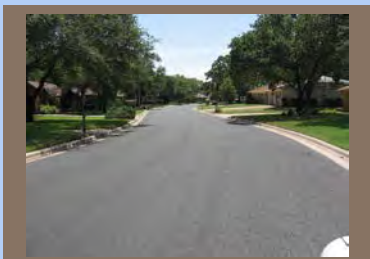


Figure 3.11 – Guadalupe Street

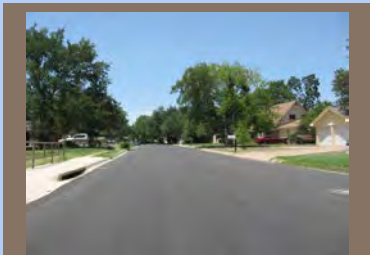


Figure 3.12 – Langford Street

as follows:

Boswell Street (morning)	Langford Street(11:00pm–3:00 am)	S.Ridgefield (11:00 pm – 3:00 am)
Caudill Street (7:45am, 11:00pm-3:00am)	Laura Lane	Shadwood Drive
Comal Circle	Lawyer Street (early am, night)	Haines Drive(11:00 pm – 3:00 am)
Glade Street (11:00 pm – 3:00 am)	Lawyer Place	Winding Road (at Holleman)
Guadalupe Drive	Rayburn Court	
King Arthur Circle	N. Ridgefield(11:00 pm - 3:00 am)	

Fire Safety Evaluations were conducted during three separate visits to each site, one in the early morning hours, one in the late night hours, and a third mid-day.

Based on the Evaluations, the Fire Department recommended that parking be removed at the bend in Caudill Street and the bend in Lawyer Street. Additionally, South Ridgefield and North Ridgefield were considered to be tight at the cul-de-sacs and should be further monitored.

The NRT recommends that Fire Safety Evaluations be conducted two times per year, with one of those during a home Texas A&M University football game.

Parking Removal

Through the planning process, it was brought to City staff’s attention that there were inconsistencies between what parking has been removed by ordinance in the past and the “No Parking” signs that either exist or do not exist on the neighborhood streets. **Map 3.10 Parking Restrictions** illustrates parking currently removed by City ordinance in the South Knoll Area. The following inconsistencies were discussed and recommendations made:

Guadalupe Drive – The NRT recommends that the “No Parking” signs be installed along Guadalupe Drive to create a safer route to the High School.

Langford Street from Southwest Parkway to King Arthur’s Circle - The NRT recommends that these signs be installed because this street is used as a route to the High School with a high volume of traffic and a number of students walking. In addition to the existing parking removal ordinance, the NRT recommends that parking be removed from King Arthur’s Circle to Guadalupe Drive to continue this safer route to the school.

Glade Street from Holleman Drive to Orr Street- The NRT recommends that these signs be installed due to the bend in Glade Street and the limited visibility along this stretch of roadway.

CHAPTER 3 – MOBILITY ELEMENT

Valley View Drive: The NRT recommends that these signs not be installed as it is a wide street with no current parking issues. However, it was suggested that there was confusing or contradicting signage further east on Valley View Drive near Longmire Drive. The NRT recommends that this be resolved.

GOAL, STRATEGIES, AND ACTIONS FOR THE SOUTH KNOLL AREA

The **Mobility Goal** for the South Knoll Area is **to maintain a safe and efficient transportation network and improve multi-modal transportation options by increasing the continuity of bicycle and pedestrian routes to key destinations, while protecting the single-family 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 Identify and address on-street parking issues to increase safety in the South Knoll Area.

- | | |
|-------------|---|
| Action M1.1 | Conduct periodic emergency vehicle safety evaluations of streets in the South Knoll Area that have been identified as heavily parked through this process. Evaluations should be performed at least two times per year at peak parking times. If the evaluation warrants action, the City should pursue on-street parking removal from one side of all streets with demonstrated safety issues. |
| Action M1.2 | Conduct safety evaluations, when requested, to ensure that existing parking is not making it unsafe for residents to exit private driveways onto public streets, such as at curves or bends in the road. If the evaluation warrants action, the City should pursue on-street parking removal from a portion of the roadway. |
| Action M1.3 | As recommended through the Safety Evaluation, parking should be removed from the “bends” in Caudill Street and Lawyer Street. |
| Action M1.4 | Monitor the Ridgefield cul-de-sacs so that parking does not create safety issues. |
| Action M1.5 | Install “No Parking” street signs, as approved by City Ordinances, on Guadalupe Drive, Langford Street (from Southwest Parkway to King Arthur’s |



Figure 3.13 – Glade Street



Figure 3.14 – Valley View

Cr.), and on Glade Street from Holleman Drive to Orr Street.

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

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

Action M1.8 Develop a speed awareness program utilizing radar speed signs at targeted locations, such as Glade Street, to increase awareness of the posted speed limit in neighborhood areas.

Strategy M2 (cross-reference Strategy NI&CC 2) - Address neighborhood parking concerns to lessen the impact of high-density housing on the single-family character and integrity of the South Knoll Area Neighborhood.

~~Action M2.1 Remove parking from both sides of all streets between the hours of 2:00 a.m. to 6:00 a.m. to ensure that all resident parking occurs on private property, while allowing on-street parking outside of these hours for resident convenience. (cross-reference Action NI&CC 2.1)~~

Action M2.2 Allow residents to request on-street parking be removed for character reasons from one side of all streets in the South Knoll Area when a **super**-majority of property owners on that street are in favor. (cross-reference Action NI&CC 2.1)

Action M2.3 Amend the Unified Development Ordinance to limit the size of allowed parking areas within the front portion of single-family lots in the South Knoll Area, similar to the recommendations made by the City's Joint Task Force on Neighborhood Parking. In addition, larger lots would be permitted a maximum of 50% of the front portion of the property to be paved or 1,000 square feet, whichever is smaller. (cross-reference Action NI&CC 2.3)

Action M2.4 Amend the Unified Development Ordinance to require one parking space per bedroom for new single-family construction and remodels that add

CHAPTER 3 – MOBILITY ELEMENT

bedrooms, with a maximum of four spaces required. *(cross-reference Action NI&CC 2.4)*

- Action M2.5 Amend the Unified Development Ordinance to require that rear-yard parking be screened from adjacent single-family properties. *(cross-reference Action NI&CC 2.5)*

Strategy M3- Increase pedestrian safety in the South Knoll Area.

- Action M3.1 Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to propose sidewalks on both sides of Welsh Avenue, where possible.
- Action M3.2 Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to extend the proposed sidewalk on Caudill Street and north along Winding to Holleman Drive.
- Action M3.3 Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to include a proposed sidewalk on Valley View Drive.
- Action M3.4 Reconstruct the existing sidewalk along Langford Street in compliance with the Americans with Disabilities Act (ADA).
- Action M3.5 Construct a sidewalk on Guadalupe Drive to satisfy an American with Disabilities Act (ADA) need in the area.
- Action M3.6 Work with property owners on Arboles and Comal Circle to negotiate purchase of a public access easement along the portion of their property already being used by pedestrians. Explore opportunities for additional maintenance and lighting of the pedestrian path.
- Action M3.7 Explore the opportunity to construct a pedestrian refuge on Welsh Avenue between A&M Consolidated High School and its sports facilities in the place of the existing mid-block crossing.
- Action M3.8 Explore the opportunity to construct a mid-block crossing / pedestrian refuge on Southwest Parkway connecting the Woodlands

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

- Action M4.1 Amend the Bicycle, Pedestrian, and Greenways Master Plan to remove the proposed bike lane designation on Glade Street between Holleman Drive and Southwest Parkway. As a compromise between its current condition and the proposed bike lane, this portion of Glade should be a bike route with parking limited on the east side of Glade Street between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, to provide a safe route for commuter cyclists and children riding to school.
- Action M4.2 Explore the possibility of a way-finding system to direct bicycle and pedestrian traffic through the neighborhood. Possible solutions may include posted signs with a QR (Quick Response) code linking to the City's Bicycle Map on-line. This would be in addition to the existing bike route signage.
- Action M4.3 Explore opportunities to install trail way-finding signage in Bee Creek and Lemon Tree parks.
- Action M4.4 Re-stripe bike lanes on Holleman Drive.
- Action M4.5 Explore the opportunity to do the grading for the future Bee Creek trail with the construction of the sewer line through this area. This may provide increased mobility ahead of funding for the multi-use path project along this corridor.
- Action M4.6 Explore opportunities to reconstruct the existing sidewalk along Southwest Parkway to provide a wider sidewalk to accommodate both pedestrian and bicycle traffic where a bike lane is not feasible on Southwest Parkway.

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

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

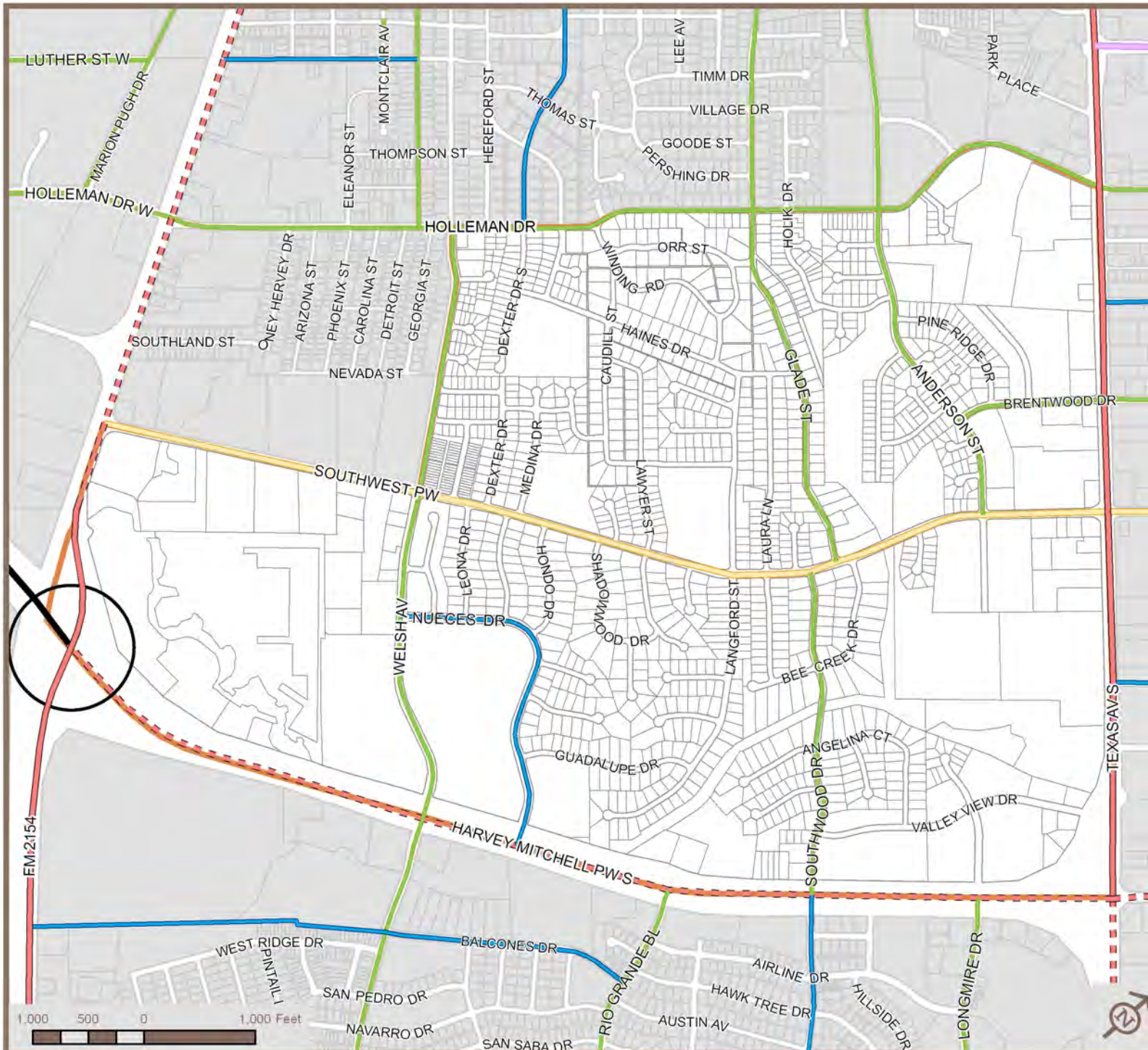
CHAPTER 3 – MOBILITY ELEMENT

- Action M-5.2 Increase pedestrian safety at the intersection of Southwest Parkway and Anderson Street by installing accessible ramps and possible signage to address conflicts between pedestrians in the crosswalk and motorists making left turning movements.
- Action M5.3 Increase bicycle safety at the intersection of Southwest Parkway and North Bardell Court by exploring the addition of signage, striping or markings to reduce conflicts between bicyclists and motorists.

