

## Flooding Concerns Shared in San José

The presence of the existing floodplain in San José prompted an exercise with the Steering Committee on flooding. The exercise results appear in Figure 8. The southern portion of the neighborhood is located in either the floodway, or the 100-year or 500-year floodplain, as established by the Federal Emergency Management Agency (FEMA).

Steering Committee Members remembered three (3) major flooding events, which occurred in 1965, 1993, and 2010. The 2010 flood damaged several houses on East 22nd Street, and Geneva Park flooded.

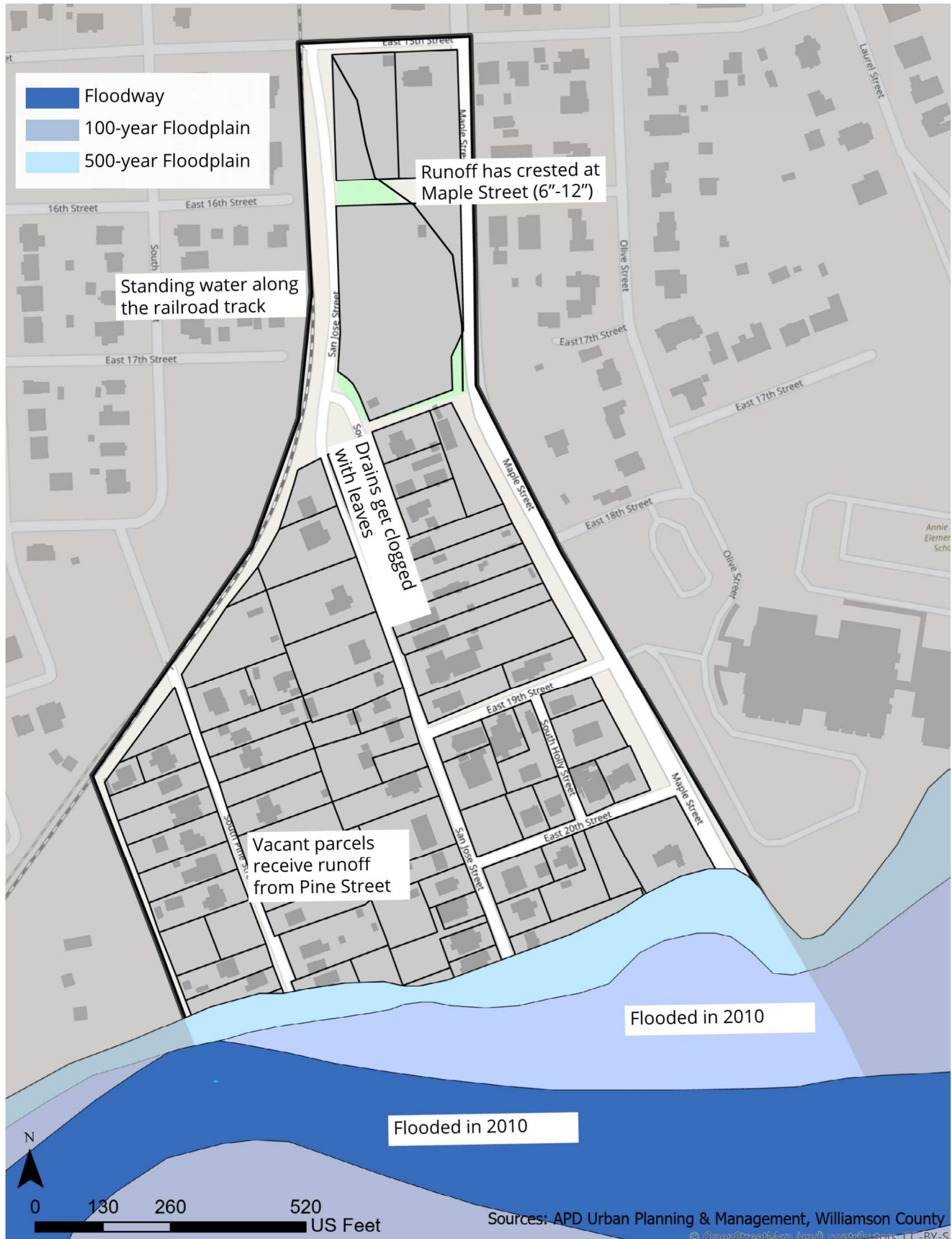
On Maple Street, near East 22nd Street, there are trees and a silt fence that Steering Committee members feel should be removed. Additional concerns about Pine Street include a box culvert that collects silt, trash, and standing water in the 8" pipe along Maple Street.

On Pine Street, two (2) vacant parcels collect runoff from the road.

Additional concerns include an inlet that clogs on South Holly Street and standing water along the railroad tracks.

# A Portion of San José is Located in a Floodplain

Figure 8: Existing Floodplain Map



## Existing Land Use

The information below describes existing land use for the San José neighborhood. The information utilizes categorical charts and geographical representation of land use by parcel. An existing land use map follows in Figure 10.

A windshield survey examined 110 parcels in the San José neighborhood to provide land use information and other data. The following analysis organizes the collected land use information into seven (7) different land uses and descriptors.

### Land Use Category Descriptors

- Single-family Detached: Single Family dwelling with no shared walls;
- Single Family Attached: Single Family with shared walls with 2+ units and individual lot lines between units;
- Multifamily: Multifamily dwelling (5 or more units);
- Institutional: Used for religious, government, or education;
- Public Space: Used for public recreation, or could signify a neighborhood greenspace amenity;
- Utility: Used for utility purposes; and
- Undeveloped: No use or no structure.

The current land use in San José is predominately single-family detached, accounting for 75 parcels or 66% of all existing land use in the neighborhood. The next largest land use category in San José is undeveloped land. There are 25 undeveloped parcels in the neighborhood, accounting for 23% of all parcels in San José.

A total of 79 residential structures are in San José, of which 75 are single-family detached, five are single-family attached, and one is a multifamily structure.

### Key Findings

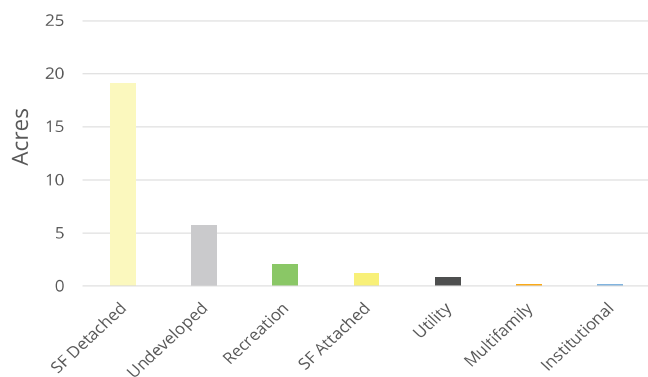
Undeveloped land accounts for 23% of all parcels in San José. There is undeveloped land throughout the neighborhood, but the largest concentration is in the southern portion of the neighborhood. This section of San José is in a floodplain, which limits development opportunities. However, the land has potential for recreational utilization, such as walking paths.