South Knoll Area Neighborhood Plan

Map 3.1

Thoroughfare Plan

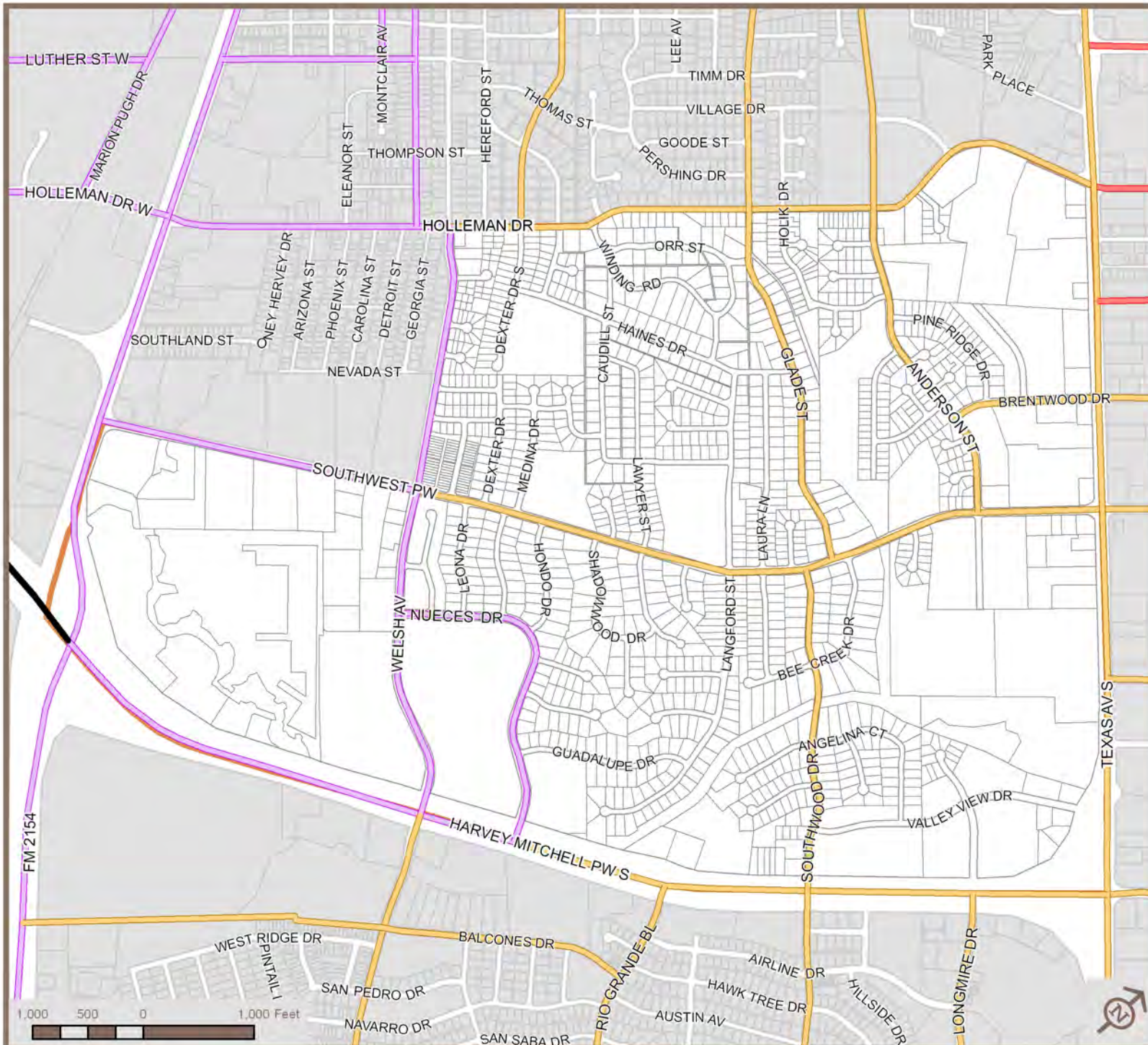


- Grade Separation
- Proposed Grade Separation
- Freeway/Expressway
- 6 Lane Major Arterial
- - - Proposed 6 Lane Major Arterial
- 4 Lane Major Arterial
- - - Proposed 4 Lane Major Arterial
- 4 Lane Minor Arterial
- - - Proposed 4 Lane Minor Arterial
- 4 Lane Major Collector
- - - Proposed 4 Lane Major Collector
- Proposed 3 Lane Major Collector
- 2 Lane Major Collector
- - - Proposed 2 Lane Major Collector
- 2 Lane Minor Collector
- - - Proposed 2 Lane Minor Collector
- Planning Area

South Knoll Area Neighborhood Plan

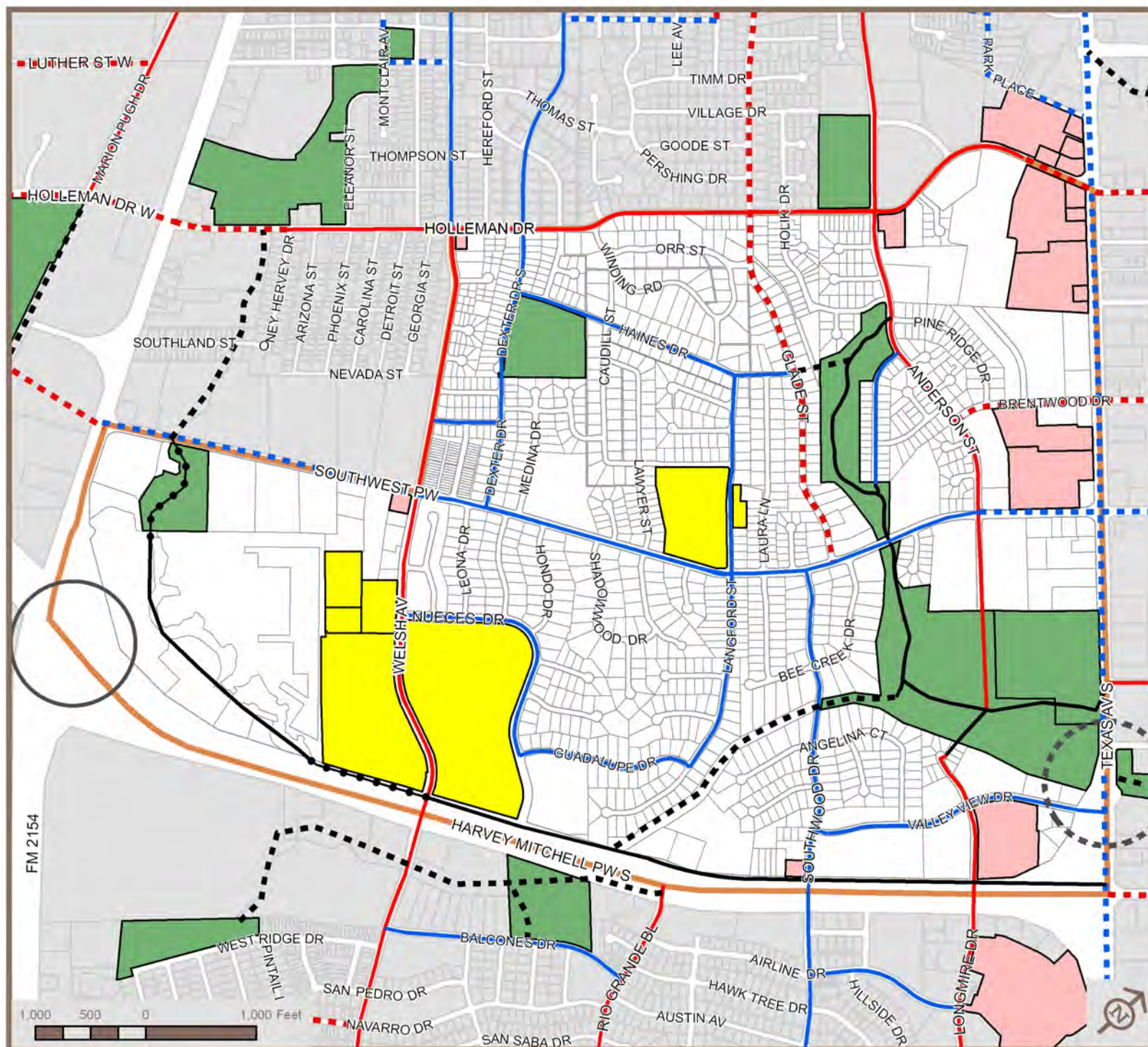
Map 3.2

Thoroughfare Plan
Context Type



Map 3.3

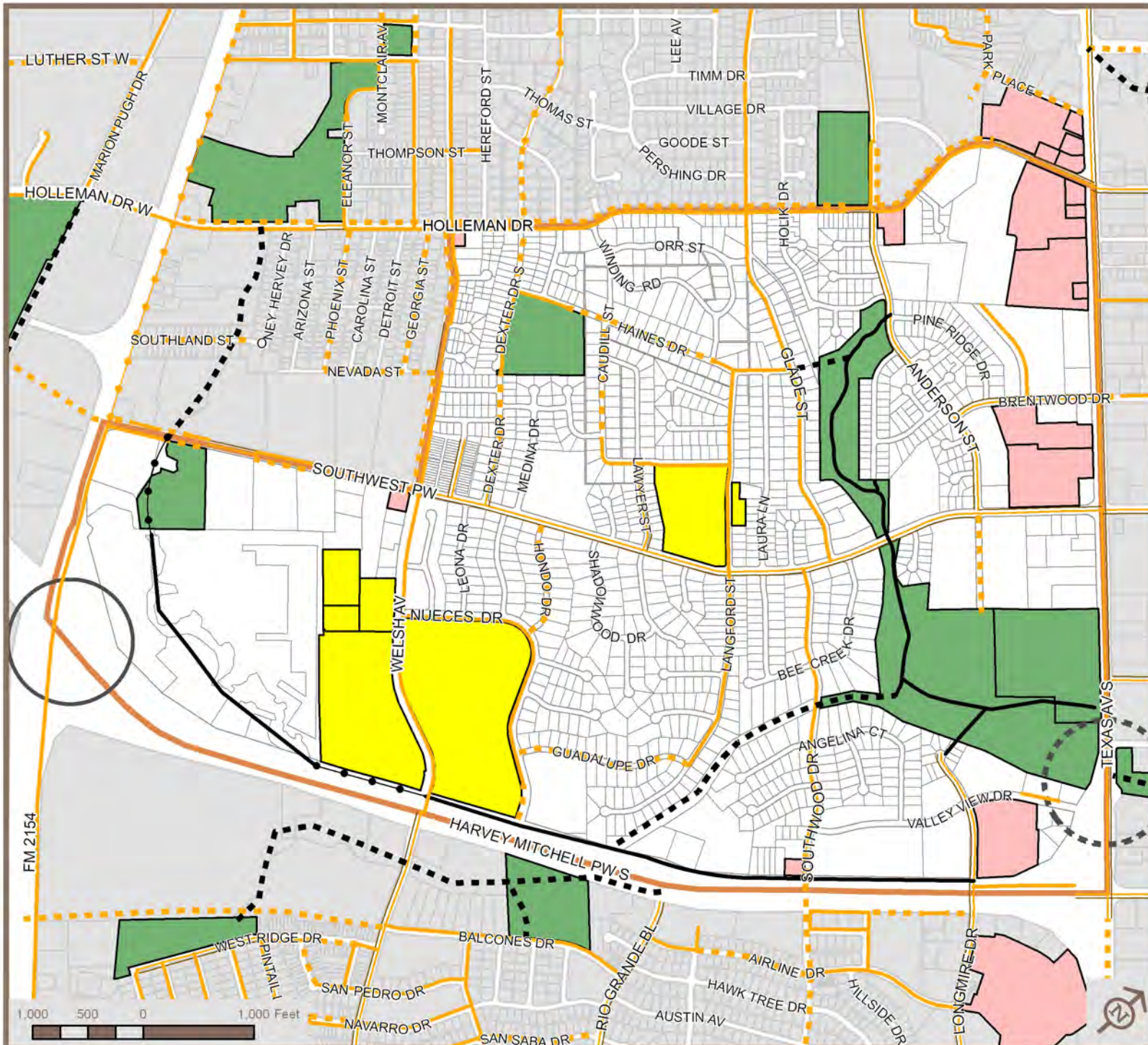
-  Bike Lane Existing
-  Bike Lane Funded
-  Bike Lane Proposed
-  Bike Route Existing
-  Bike Route Proposed
-  Multi-use Path Existing
-  Multi-use Path Funded
-  Multi-use Path Proposed
-  Grade Separation Existing
-  Grade Separation Funded
-  Grade Separation Proposed
-  Parks
-  Neighborhood Centers
-  CSISD Property
-  Planning Area



South Knoll Area Neighborhood Plan

Map 3.4

Planned Pedestrian Facilities

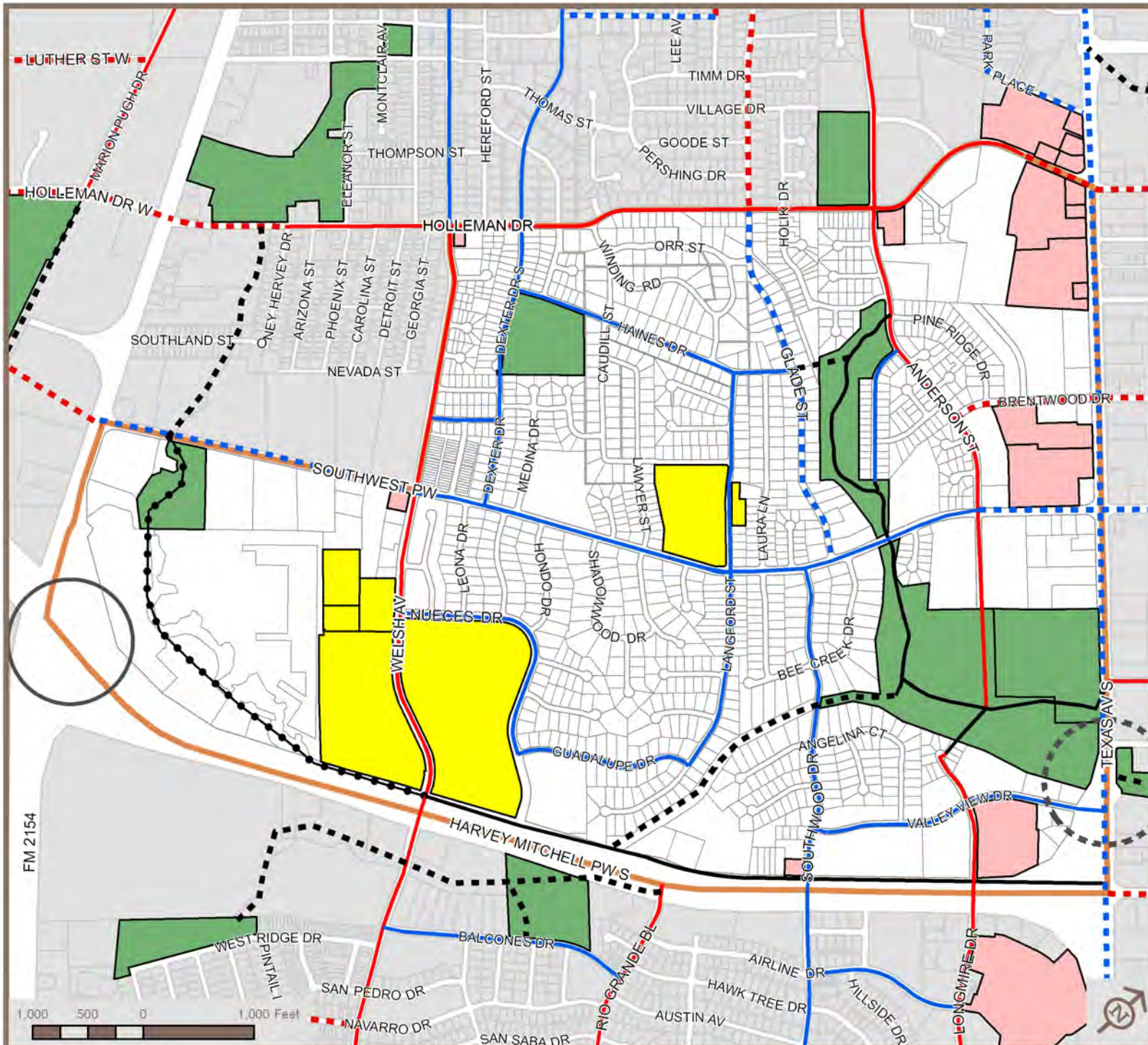


- Sidewalk Existing on One Side
- Sidewalk Existing on Both Sides
- Sidewalk Funded
- Sidewalk Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Grade Separation Existing
- Grade Separation Funded
- Grade Separation Proposed
- Parks
- Neighborhood Centers
- CSISD Property
- Planning Area

South Knoll Area Neighborhood Plan

Map 3.5

Bicycle Master Plan Amendments

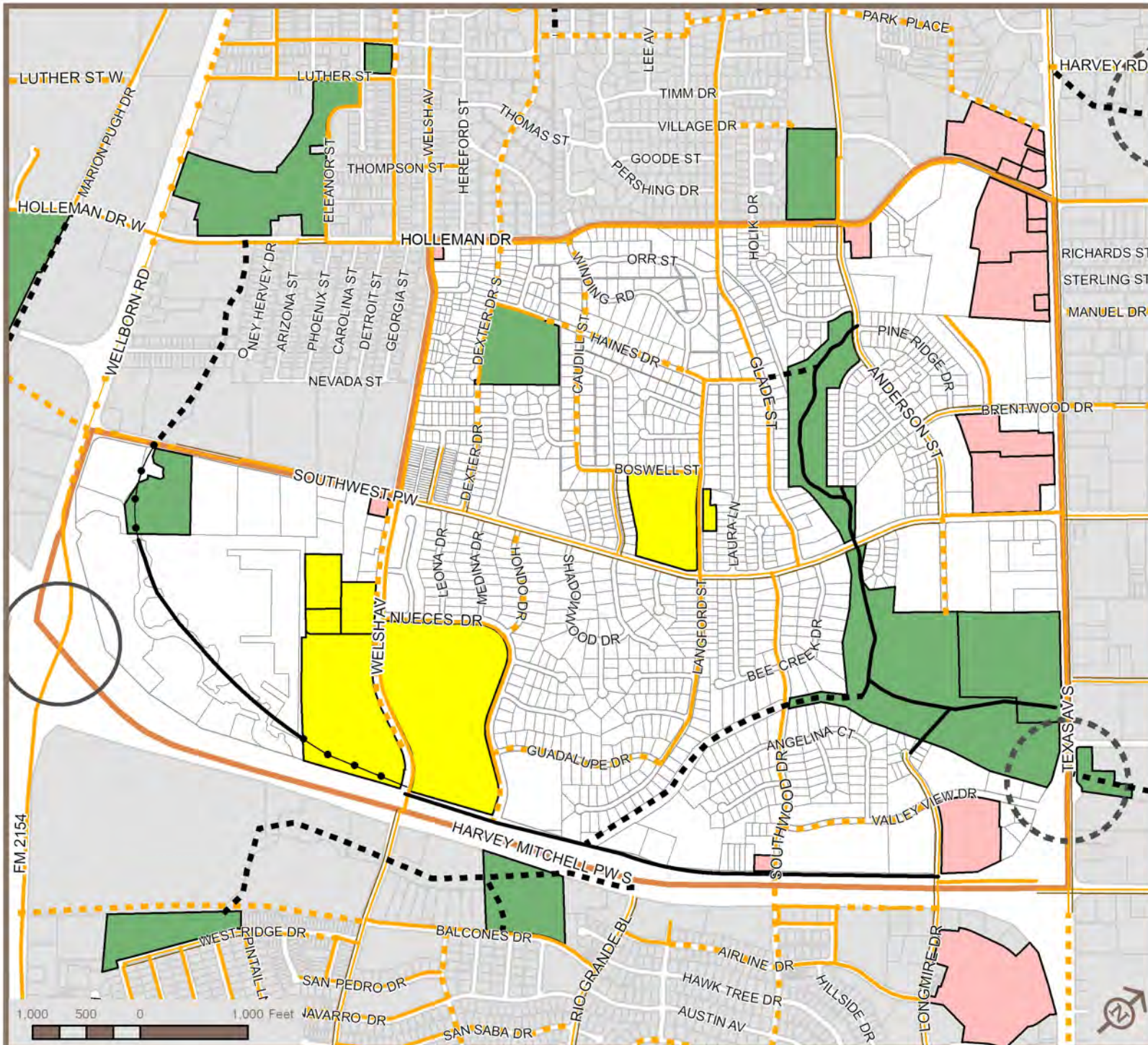


- Bike Lane Existing
- - - Bike Lane Funded
- · - · - Bike Lane Proposed
- Bike Route Existing
- - - Bike Route Proposed
- Multi-use Path Existing
- - - Multi-use Path Funded
- · - · - Multi-use Path Proposed
- Grade Separation Existing
- - - Grade Separation Funded
- · - · - Grade Separation Proposed
- Parks
- Neighborhood Centers
- CSISD Property
- Planning Area

South Knoll Area Neighborhood Plan

Map 3.6

Pedestrian Master Plan
Amendments

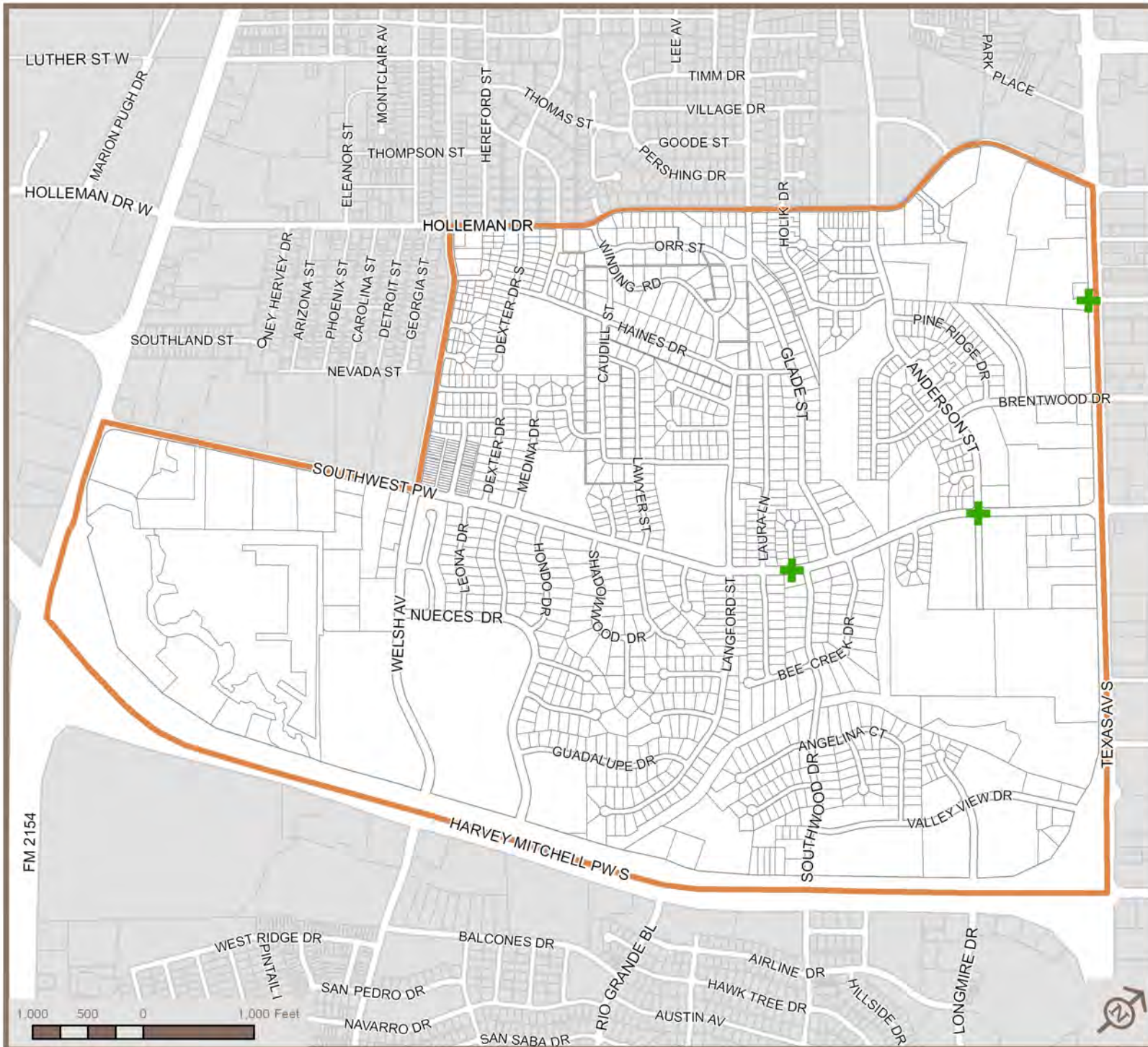


- Sidewalk Existing on One Side
- Sidewalk Existing on Both Sides
- Sidewalk Funded
- Sidewalk Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Grade Separation Existing
- Grade Separation Funded
- Grade Separation Proposed
- Parks
- Neighborhood Centers
- CSISD Property
- Planning Area