Table 3: Existing Land Use

Category	Parcels	Acres
Undeveloped	25	5.7
SF Detached	75	19.1
SF Attached	5	1.2
Multifamily	1	.2
Institutional	1	.1
Public Space	1	2.0
Utility	2	.8
<b>Total</b>	<b>110</b>	<b>29.1</b>

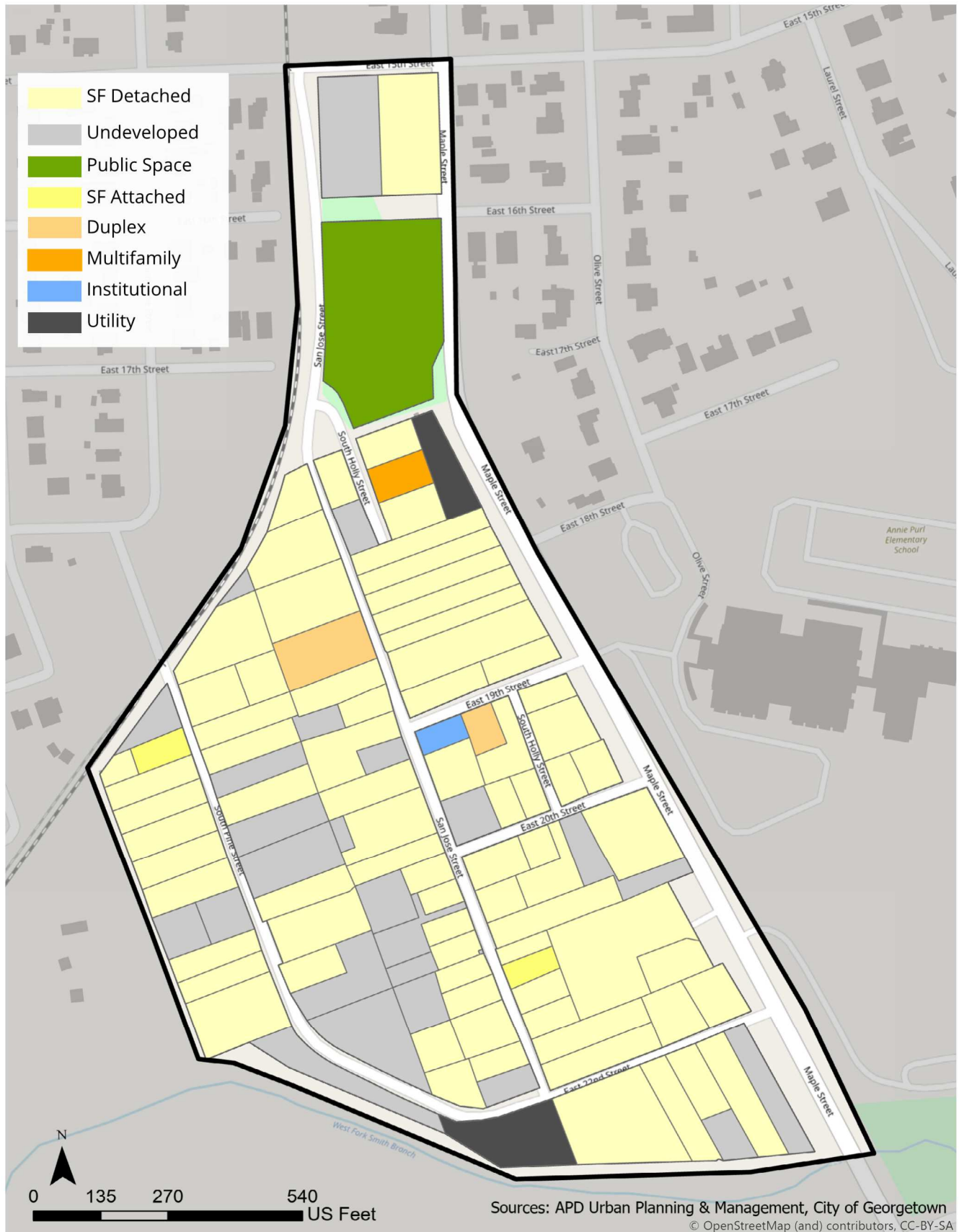
## Undeveloped Land is the Second Largest Land Use Category

Figure 9: Existing Land Use



# San José is a Majority Single-Family Residential Neighborhood

Figure 10: Existing Land Use



## Building Conditions

The current condition of structures on each parcel in the San José neighborhood is included in this section. Current exterior building conditions were collected from the street, via an external visual survey. Internal building conditions were not collected, due to limitations inherent in the survey methodology. A map was created to visualize the location of the structures and their corresponding condition (Figure 12).

### Building Category Descriptors:

- Undeveloped: No structure on parcel;
- Needs Extensive Repair: Extensive rehabilitation or demolition needed;
- Need Repair: Major repairs needed (roof, foundation, siding, windows);
- Poor: Deferred maintenance requires general repairs, more than \$1,000;
- Fair: Minor repairs, less than \$1,000;
- Good: Sound condition;
- Under Construction: New structure in progress; and
- Rehabilitation: Rehabilitation of existing structure.

Building conditions were initially calculated using the total number of parcels for each given condition. Of the 110 parcels surveyed, 23% were undeveloped, 13% were in good condition, 38% were in fair condition, 13% were in poor condition. Less than 10% of structures were in deteriorated or dilapidated condition and none were under construction (Figure 11).

There are 52 (69%) single-family homes in the neighborhood in fair or good condition, six (6) that need repair and four (4) that need extensive repair. Three (3) of the four (4) single-family homes that need extensive repair are vacant.

### Key Findings

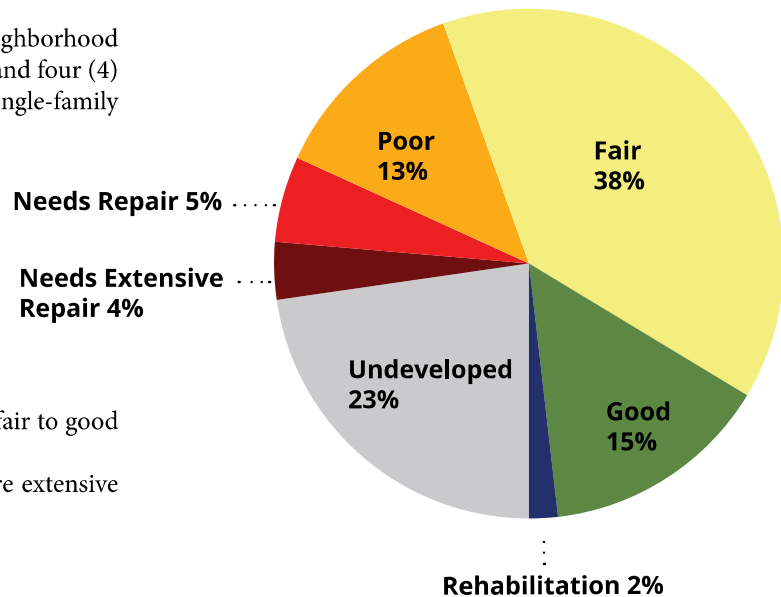
- Overall the housing stock in San José is in fair to good condition; and
- 75% of the single-family homes that require extensive repair are vacant.