South Knoll Area Neighborhood Plan

Map 3.7

Intersection Improvements



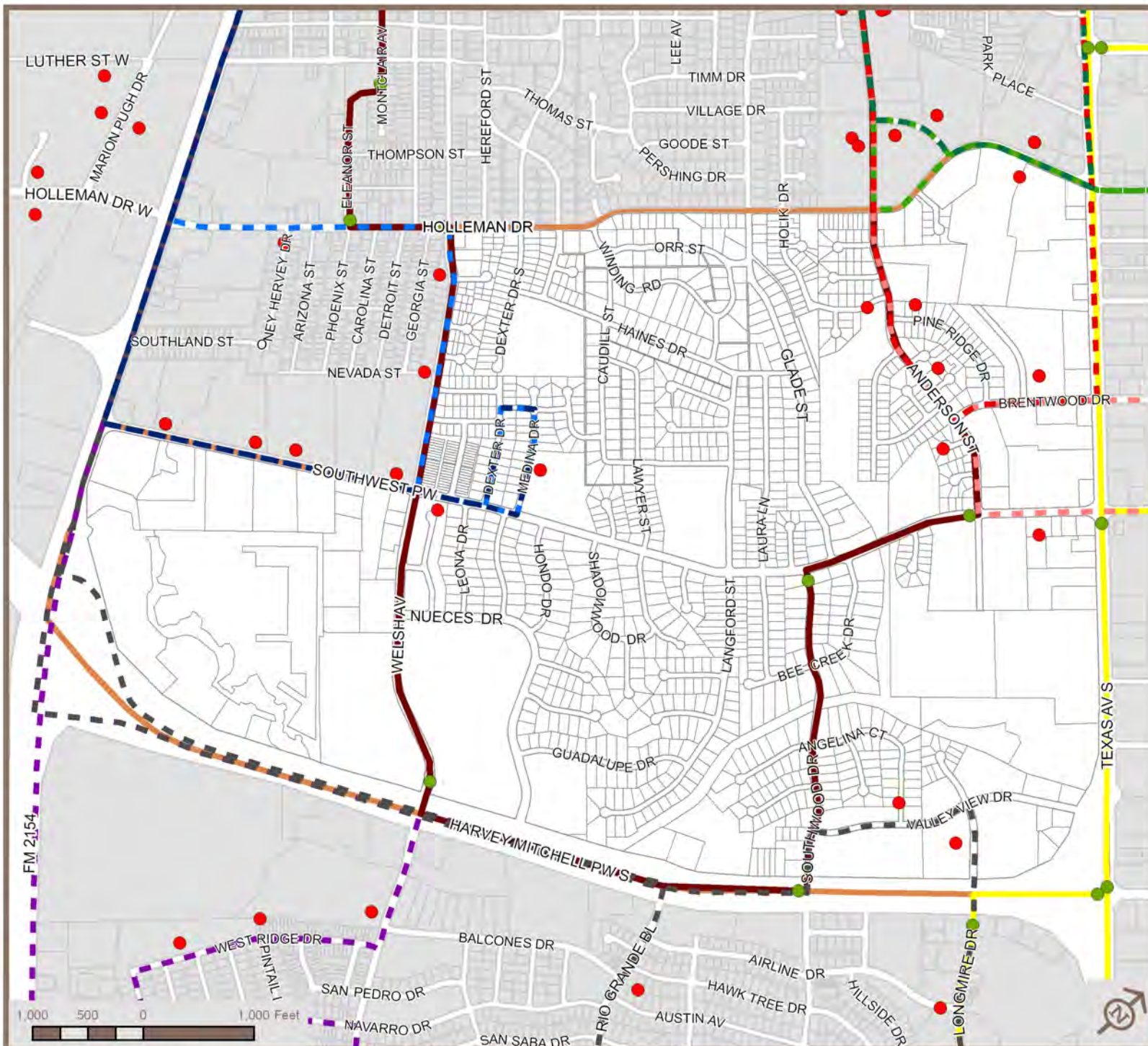
Intersection Improvements

Planning Area

South Knoll Area Neighborhood Plan

Map 3.8

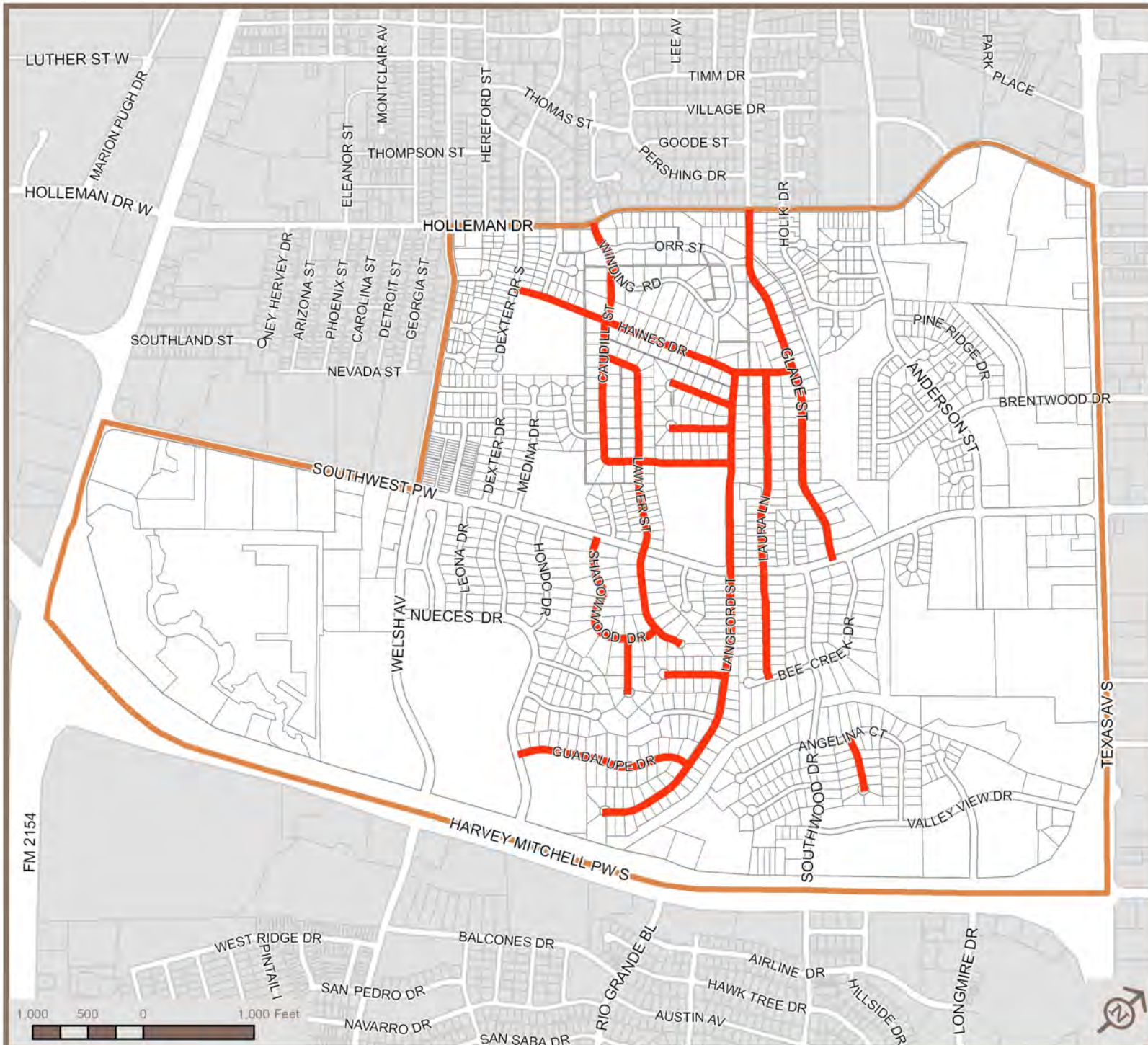
Combined Bus Route
Information



South Knoll Area Neighborhood Plan

Map 3.9

Fire Safety Evaluations

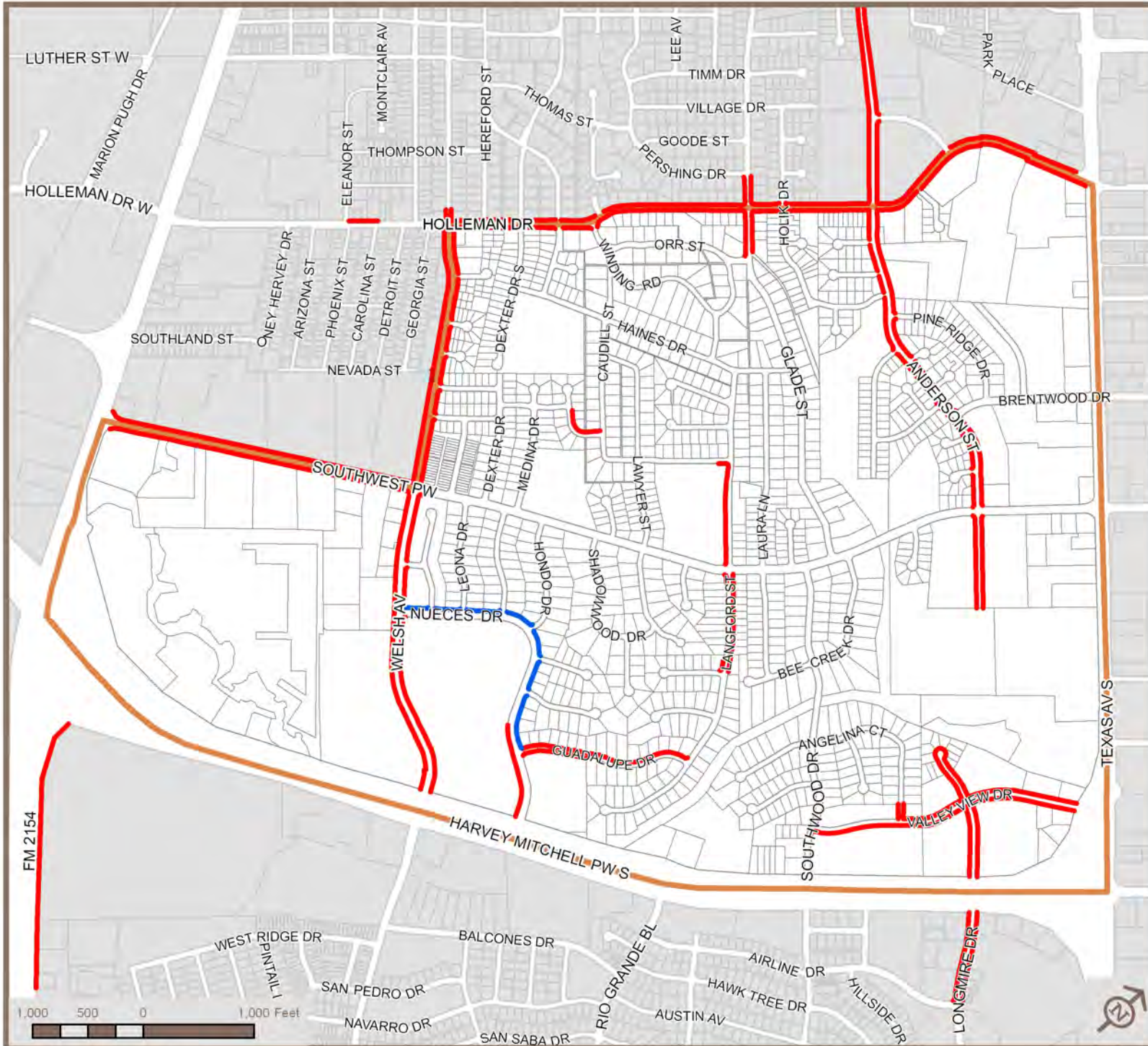


- Fire Safety Evaluations
- Planning Area

South Knoll Area Neighborhood Plan

Map 3.10

Existing Parking Restrictions



- No Parking
- 2 Hr Parking
- Planning Area

PUBLIC FACILITIES & SERVICES ELEMENT

4



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.

Purpose of the Chapter

The purpose of this chapter is to outline a set of strategies regarding Public Facilities and Services within and serving the South Knoll Area.

Goal

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 South Knoll Area is **to provide and maintain public facilities and services that meet the needs of the residents and positively contribute to the integrity of the neighborhood and an enhanced single-family friendly character.**

Strategy and action recommendations have been developed to progress toward this goal and are included at the end of this chapter.

Summary of Chapter Recommendations

- Increased code compliance and property maintenance
- Increased awareness of Adopt-A-Greenway
- Increased public safety
- Park improvements
- Neighborhood improvement projects

Elements of Chapter

This chapter is organized into six broad categories:

- Neighborhood Services
- Neighborhood Parks
- Floodplain & Greenways
- Infrastructure & Capital Investments
- Code Enforcement
- Public Safety

The following pages describe these components and their relationship to the South Knoll 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 South Knoll Area and provides information and opinions garnered through the public 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**.

NEIGHBORHOOD SERVICES

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 and becoming an active member in the Neighborhood Partnership Program, 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 in conjunction with Community Association Institute (CAI) and offer HOA leaders certificates and education credits for workshop completion.

Through discussions with the NRT, members suggested Neighborhood Associations, HOAs, and block captains distribute new resident information through a number of resources. As described in Action PF&S1.2, packets will be distributed providing information including common Code violations, the locations of public facilities, and emergency contacts. This information has been suggested to be provided not only through the neighborhood, but online, print media including The Eagle and The Battalion, as well as on the City's website.

Seminar Suppers

Seminar Suppers are educational and networking forums designed for elected and prospective neighborhood and homeowner association representatives. These seminars are hosted throughout the year 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 Grant Program allows associations to annually receive up to \$200.00 worth of mosquito abatement products to assist in the prevention of mosquito breeding. All active neighborhood partners may apply for a Mosquito Abatement Program grant, regardless of their length of time in the program. Program applications are typically accepted beginning in April of each year, and are accepted throughout the mosquito breeding season, usually ending around October.

Strong & Sustainable Neighborhood Grants

One of the benefits of the Neighborhood Partnership Program is being eligible for grant programs offered through Neighborhood Services. To be eligible to receive Strong & Sustainable Neighborhood Grant funds, associations must have been active members of the Neighborhood Partnership Program for at least one year prior to applying for funds. The Strong & Sustainable Neighborhood Grant may be awarded for several purposes—neighborhood identification, neighborhood-building activities, and the implementation of City Council adopted neighborhood plans. Gateway Grants are one type of grant in the program and are matching grants for homeowner associations to construct signs identifying their neighborhoods at or near their entrances. Other Strong & Sustainable Neighborhood Grants are for activities that strengthen associations and improve neighborhoods, and they may or may not be matching grants, depending upon the project being funded. Homeowners associations and neighborhood associations will need to provide a match for non-physical projects and community building projects. They may provide a match for a physical project that helps to implement their City Council adopted neighborhood plan.

Neighborhood Clean Up Program

Neighborhood Services has partnered with the City of College Station Sanitation Department to offer the Neighborhood Clean-Up Program. Two or three neighborhoods may be chosen annually after they submit brief applications about the purposes and goals of their clean-ups. Once selected, neighborhoods will schedule a day for the clean-up. Sanitation crews will deliver one or two large containers to the neighborhood the day before the clean-up and pick them up the end of the day after the clean-up, at no cost to the neighborhood.

NEIGHBORHOOD PARKS

The South Knoll Area is home to the City's cemetery as well as five parks – D.A. "Andy" Anderson Arboretum, Bee Creek Park, Gabbard Park, Lemontree Park, and Southwest Park. Each of these parks contributes to the character of the area and provides areas for neighbors to gather and interact. The residents of this area take great pride in their parks and several park maintenance items and improvement needs were identified during the planning process. The response to these items can be found at the end of this chapter in the **GOAL, STRATEGIES, AND ACTIONS FOR THE SOUTH KNOLL AREA** section.

Existing Facilities

City of College Station Cemetery

In 1948, a Methodist Church deeded 31 acres of land to the City of College Station for the City's cemetery. The land was decreased in size in 1973 due to sectioning off 18 acres for Bee Creek Park. The City of College Station Parks and Recreation Department is currently in charge of operation and maintenance of the cemetery.

D.A. "Andy" Anderson Arboretum

Located at 1900 Anderson, off of Southwest Parkway, this 17-acre park was founded in 1976 as part of the USA Bicentennial celebration. Originally called the Brazos County Arboretum, the College Station City Council designated this area to be utilized as an area where native Texas plants could be cultivated for educational purposes. The arboretum contains a shelter and an interpretive natural walking/biking trail system highlighting the natural landscape, also connecting to Bee Creek Park. In 1986, the park was renamed to honor D.A. Anderson, former mayor of College Station. The Texas Parks and Wildlife Department provided partial funding for this park.

Bee Creek Park

Located at 1900 Anderson, this park was established in 1973 after College Station designated 18 acres of the City cemetery for the city's first park that also included the City's first swimming pool, Adamson Lagoon, named for Texas A&M's former swimming coach, Art Adamson. Facilities provided within the park include tennis courts, softball fields, a pavilion, sand volleyball court, a pond, playgrounds, and parking to accommodate 237 cars. Paved and natural trails connect the park to surrounding residential neighborhoods as well as the D.A. "Andy" Anderson Arboretum.

Gabbard Park

Located at 1201 Dexter Drive South, the 10.67-acre Gabbard Park was purchased in 1978 by surrounding residents to serve as a neighborhood park. Named for Letcher P. Gabbard, the former head of the Department of Agricultural Economics and Rural Sociology at Texas A&M University and funded through a 1981 bond issue, substantial public input went into the planning of the park to ultimately provide a 1/3 mile jogging trail, fishing pier, ponds, playgrounds, and a softball practice field.

Lemontree Park

Located at 1300 Lemontree, this 15.4-acre park was established in 1976 with recreational features including a half-basketball court, $\frac{3}{4}$ mile concrete jogging trail, softball fields, a playground, picnic areas, and a 30-car parking lot. A nature trail is also located here, stretching from Southwest Parkway, through the park, to the corner of Holik and Anderson Street.

Southwest Park

Located at 300 Southwest Parkway between Wellborn Road and Welsh Avenue, this 4.78-acre park was acquired in 1982.

The planning process has provided multiple action items for the parks located within the South Knoll Area. In order to provide facilities for the growing bicycle community, the installation/quantity upgrade of bike racks at the area parks has been requested. Clean-up and installation of additional trash receptacles has been identified as a need for all area parks, as well. Due to age, updating playground facilities at Gabbard Park was included as an action item in Strategy PS&F4 which can be referred to at the end of this chapter for specific details about all of the area's parks.

Programmed Improvements

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

D.A. "Andy" Anderson Arboretum

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Pavilion	\$12,000				
Trash receptacles	\$600 x 2				

A pedestrian bridge has been funded and will begin construction in Summer 2013.

Bee Creek Park

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Tennis Courts (resurface)	\$5,000				
Volleyball Courts (resurface)	\$5,000				

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Swing sets (gravel)	\$4,500 sw/\$12,000 surface				
Swing sets	\$4,500				
Drinking fountains (2)			\$3,300 x 2		
Pavilion			\$12,000		
Trails			\$6,600 (\$5/lf)		
Picnic Units			\$1,300 x 3		

A future plan for new concessions and restrooms is planned, but is currently unfunded.

Gabbard Park

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Baseball backstop			\$6,000		
Playgrounds				\$40,000	
Playground surfacing (gravel)				\$18,000	
Swing sets (gravel)		\$12,000		\$4,500	
Pavilion	\$12,000				
Trails			\$2,903 (\$5/lf)		\$2,903 (\$5/lf)
Picnic units	\$1,500 x 3				
Pond aerator	\$1,800				

Lemontree Park

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018

Basketball court (resurface)	\$5,000				
Playgrounds				\$35,000	
Playground surfacing (gravel)				\$18,000	

Southwest Park

Through the City's Community Development Block Grants awarded by the US Department of Housing & Urban Development in 2011 and 2012, over \$84,000 has been made available for improvements to Southwest Park. Phase I of developing this park includes a 10' hike/bike trail through the park to connect to the multi-use path on Harvey Mitchell Parkway (FM2818), a pedestrian bridge, and sidewalks along Southwest Parkway. The project is scheduled to begin summer 2013. Phase II of the project includes the development of a picnic plaza, installation of site furniture and exercise equipment, lighting along the hike/bike trail, and signage. Projected completion is the end of FY 2013.

FLOODPLAIN & GREENWAYS

Floodplain

The South Knoll Area neighborhood is impacted by Bee Creek, as well as its 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.

Greenway Programs

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, wildlife and plant habitat. Development has encroached into the floodplain throughout the South Knoll 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 creeks traversing the South Knoll Area 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.

INFRASTRUCTURE & CAPITAL INVESTMENTS

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 South Knoll Area, the City currently maintains 23.1 miles of streets, 13.4 miles of sidewalks, 29.9 miles of water lines, 24.2 miles of waste water lines, 213 fire hydrants, 534 streetlights, and 19 traffic lights.

Maintenance and Future Improvements

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, micro-surfacing, mill and overlays, 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. The ratings are programmed into a 5 year street maintenance plan that contains strategies ranging from crack sealing up to a full overlay, and the street is programmed for maintenance. The majority of the maintenance consists of repairing potholes and crack sealing. Prioritization is based on the evaluation and on the amount of traffic that utilizes the street. A arterial or collector like Southwest Parkway or Longmire will receive a higher prioritization compared to a short residential street like a cul-de-sac that experiences much less traffic and subsequent wear.

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, which has a shorter life span and can be problematic with College Station's shifting soil. Many patches and spot repairs have been done on lines in the area to extend the life of the older utilities. Utilities in portions of the South Knoll Area are currently being replaced with new lines. The City

periodically tests its utility lines to ensure that they are working properly. Fire hydrants are inspected and flow tested each year. Maintenance and painting are scheduled as needed, based on the inspections.

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.

Capital Improvements in the South Knoll Area

Recent completed projects in the area include:

- Southwood 5-7 Rehab in 2012 – rehabilitation of water and wastewater lines in the vicinity of Southwest Parkway, FM2818, Glade Street, Welsh Avenue, and Shadowood Drive.
- New traffic light at Texas Avenue and Krenek Tap at the edge of the planning area.
- Bike loop and Bee Creek Bridge – Bee Creek Park
- Hike and Bike Trail (Multi-Use Path) along Harvey Mitchell Parkway
- Hike and Bike Trail (Multi-Use Path) to Southwest Park
- Adamson Lagoon Bathhouse
- Bee Creek Drainage Improvements

Projects Underway:

- A utility rehab is currently underway for South Knoll / The Glade. This project includes the rehabilitation of water and wastewater lines in the Southwood area, in the vicinity of Haines Street, Southwest Parkway, Glade Street, and Langford Street. Substantial completion is anticipated for October 2013.
- Bee Creek Parallel Trunk Line – This project will install a gravity sewer line to increase the system capacity of the Bee Creek Trunkline Sub-basin. Phase I begins this year and spans from the Carter Creek Waste Water Treatment Plant to Welsh Avenue. Phase II is anticipated to start construction next year and will span from Welsh Avenue to areas north of Wellborn Road.

Electric

Streetlight Maintenance

Existing street lights are illustrated on **Map 4.2 Street Lights by Wattage**. Streetlighting has been requested through the planning process for increased safety. Streets that have been discussed and have either

requested lighting or additional lighting to what currently exists include:

- Southwood Drive
- Rayburn Court
- Angelina Court and Circle
- Laura Lane (additional)

CODE ENFORCEMENT

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.