Table 4: Building Conditions

Category	Parcels	Acres
Undeveloped	25	5.7
Needs Extensive Repair	4	1.6
Needs Repair	6	1.3
Poor	14	3.4
Fair	43	11.2
Good	16	5.5
Rehabilitation	2	.4
<b>Total</b>	<b>110</b>	<b>29</b>

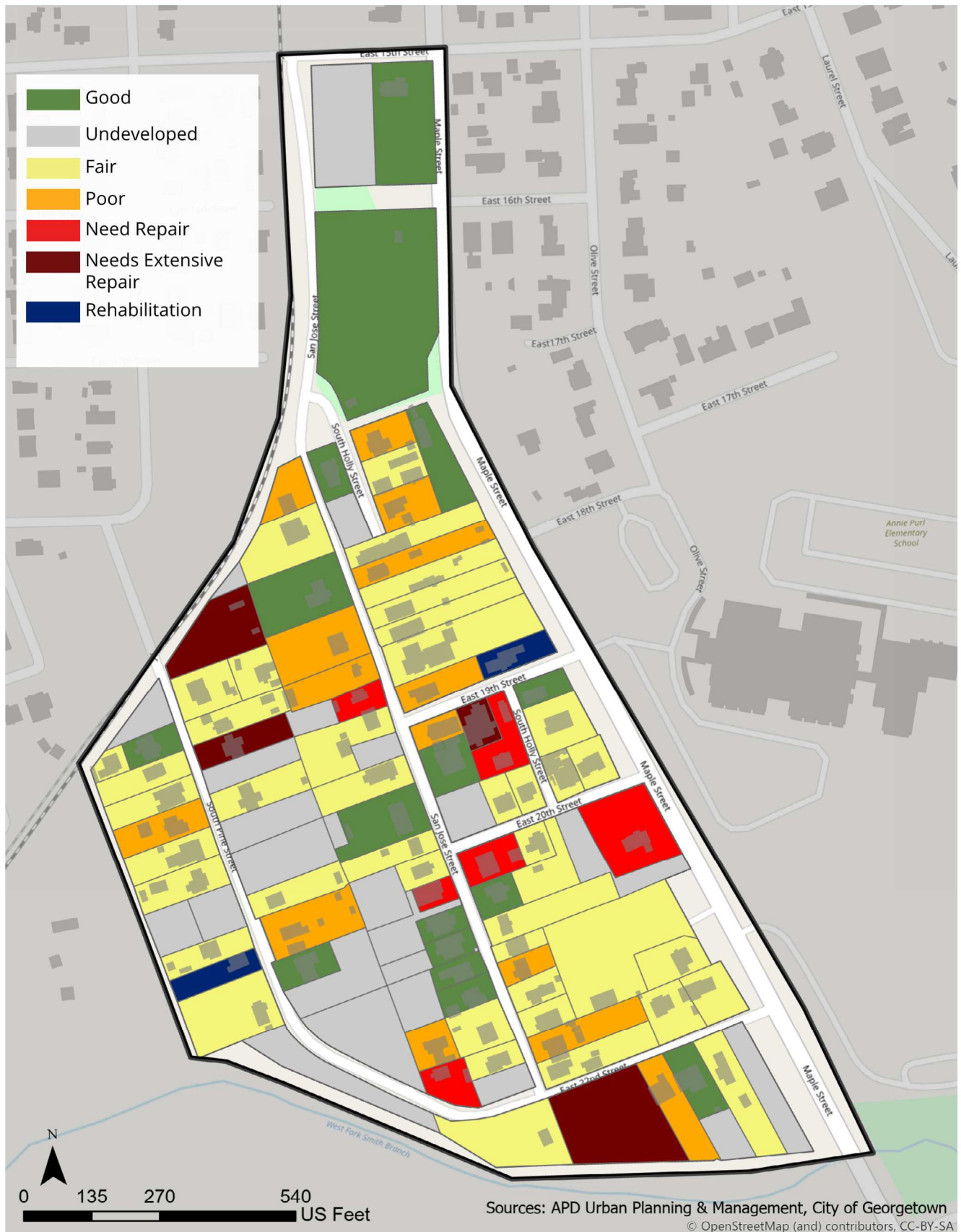
### Half of all Structures are in Good or Fair Condition

Figure 11: Building Conditions



# Half of all Structures are in Good or Fair Condition

Figure 12: Building Conditions



## Building Occupancy

Building occupancy identifies parcels with occupied structures, vacant structures, or no structures (undeveloped). Building occupancy for the San José neighborhood is shown in Figure 14. Occupancy was determined for all parcels in the San José neighborhood. Parcels were examined for signs of activity (car, mail, trash cans) or signs of no activity (no cars or trash cans, significant overgrowth, open entry) to determine building occupancy.

There are twenty-five 25 undeveloped parcels in San José, accounting for 23% of all parcels in the neighborhood. Just over three-fourths of parcels have occupied structures. There is extremely low vacancy in San José; there are only three vacant structures, accounting for 3% of all parcels.

The three (3) vacant structures in San José are in need of extensive repair. There is only one (1) occupied structure in the neighborhood that requires extensive repair.

### Key Findings

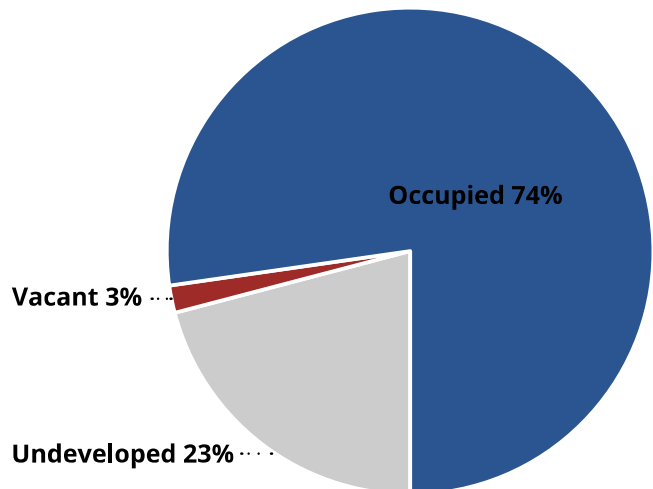
- There is little vacancy in the neighborhood; and
- The three structures that are vacant are in dilapidated condition.