Code Enforcement was a particular concern expressed throughout the South Knoll Area planning process due to the high number of renter-occupied units. Strategy PF&S1 suggests restoring the single-family character through increased code compliance. Due to the high density of rental properties the area, property maintenance is a major focus of this Strategy and accompanying Action items to restore the single-family character and integrity of the South Knoll Area Neighborhood. In order to address the common problems, it has been suggested that the City work with not only code violators but rental property owners. Rather than reactively responding to code issues, a more proactive response has been identified as a solution to reduce the number of violations.

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. **Map 4.2, See-Click-Fix** highlights the reports in the South Knoll Area from March 2011 to December 2012. 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



Figure 4.1 – Guadalupe Drive



Figure 4.2 – Langford Street No Parking



Figure 4.3 – Glade Street No Parking

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 7 am to 10 pm and 55 decibels from 10 pm to 7 am. Code Enforcement cases in the South Knoll Area from 2011 to 2012 have been included in **Map 4.3, Code Enforcement Cases**. All areas of South Knoll have a fair number of issues with loud parties with 88 complaints reported in the area during 2011. This number was only 4% of the total number of noise complaints in the City as a whole during that year, showing that the noise condition in South Knoll is not unlike the rest of College Station.

Parking Restrictions and Enforcement

Parking complaints are common throughout South Knoll Area, commonly associated with the Texas A&M football season, high number of rental properties, and areas surrounding South Knoll Elementary. 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 South Knoll Area during this planning process, the College Station Police and Fire Departments have assessed parking to address areas of high complaint. Parking may be removed by City ordinance if a safety evaluation concludes that emergency services cannot be adequately provided. For additional information, please refer to **Chapter 3 Mobility** and **Appendix E Parking & Traffic Ordinance Restrictions**. 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 See-Click-Fix to request that the City inspect that area during a specific time of day when violations are prevalent.

PUBLIC SAFETY

Speeding

A safe and efficient street network contributes to quality of life for neighborhood residents. South Knoll Area residents cited speeding within the neighborhood as a primary safety concern, particularly on Glade Street and Welsh Avenue. Traffic calming measures can sometimes be used to deter speeding. 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.

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. The planning process has identified the need to organize Neighborhood Watch programs through the City's Neighborhood Services Division as well as the Police Department. In the South Knoll Area, 444 reports of theft or burglary and 342 reports of criminal mischief or trespassing were reported in 2011. **Map 4.X, Burglary and Theft**, illustrates the overall reported burglary and theft activity in the area.

GOAL, STRATEGIES, AND ACTIONS FOR THE SOUTH KNOLL AREA

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

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

Strategy PF&S1- Restore and maintain a single-family character through increased code compliance and property maintenance to lessen the impact of higher density housing on the single-family character and integrity South Knoll Area Neighborhood. *(Cross-referenced with Neighborhood Integrity & Community Character Strategy NICC 1)*

- | | |
|----------------|---|
| Action PF&S1.1 | Properties not meeting existing City codes and ordinances should be identified. The City should work with the owners of these properties to move toward compliance. <i>(cross-reference Action NI&CC 1.1)</i> |
| Action PF&S1.2 | HOA and new resident digital information packet, on-line, emailed to rental registration contacts annually, and otherwise advertised City-wide. <i>(cross-referenced Action NI&CC 1.2)</i> |
| Action PF&S1.3 | Increase the awareness and accessibility of SeeClickFix through Neighborhood Services and the Police Department. |



Figure 4.4 – Valley View No Parking

CHAPTER 4 – PUBLIC FACILITIES & SERVICES TOPICS ELEMENT

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

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.

Strategy PF&S3- Promote public safety within the South Knoll Area so that the neighborhood will remain a desirable place to live.

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

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

Strategy PF&S4- Continue to invest in and enhance existing park and trail facilities.

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

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

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

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

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

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

Strategy PF&S5- Assist South Knoll Area neighborhoods in identifying and completing Neighborhood enhancement projects.

Action PF&S5.1 Provide technical assistance to neighborhood organizations applying for neighborhood grants. Incorporate training for

organizations on developing projects that would be available for funding.

South Knoll Area Neighborhood Plan

Map 4.1

Floodplain and
Open Space



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

South Knoll Area Neighborhood Plan

Map 4.2

Street Lights
by Wattage



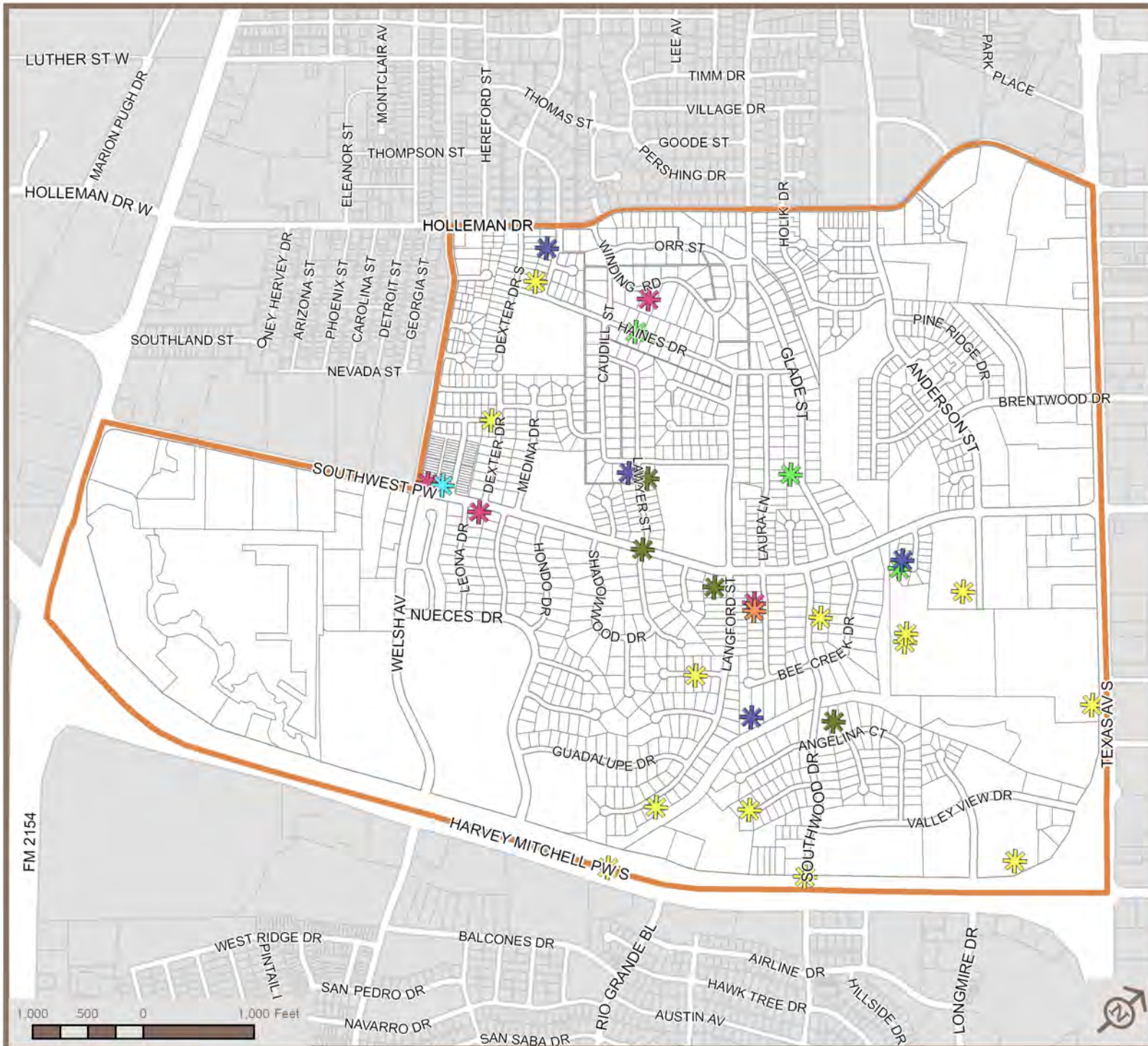
Street Lights by Wattage

- 100W
- 200W
- 250W
- 400W
- FLOODLIGHT
- ▬ Planning Area

South Knoll Area Neighborhood Plan

Map 4.3

See Click Fix

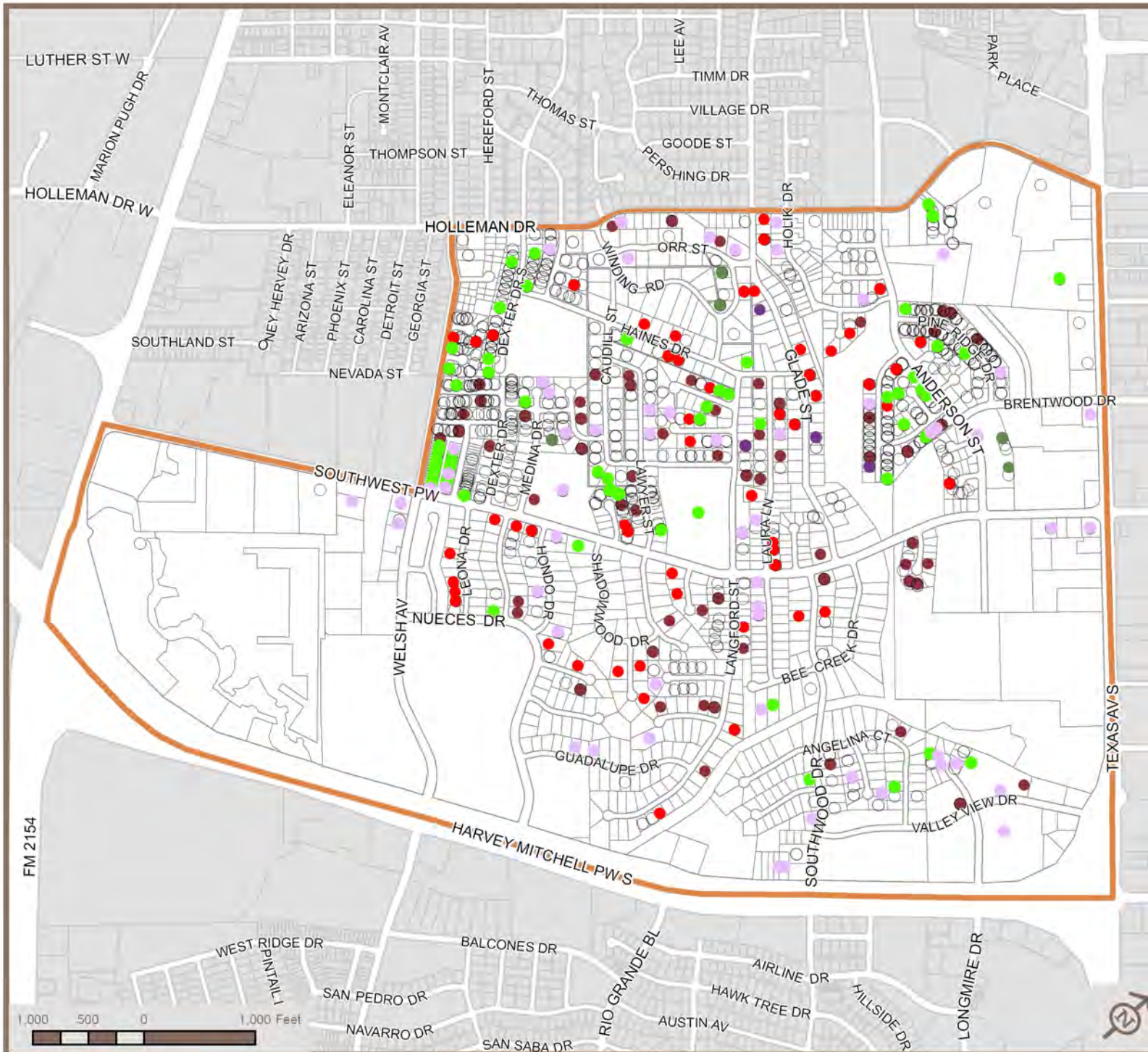


- Accumulation of Trash
- Containers - Overflowing/In Street
- More than 4 unrelated in same dwelling
- Open Storage
- Parking in the Yard
- Weeds and Grass
- Other
- Planning Area