Table 5: Building Tenure

Category	Parcels	Acres
Undeveloped	25	5.7
Vacant	3	1.5
Occupied	82	22
<b>Total</b>	<b>110</b>	<b>29</b>

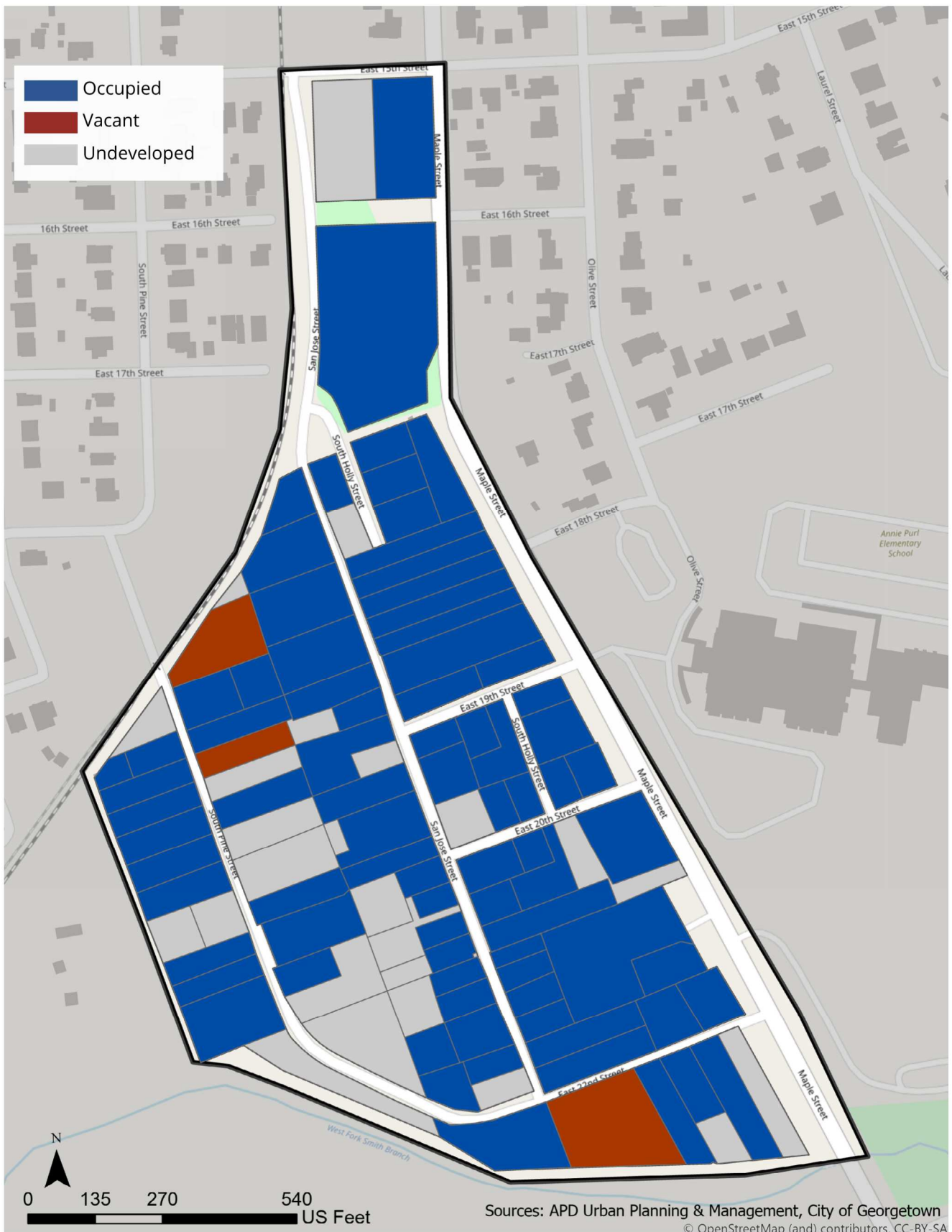
### 3% of Structures in the Neighborhood are Vacant

Figure 13: Building Tenure



# 22% of Parcels in the Neighborhood are Undeveloped

Figure 14: Building Tenure Map





## Number of Stories

The windshield survey also identified the number of stories each structure has in San José. Buildings were categorized based on the following criteria:

- Greenspace;
- Utility;
- Undeveloped;
- One Story;
- Two Story; and
- Three Story.

The neighborhood is predominantly single-story structures, with only three (3) structures with more than one (1) story, as shown in Figure 15.

## Parcel Measurements

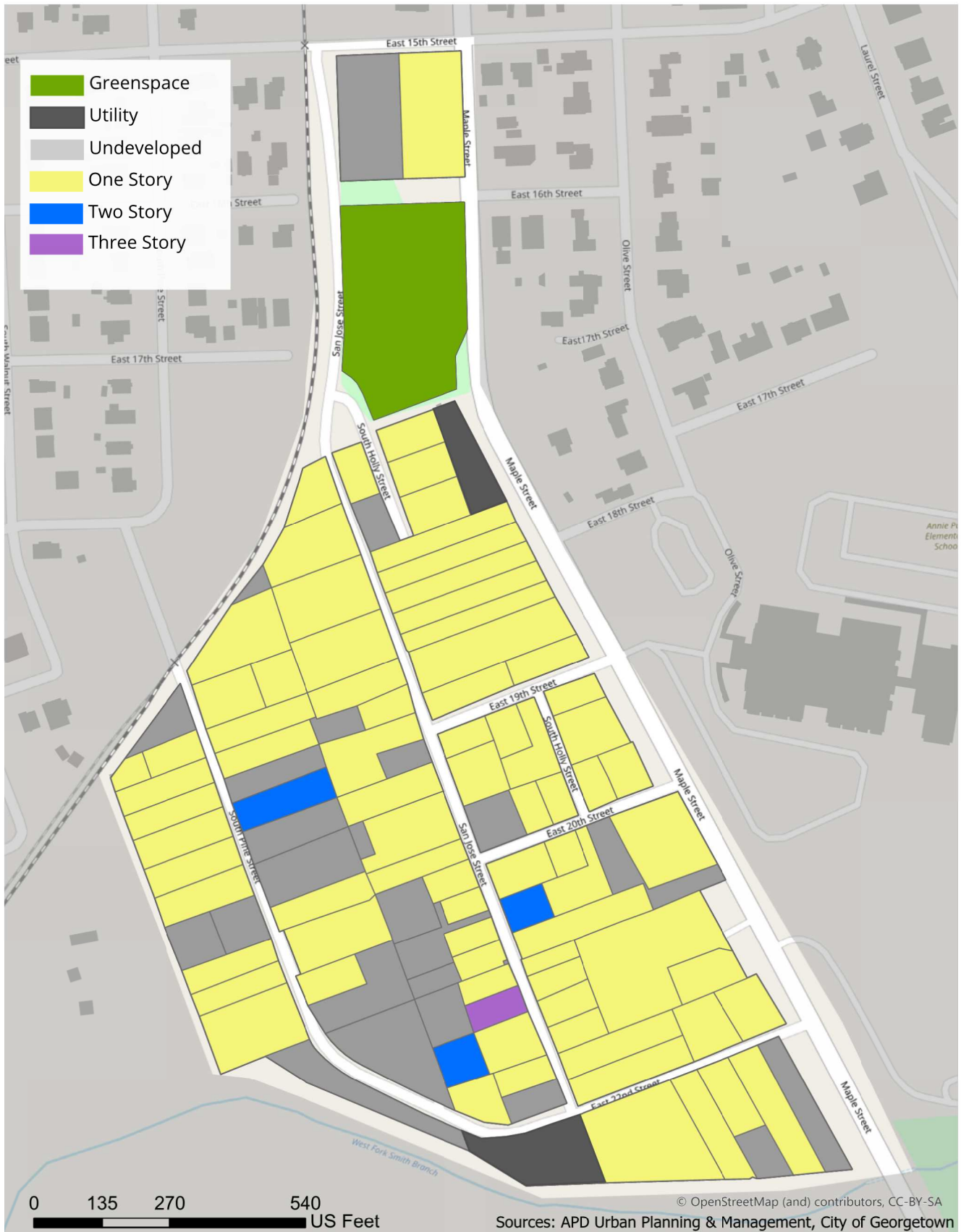
Parcel measurements were also collected for all parcels in San José. The data collected includes the average parcel length, width, and square footage. Parcel measurements were derived from City of Georgetown data provided by the Planning Department. The average front yard setbacks were collected for each street in San José. Average front yard setbacks are estimated based upon google earth surveys and measurements. Parcel measurements are included in Table 6. There are currently twenty (20) parcels in San José that are smaller than 5,500 square feet.

Table 6: San José Parcel Information

<b>Parcel Measurements</b>	
Average Parcel Length	152'
Average Parcel Width	71'
Average Parcel Square Footage	8,758
Median Parcel Length	124'
Median Parcel Width	59'
Median Square Footage	6,902
<b>Average Front Yard Setbacks</b>	
San José Street	25'
East 22nd Street	41'
East 20th Street	32'
Holly Street	25'
Pine Street	30'
East 19th Street	14.5'

# Majority of Structures are One Story

Figure 15: Number of Stories



## Roof Style

The windshield survey also examined architectural features in San José. Roof style and building material were categorized for each parcel. Roofs were categorized into seven (7) styles, listed below. Example imagery is included in Figure 16.

### Roof Style Category

- Flat;
- Gable;
- Gable (Low Slope);
- Hip;
- Hip (Low Slope);
- Combination; and
- High Slope.

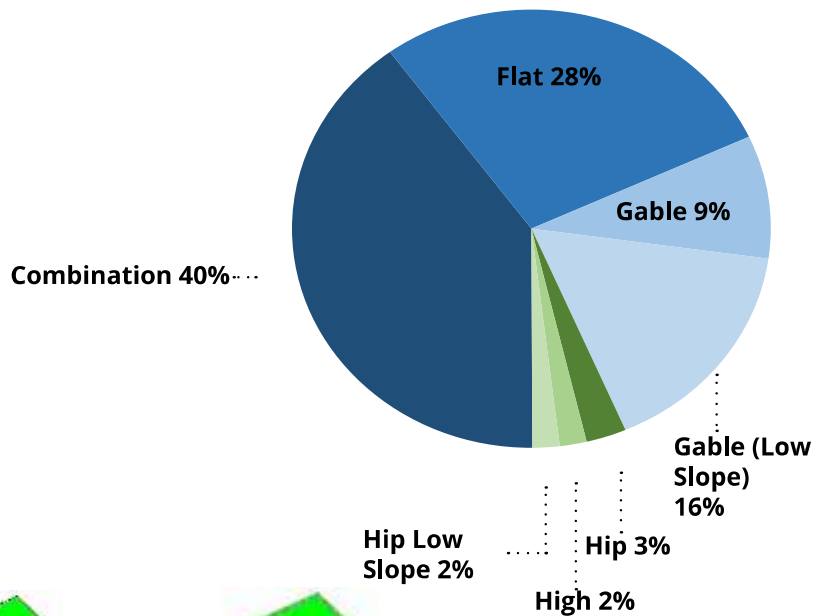
A combination roof form is the most prevalent roof style in San José, found on 40% of homes in the neighborhood. A flat roof was the second most prevalent roof type in the neighborhood. These two (2) roof types combined account for 68% of all roofs in the neighborhood. A gable roof style, including a gable roof with a low slope, is found on 25% of homes in San José. Hip and high roof styles account for less than 10% of all roofs in the neighborhood.

Table 7: Roof Style

Category	Percent
Flat	28%
Gable	9%
Gable (Low Slope)	16%
Hip	3%
Hip (Low Slope)	2%
Combination	40%
High Slope	2%
<b>Total</b>	<b>100%</b>

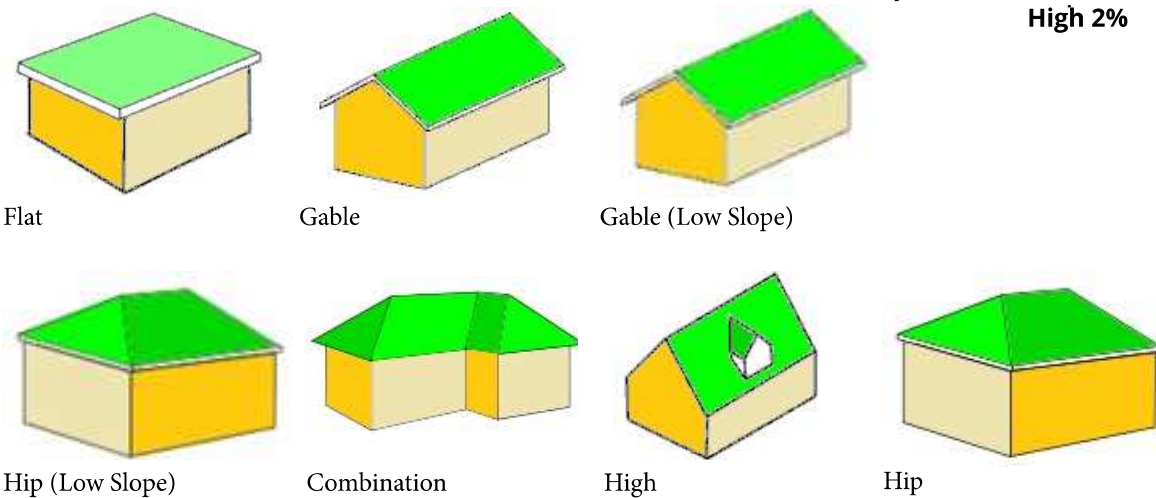
### Combination is the Most Prevalent Style

Figure 17: Roof Style



### Roof Style Imagery

Figure 16: Roof Style Examples



## Building Materials

Exterior building materials were examined and categorized during the windshield survey. Building materials were separated into six (6) styles, included below.