South Knoll Area Neighborhood Plan

Map 4.4

Code Enforcement Cases
(2011-2012)

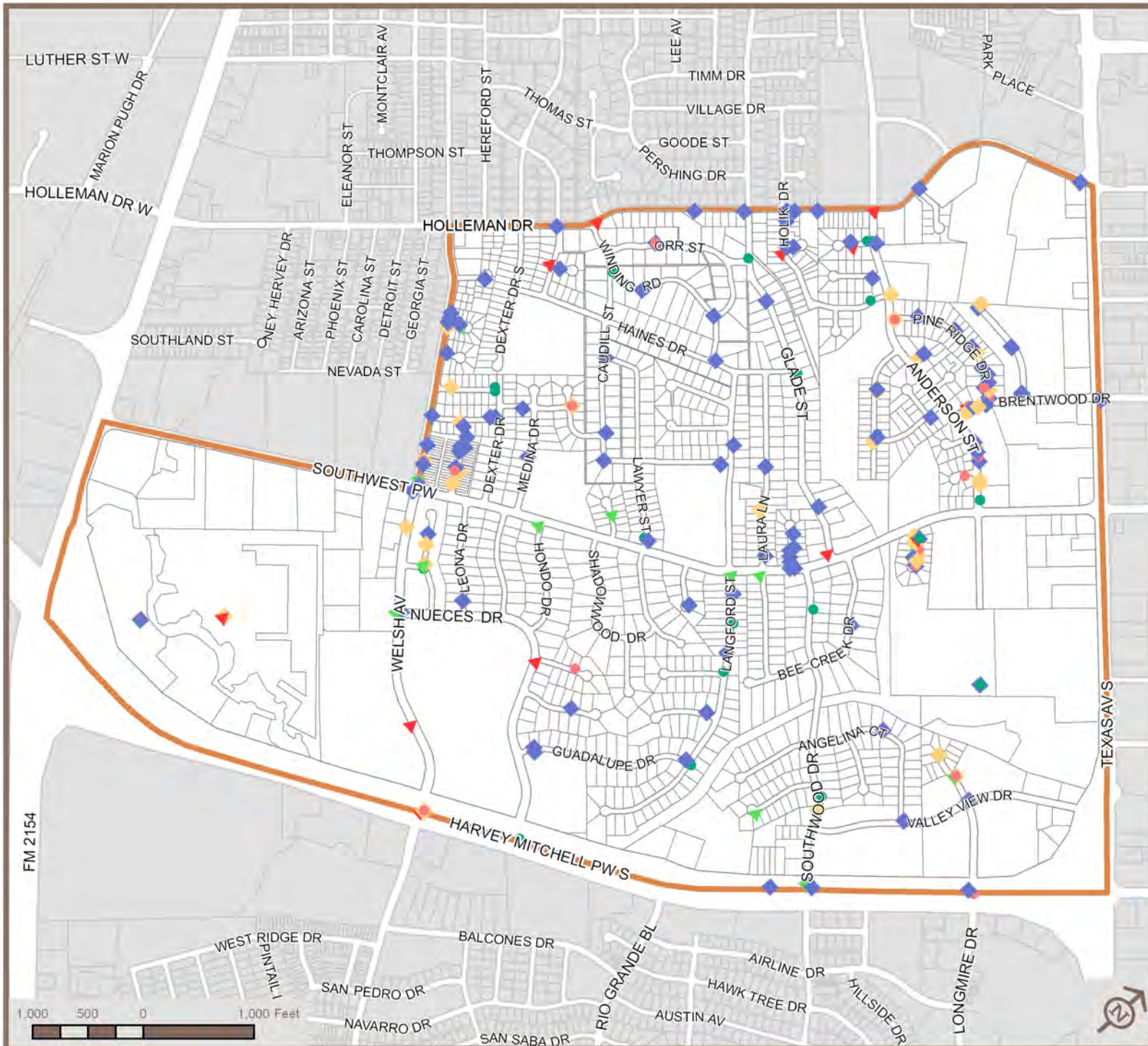


- Investigation
- Property Maintenance
- Brush/Bulky/Frig/HZMT/Litter/Oil
- Fire Protection
- Public Nuisance Violation
- Traffic Code
- Health & Sanitation Violation
- Planning Area

South Knoll Area Neighborhood Plan

Map 4.5

Significant Police Activity
(2011)



IMPLEMENTATION ELEMENT

The long term success of the South Knoll 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 South Knoll 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 3 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

CHAPTER 5 – IMPLEMENTATION ELEMENT

- 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:

- Recommend adoption, amendment, or modification 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, when necessary;

CHAPTER 5 – IMPLEMENTATION ELEMENT

- 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.

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 South Knoll 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 **\$400,000**. The primary cost of implementation is based on construction costs for infrastructure such as the construction or retrofit of sidewalks, pedestrian refuges, and parks improvements.

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 South Knoll Area Neighborhood Plan contains recommendations for almost 60 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

CHAPTER 5 – IMPLEMENTATION ELEMENT

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 life of the Plan. 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 South Knoll 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, when necessary;
- 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, when necessary; 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 may be involved in the review of the Plan.

Chapter	Strategy	Action Number	Action	Implementation Schedule				Implementation and Coordination Roles					Funding					
				Short (1-2 years)	Mid (2-5 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	
2: Neighborhood Integrity & Community Character	Code Enforcement	NI&CC 1.1	Identify properties not meeting code	X				PDS										X
		NI&CC 1.2	Digital information packets	X				PDS		X								
		NI&CC 1.3	Amend the UDO to allow overlays limiting number of unrelated	X				PDS	P&Z, CC									
		NI&CC 1.4	Amend Rental Registration to require resident names	X				PDS	CC									
		NI&CC 1.5	Amend the Code of Ordinances to strengthen codes		X			PDS	CC	X								
	Parking-Character	NI&CC 2.1	Remove parking from 2:00 am – 6:00 am	X				PW, PDS	CC				\$121,210	X	X			
		NI&CC 2.2	Allow residents to request parking removal	X				PW, PDS	CC				\$13,250	X	X			
		NI&CC 2.3	Amend the UDO to limit the size of allowable SF parking areas	X				PDS	P&Z, CC									
		NI&CC 2.4	Amend the UDO to require one parking space per bedroom	X				PDS	P&Z, CC									
		NI&CC 2.5	Amend the UDO to require rear yard parking be screened	X				PDS	P&Z, CC									
	Land Use Designations	NI&CC 3.1	Amend the Comprehensive Plan - Future Land Use and Character	X				PDS	P&Z, CC									
		NI&CC 3.2	Amend the Comprehensive Plan - Future Land Use and Character	X				PDS	P&Z, CC									
		NI&CC 3.3	Amend the Comprehensive Plan - Future Land Use and Character	X				PDS	P&Z, CC									
	Historic Preservation	NI&CC 4.1	Orr / Winding Historic District			X		PDS	LC, P&Z, CC	X		X	\$5,000	X				
		NI&CC 4.2	Potential Historic Landmarks			X		PDS	LC, P&Z, CC	X								
	Rezoning	NI&CC 5.1	Work with property owner to initiate rezoning		X			PDS	P&Z, CC	X								
		NI&CC 5.2	Work with property owner to initiate rezoning		X			PDS	P&Z, CC	X								
	Neighborhood Associations	NI&CC 6.1	Encourage existing neighborhood groups to become more active	X				PDS		X								
		NI&CC 6.2	Encourage creation of homeowner associations	X				PDS		X								
		NI&CC 6.3	Provide leadership training for new associations	X				PDS		X								
		NI&CC 6.4	Support the continuation of connections made during process	X				PDS		X								
		NI&CC 6.5	Support neighborhood activities	X				PDS		X								
		NI&CC 6.6	Explore opportunities for a community garden	X				PDS		X	X		\$500	X				X
3: Mobility	Parking - Safety	M 1.1	Conduct bi-annual emergency vehicle safety evaluations of streets identified as heavily parked	X	X	X		Fire										
		M 1.2	Conduct safety evaluations upon request of homeowners & residents	X	X	X		PW										
		M 1.3	Remove parking from the "bends" in Caudill Street and Lawyer Street	X				Fire, PW	CC									
		M 1.4	Monitor the Ridgefield cul-de-sacs for safety issues	X	X	X		Fire										
		M 1.5	Install "No Parking" signs as previously approved	X				PW					\$3,750	X				
		M 1.6	Pursue additional parking removal on Langford Street	X				PW, PDS	CC				\$1,250	X				
		M 1.7	Correct confusing signage on Valley View	X				PW					\$500	X				
		M 1.8	Initiate Speed awareness program	X				PDS					\$3,500	X				
	Parking-Character	M 2.1	Remove parking from from 2:00 am-6:00am	X				PW, PDS	CC				see NI&CC 2.1					
		M 2.2	Allow residents to request parking removal	X				PW, PDS					see NI&CC 2.2					
		M 2.3	Amend the UDO to limit the size of allowable SF parking areas	X				PDS	P&Z, CC									
		M 2.4	Amend the UDO to require one parking space per bedroom	X				PDS	P&Z, CC									
		M 2.5	Amend the UDO to require rear yard parking be screened	X				PDS	P&Z, CC									
	Pedestrian Safety	M 3.1	Amend the Bicycle, Pedestrian & Greenway Master Plan- Welsh Avenue	X			X	PDS	BPG, P&Z, CC				(1)					
		M 3.2	Amend the Bicycle, Pedestrian & Greenway Master Plan - Caudill Street & Winding	X		X		PDS	BPG, P&Z, CC				\$68,812		X			
		M 3.3	Amend the Bicycle, Pedestrian & Greenway Master Plan - Valley View Drive	X		X		PDS	BPG, P&Z, CC				\$92,031		X			
		M 3.4	Reconstruct the sidewalk along Langford Street	X				PW, PDS					(2)		X			
		M 3.5	Construct a sidewalk on Guadalupe	X				PW, PDS					(2)		X			
		M 3.6	Public Access Easement on property adjoining Arboles and Comal		X			PW, PDS					\$20,000		X			
		M 3.7	Explore Welsh Pedestrian Refuge			X		PW, PDS					\$39,000		X			
		M 3.8	Explore Southwest Parkway Pedestrian Refuge		X			PW, PDS					\$39,000		X			
		M 4.1	Amend Bicycle, Pedestrian, and Greenways Master Plan - Glade Street Bike Lane	X				PDS	BPG, P&Z, CC				\$4,200	X				
		M 4.2	Explore way-finding opportunities	X				PDS					\$2,000	X				

Figure 5.1 Complete Task List

Chapter	Strategy	Action Number	Action	Implementation Schedule				Implementation and Coordination Roles					Funding				
				Short (1-2 years)	Mid (2-5 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	Grnts
	Bicycle Safety	M 4.3	Explore trail way-finding opportunities		X			PDS					\$2,000	X			
		M 4.4	Re-stripe bike lanes - Holleman Dr.		X			PDS					(4)				
		M 4.5	Bee Creek Trail grading with sewer installation	X				PW									
		M 4.6	Wider sidewalk on Southwest Parkway to accommodate bicyclists				X	PDS					(3)				
	Safety at Intersections	M 5.1	Improve pedestrian safety at Texas Avenue & private driveway		X			PW, PDS					\$24,300		X		
		M 5.2	Improve pedestrian safety at Southwest Parkway & Anderson Street		X			PW, PDS					\$22,000		X		
		M 5.3	Improve bicycle safety at Southwest Parkway & North Bardell Court	X				PW, PDS					\$400	X			
4: Public Facilities & Services	Code Compliance	PF&S 1.1	Identify properties not meeting code	X				PDS									X
		PF&S 1.2	Digital information packets	X				PDS		X							
		PF&S 1.3	Increase awareness of See-Click-Fix	X				PDS		X							
		PF&S 1.4	Re-instate pro-active code enforcement	X				PDS									
	Floodplain	PF&S 2.1	Promote the Adopt-A-Greenway Program	X				PDS									
	Public Safety	PF&S 3.1	Evaluate Street light neeeds in South Knoll			X		CSU, PDS					(1)				
		PF&S 3.2	Assist with Neighborhood Watch programs	X				PDS, PD		X							
	Parks & Trails	PF&S 4.1	Install bike racks at all parks	X				PDS, PARD					\$4,500	X			
		PF&S 4.2	Bee Creek Park improvements			X		PARD					\$9,200		X		
		PF&S 4.3	Anderson Arboretum improvements	X				PARD					(2)				
		PF&S 4.4	Lemon Tree park improvements			X		PARD					\$25,000		X		
		PF&S 4.5	Gabbard Park improvements			X		PARD					\$28,000		X		
		PF&S 4.6	Harvey Mithcell Parkway trail landscape		X			PDS					(4)				
Neighborhood Projects	PF&S 5.1	Assist neighborhood groups in identifying funding for neighborhood projects	X				PDS			X							

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) To be determined through CSU evaluation
- (2) Included in proposed FY14-15 budget
- (3) Cost not included - beyond the life of the Plan
- (4) Included in another adopted Neighborhood Plan

APPENDIX A
EXISTING CONDITIONS

A

DEMOGRAPHICS

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

Age and Literacy

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

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

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

ZONING AND LAND USE

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

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

Table EC.1 Zoning

APPENDIX A – EXISTING CONDITIONS

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

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

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

Table EC.2 Future Land Use and Character

HOUSING AND NEIGHBORHOOD INTEGRITY

Housing Data

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

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

Plats Prior to 1970

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

APPENDIX A – EXISTING CONDITIONS

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

DEVELOPMENT DATA

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

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

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

Table EC.3 Single-Family Property data

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

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

Table EC.4 Housing Structures by Type

*Each duplex has two living units

AGE AND MAINTENANCE

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

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

Table EC.5 Age by Subdivision

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

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STRUCTURE TO LAND VALUE RATIO

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

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

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

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

RENTAL REGISTRATION

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

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

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

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

COMMERCIAL SPACE

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

Key Destinations

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

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

City Facilities

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

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Parks and Recreation Department currently operates and maintains the cemetery.