### Building Material Category

- Brick;
- Siding (Wood, Vinyl, Asbestos, Hardie Plank);
- Rock;
- Limestone;
- Stucco; and
- Mixed.

Siding, the broadest category, was found on 39% of all structures in the neighborhood, the largest percentage category. Brick was the second most prevalent building type and was found on 35% of all structures. Mixed, where two or more material type is present, account for 21% of all structures. Limestone (4%), rock (2%), and stucco (0%) collectively are found on less than 10% of all structures.

### Key Findings

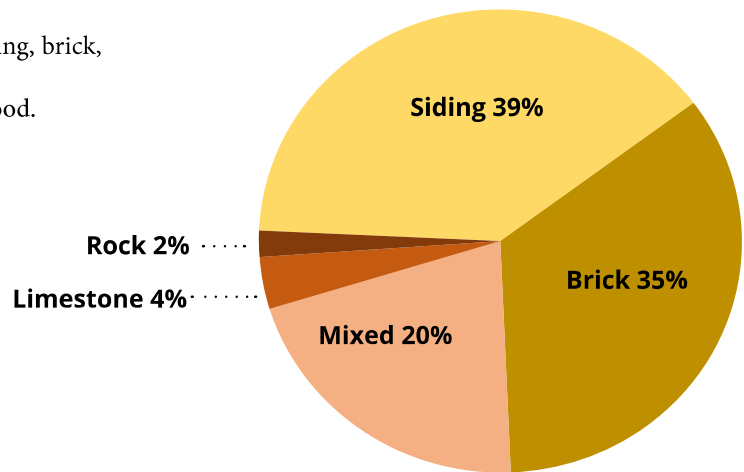
- 95% of structures in San José have either siding, brick, or mixed building materials; and
- There are no stucco homes in the neighborhood.

Table 8: Building Materials

Category	Percent
Brick	35%
Siding	39%
Rock	2%
Limestone	4%
Mixed	20%
<b>Total</b>	<b>100%</b>

## Siding and Brick Account for 74% of all Building Material

Figure 19: Building Material in San José

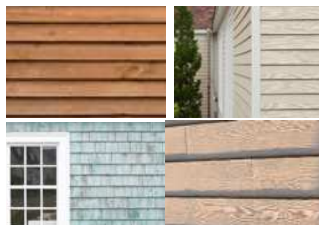


## Building Material Imagery

Figure 18: Building Material Examples



Brick



Siding



Rock



Stucco



Limestone



Mixed

# Transportation

## Traffic

Traffic concerns were revealed from the results of the community survey completed by the City of Georgetown and at the first public meeting. Major concerns revolved around traffic congestion in the morning and afternoon, especially around Purl Elementary School and San José Park. Residents also expressed concerns about speeding on San José and Maple Streets and blind spots along San José Street and East 22nd Street.

## Parking

The windshield survey assessed the type and availability of parking in the San José neighborhood. The parking data was recorded at a point in time and therefore does not necessarily reflect the constantly changing parking situation found in many neighborhoods. Parcels were coded into one of four parking categories, included below.

- None: no parking is available;
- On-Street: Vehicles parked on the street;
- Off-Street: Vehicles are parking off-street (on a parking lot or in a driveway); and
- Both: Vehicles parked both on and off-street.

Off-street parking is widely available in San José, with 65% of parcels having access to some form of off-street parking. No parking is the second most prevalent parking condition in the neighborhood, accounting for 26% of all parcels in San José. On-street parking accounted for just 1% of all parcels. Both on-street and off-street parking are available at just 7% of parcels. The windshield survey was conducted on a weekday, which could explain the few number of cars parked on the street.

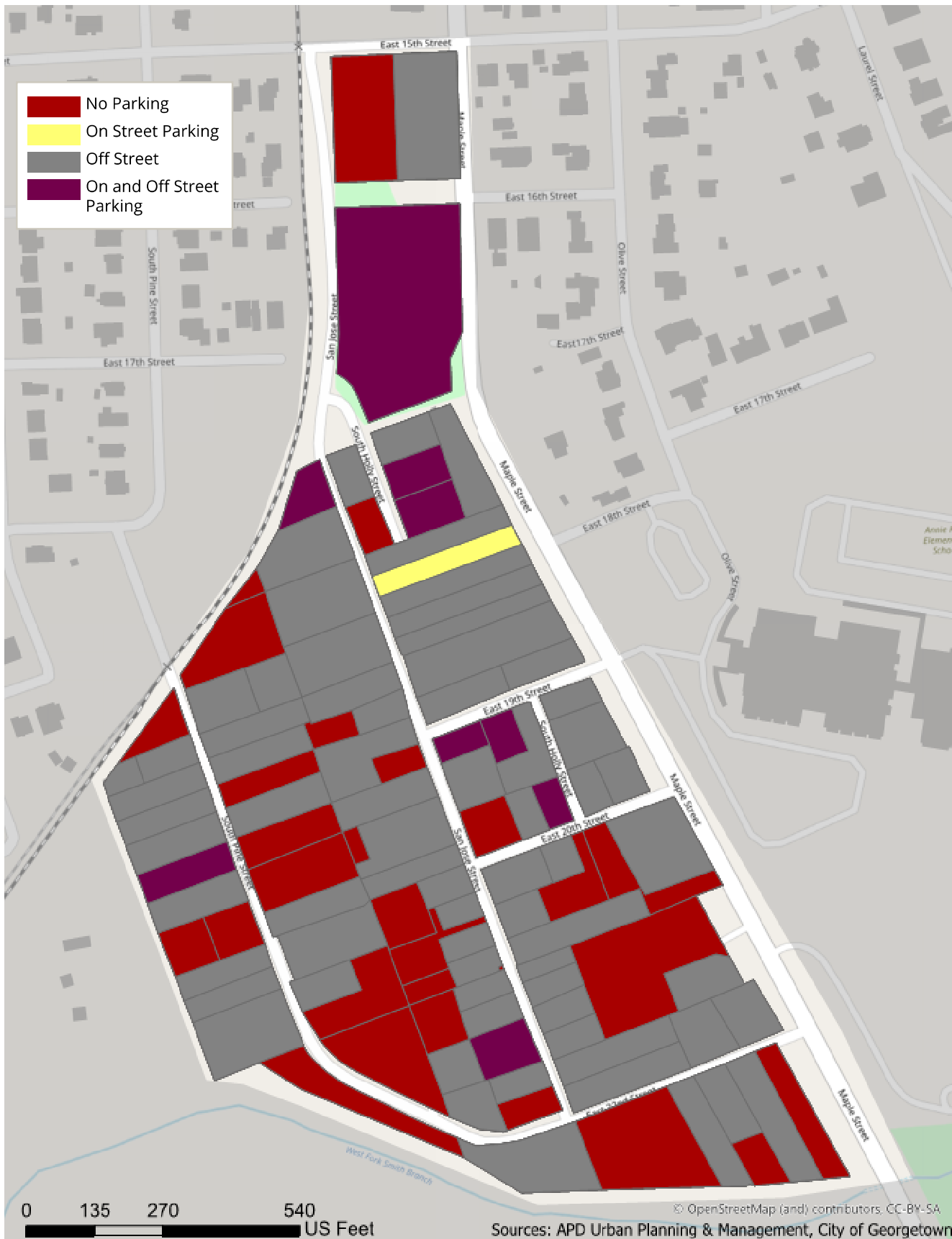
## Existing Sidewalks

The City of Georgetown completed a sidewalk survey as part of their Sidewalks Master Plan. Results from this survey are shown in Figure 21. The map shows that there are no sidewalks in the interior of San José, with limited connections to adequate sidewalks outside of the neighborhood.

The limited number of existing sidewalks in San José contributes to the lack of safety residents feel while walking in the neighborhood, especially to San José Park and Annie Purl Elementary School. Lack of sidewalks also increases the chance of vehicle and pedestrian conflicts.

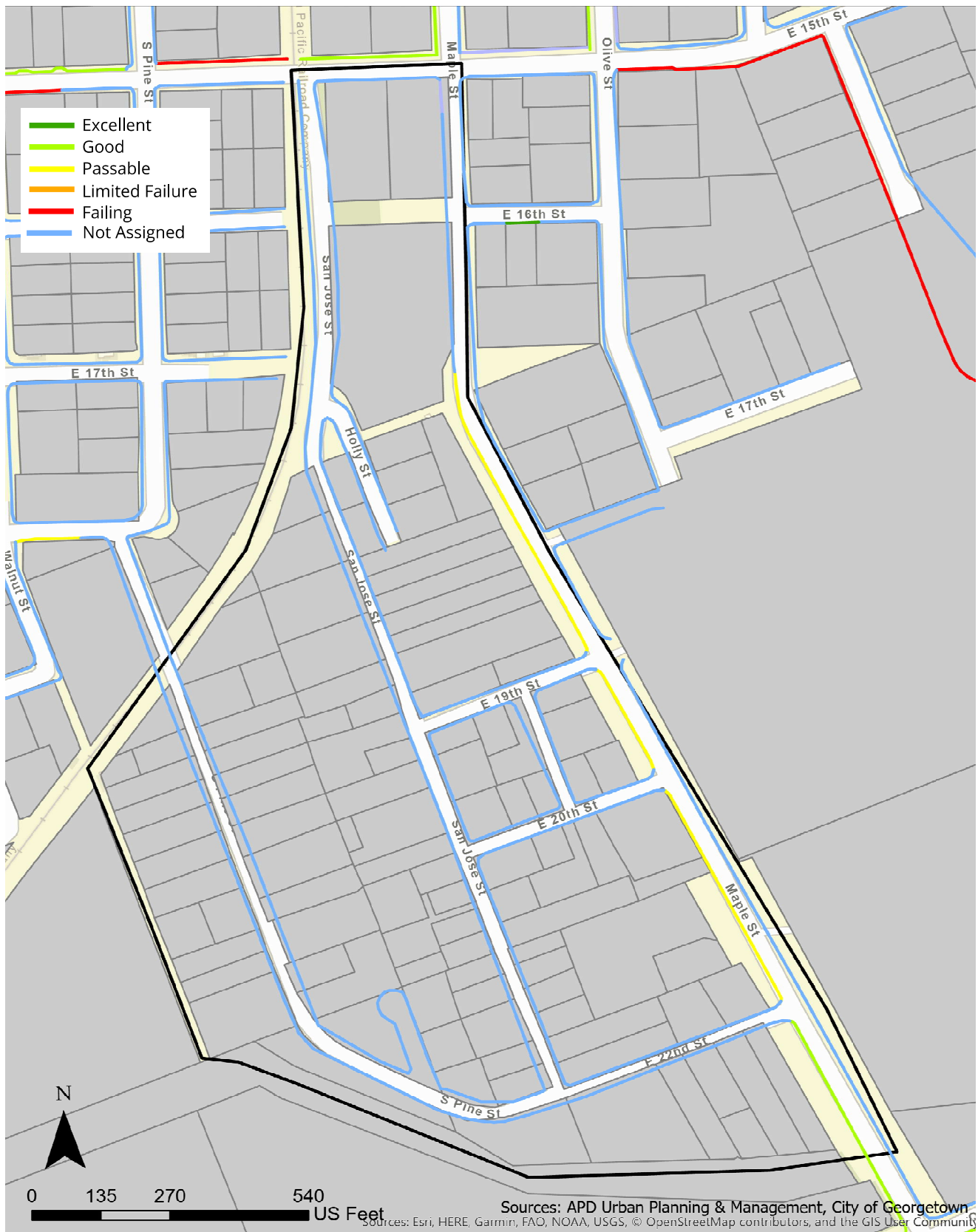
# Off Street Parking is Available in Most Areas

Figure 20: Parking Options in San José



# Minimal Sidewalk Connectivity in the Neighborhood

Figure 21: Sidewalks in San José



## Existing Street Cross Sections

The cross-sections below represent the conditions for three (3) critical roadways in San José. These corridors are vital to the mobility of neighborhood residents and those passing through the area. It is essential to understand these current conditions as a baseline for future recommendations.

Figure 22: Maple Street

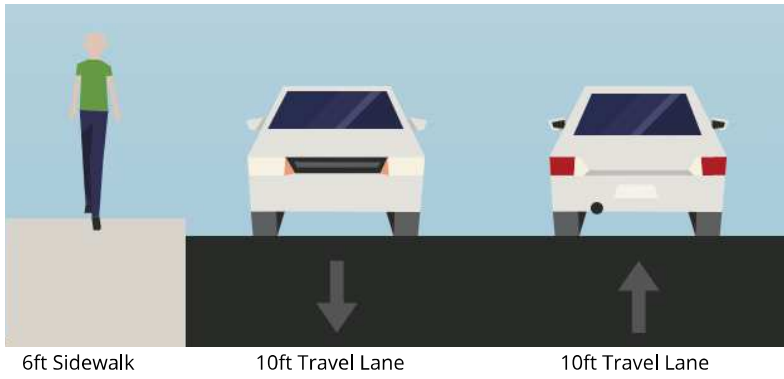


Figure 23: San José Street

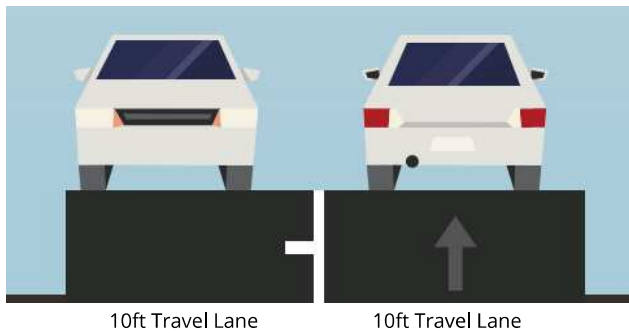
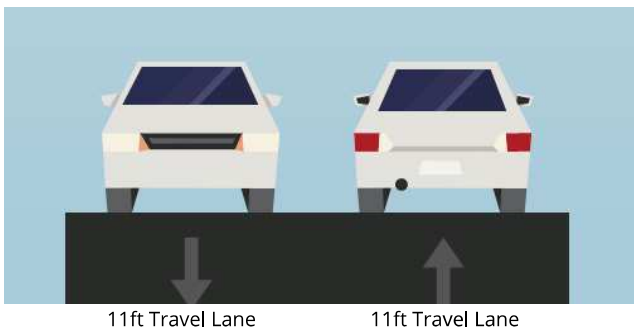