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

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

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

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

CITY SERVICES

City Improvement and Maintenance Projects

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

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

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

APPENDIX A – EXISTING CONDITIONS

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

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

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

CODE ENFORCEMENT

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

Table EC.8 Code Enforcement Cases

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

EMERGENCY SERVICES

Police

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

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

ADOPTED 9-26-13

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

Noise and Loud Parties

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

Mobility

Streets

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

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

Sidewalks

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

Bicycle Facilities

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

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

Bus Routes

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

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

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

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

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

Traffic Incidents

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

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

To address the problematic intersections, the City of College

APPENDIX A – EXISTING CONDITIONS

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

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

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

Street Lighting

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

Sustainability

Water Consumption

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

Water Quality

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

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

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

Electricity Consumption

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

Energy Audits

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

Wind Watts Participation

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

Solar Panels

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

Recycling Participation

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

APPENDIX B

GLOSSARY

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 South Knoll Area Neighborhood Plan, is to ensure the vision for the community's future responds to the residents' and property owners' will. Participation allows for informed input and strategies tailored to community goals. By working together, neighbors and property owners craft a viable image of the future of the community.

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

COMPREHENSIVE FUTURE LAND USE PLAN

General Commercial

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

General Suburban

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

Institutional/Public

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

Natural Areas – Protected

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

Natural Areas – Reserved

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

Neighborhood Conservation

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

Suburban Commercial

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

Urban

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

ZONING DISTRICTS

A-O Agricultural Open

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

APPENDIX B – GLOSSARY

GC General Commercial

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

CI Commercial Industrial

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

C-3 Light Commercial

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

The following supplemental standard shall apply to this district:

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

PDD Planned Development District

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

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

R-1 Single-Family Residential

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

R-2 Duplex Residential

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

The following supplemental standards shall apply to this district:

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

R-3 Townhouse

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

R-4 Multi-Family Residential

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

The following supplemental standards shall apply to this district:

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

R-6 High Density Multi-Family

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

The following supplemental standards shall apply to this district:

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

APPENDIX B – GLOSSARY

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

THOROUGHFARE PLAN

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

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

Minor Arterial (Southwest Parkway)

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

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

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

Minor Collector (Nueces Drive)

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

BICYCLE AND PEDESTRIAN PLAN

Bike Lane

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

Bike Route

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

Sidewalks

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

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

APPENDIX C

PUBLIC INPUT SUMMARY

C

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

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

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

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

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

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

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



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

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

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

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

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

Neighborhood Resource Team Meeting, Monday, November 5, 2012

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

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

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

Issues & Opportunities Meeting, Monday, November 26, 2012

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

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

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

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

Neighborhood Resource Team Meeting, Monday, December 10, 2012

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



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

APPENDIX C – PUBLIC INPUT SUMMARY

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

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

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

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

Neighborhood Resource Team Meeting, Monday, January 14, 2013

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

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

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

Public Meeting Series

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

Bicycling & Walking Facilities, Tuesday, February 12, 2013



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

APPENDIX C – PUBLIC INPUT SUMMARY

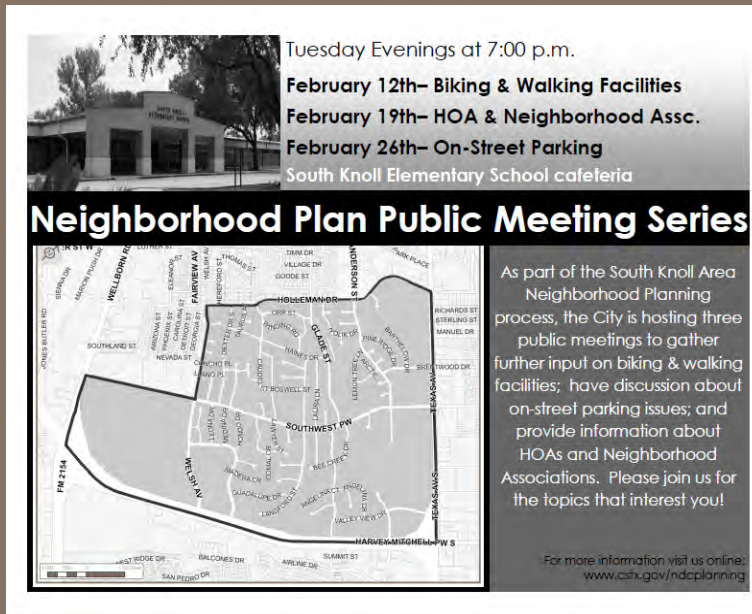


Figure C.4: Mailer for Public Meeting Series

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

HOAs & Neighborhood Associations Tuesday, February 19, 2013

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

On-Street Parking, Tuesday, February 26, 2013

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

Neighborhood Resource Team Meeting, Tuesday, March 19, 2013

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

Neighborhood Resource Team Meeting, Tuesday, April 2, 2013

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

Neighborhood Resource Team Meeting, Tuesday, April 23, 2013

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

Neighborhood Resource Team Meeting, Tuesday, May 7, 2013

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

Neighborhood Resource Team Meeting, Tuesday, May 21, 2013

APPENDIX C – PUBLIC INPUT SUMMARY

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

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

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

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

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

Open House, Tuesday, July 9, 2013

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

Neighborhood Resource Team Meeting, Tuesday, July 16, 2013

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

APPENDIX D

HISTORIC RESOURCES

D

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

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

SOUTH KNOLL AREA SUBDIVISIONS INCLUDED IN THE SURVEY:

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

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

APPENDIX D – HISTORIC RESOURCES

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

Potential Individual Landmarks

1106 Langford Street – design

1110 Langford Street – Theo R. Holleman House - design

1111 Langford Street – design

1115 Langford Street – Fred Weick House – design

1200 Langford Street – Earnest Langford House – significant person

1206 Orr Street – William W. Caudill House – significant person, design

1214 Orr Street – Frank D. Lawyer House – significant person, design

1205 Winding Road – Arthur G. Edmonds House -design

1210 Winding Road – design

1211 Winding Road – Dean W.W. Armistead House – significant person, design

1213 Winding Road – David D. Yarborough House – design

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

APPENDIX D – HISTORIC RESOURCES

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

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

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

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

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

1700 Laura Lane

Richard H. Ballinger (resident) owner

Erected 1905 (campus no. 410)

Sold 1965

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

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

Previous residents on campus:

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

O. F. Chastain, 1917, professor of History

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

1712 Glade Street

William D. Fitch (resident) owner

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

Sold 1965

APPENDIX D – HISTORIC RESOURCES

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

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

Previous residents on campus:

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

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

W. A. Orth, 1935, system architect

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

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

City of College Station Historic Marker Program:

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

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

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

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

APPENDIX E
PARKING & TRAFFIC ORDINANCE
RESTRICTIONS

E

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

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

TRAFFIC SCHEDULE VII

ONE-WAY STREETS AND ALLEYS

5 Boswell St. one-way street traveling from Lawyer St. to Langford St. (School Hours).

TRAFFIC SCHEDULE XV

TWO-HOUR PARKING 8:00 a.m.—5:00 p.m. MONDAY—FRIDAY

Traveling on	Between	Travel Direction
Nueces Dr.	Guadalupe Dr. and Welsh Ave	North/East

TRAFFIC SCHEDULE XV

TWO-HOUR PARKING 8:00 a.m.—5:00 p.m. MONDAY—FRIDAY

Traveling on	Between	Travel Direction
Nueces Dr.	Guadalupe Dr. and Welsh Ave	North/East

TRAFFIC SCHEDULE XIV

NO PARKING HERE TO CORNER AND NO PARKING ANYTIME

Traveling on	Between	Travel Direction	
Welsh Ave.	Nueces Dr. and F M 2818	North	No parking any time
Valley View Dr.	Longmire Dr. and Southwood Dr.	East	No parking any time
Valley View Dr.	Texas Ave. and Longmire Dr.	East	No parking any time
Valley View Dr.	Angelina Circle and	East	No parking any time
Valley View Dr.	Angelina Circle and	West	No parking any time
Valley View Dr.	Texas Ave. and Longmire Ct.	East	No parking any time
Valley View Dr.	Longmire Ct and Texas Ave.	West	No parking here to corner
Valley View	Longmire Dr. and	East	No parking here

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

APPENDIX E – PARKING & TRAFFIC ORDINANCE RESTRICTIONS

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

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

F

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

THE ISSUE

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

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

CURRENT APPROACH

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

Land Use Planning

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

APPENDIX F – PARKING SUB-COMMITTEE SUMMARY

Development Regulations

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

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

Neighborhood Planning and Special Studies

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

Enforcement

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

Parking Removal Program

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

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

APPENDIX F – PARKING SUB-COMMITTEE SUMMARY

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

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

The Task Force recommends the City pursue neighborhood initiated parking removal ONLY when it is related to public safety. In all other cases, the individual neighborhood would need to address parking issues through a private process, such as deed restrictions and covenants.

RECOMMENDATION FOR A CITY-WIDE APPROACH

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

Increased Off-Street Parking Requirements

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

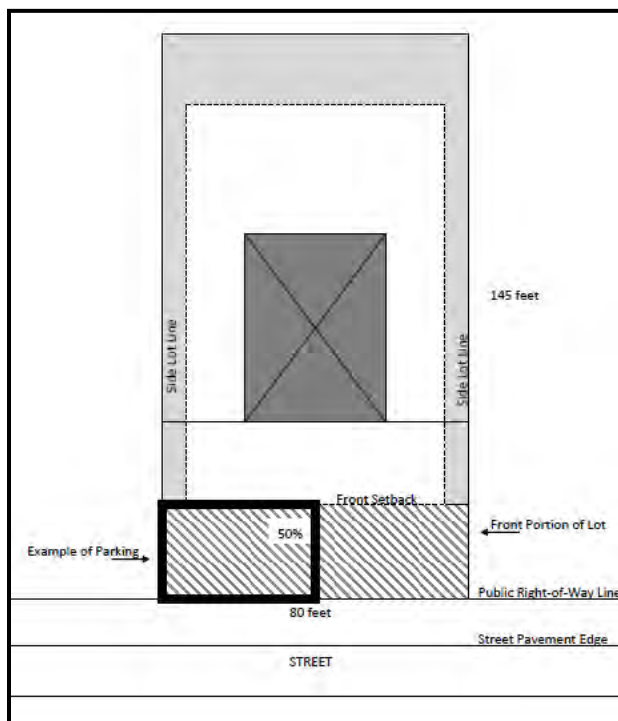
Maximum Front Yard Coverage

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

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

APPENDIX F – PARKING SUB-COMMITTEE SUMMARY

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



APPROACH SUMMARY

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

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

APPENDIX F – PARKING SUB-COMMITTEE SUMMARY

UNDERLYING ISSUES

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