Figure 24: Pine Street/East 22nd Street



### Key Findings

- Speeding is a concern, especially along San José Street and Maple Street;
- There is insufficient parking at San José Park;
- Parents parking at 19th Street block vehicular turning movements and visibility for pedestrians;
- 65% of households have access to off-street parking; and
- There are no sidewalks in the neighborhood's interior, limiting safe pedestrian access to San José Park and Purl Elementary School.



## Infrastructure

The final category included in the windshield survey is infrastructure. The survey recorded the presence of streetlights, and the City of Georgetown provided data on existing stormwater infrastructure in San José.

### Streetlights

Streetlights are found on 20% of parcels in San José, with at least one streetlight on each street in the neighborhood. Streetlights are most prevalent on Pine Street and are the least prevalent on San José Street.

### Stormwater

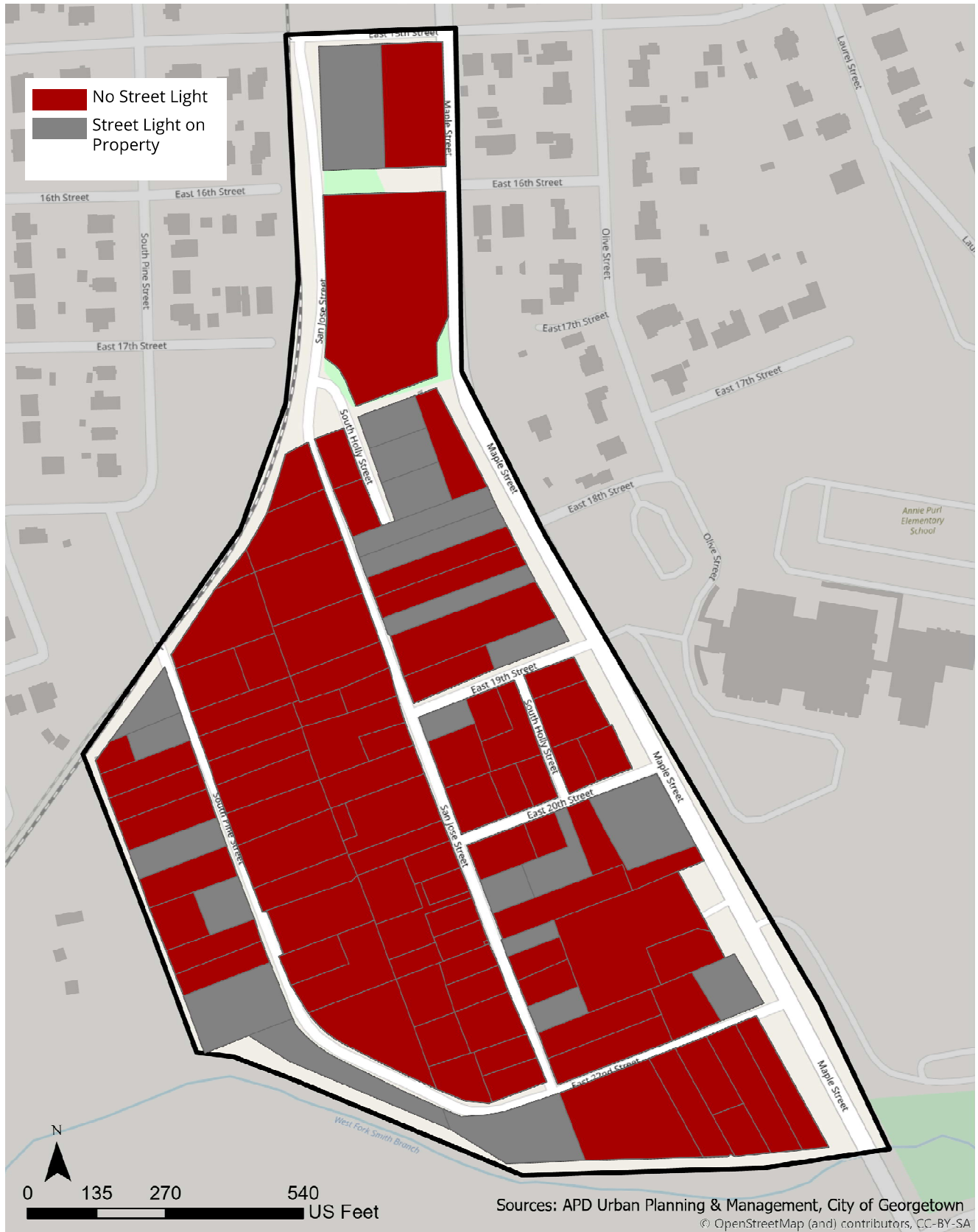
There is limited stormwater infrastructure within the San José neighborhood. Existing stormwater infrastructure is concentrated around the exterior of the neighborhood, near East 15th Street and San José Park. A concrete drainage swale runs along Maple Street, from San José Park to East 19th Street.

### *Key Findings*

- Streetlights are on 20% of parcels in the neighborhood;
- There is limited street lighting around San José Park; and
- Existing stormwater infrastructure is concentrated on the exterior of the neighborhood.

# There is Limited Street Lighting in the Neighborhood

Figure 25: Street Lights in San José



# There is Limited Stormwater Infrastructure in San José

Figure 26: Existing Stormwater Infrastructure in San José



## Transportation Strengths, Opportunities, Weaknesses and Threats

### Strengths

- The majority of lots have access to existing off-street parking;
- The neighborhood's proximity to San José Park and Purl Elementary School;
- The splash pad at San José Park; and
- The lighted basketball court.

### Weaknesses

- Existing streets in the neighborhood are narrow;
- There is a lack of stormwater infrastructure in the neighborhood;
- There is limited parking near San José park;
- Lack of covered shade and picnic areas; and
- Few existing streetlights in the neighborhood.

### Opportunities

- Improve pedestrian access around San José Park;
- Improve pedestrian access between the neighborhood and Purl Elementary School;
- Implementing speed reduction techniques in San José; and
- Increase stormwater management infrastructure in the neighborhood.

### Threats

- Continued speeding in the neighborhood;
- Increased traffic due to visitors to San José Park;
- Future flooding events in the neighborhood; and
- Street widths along San José impede emergency services when parking is present.



Source: Austin.com