

City of College Station
Home of Texas A&M University®

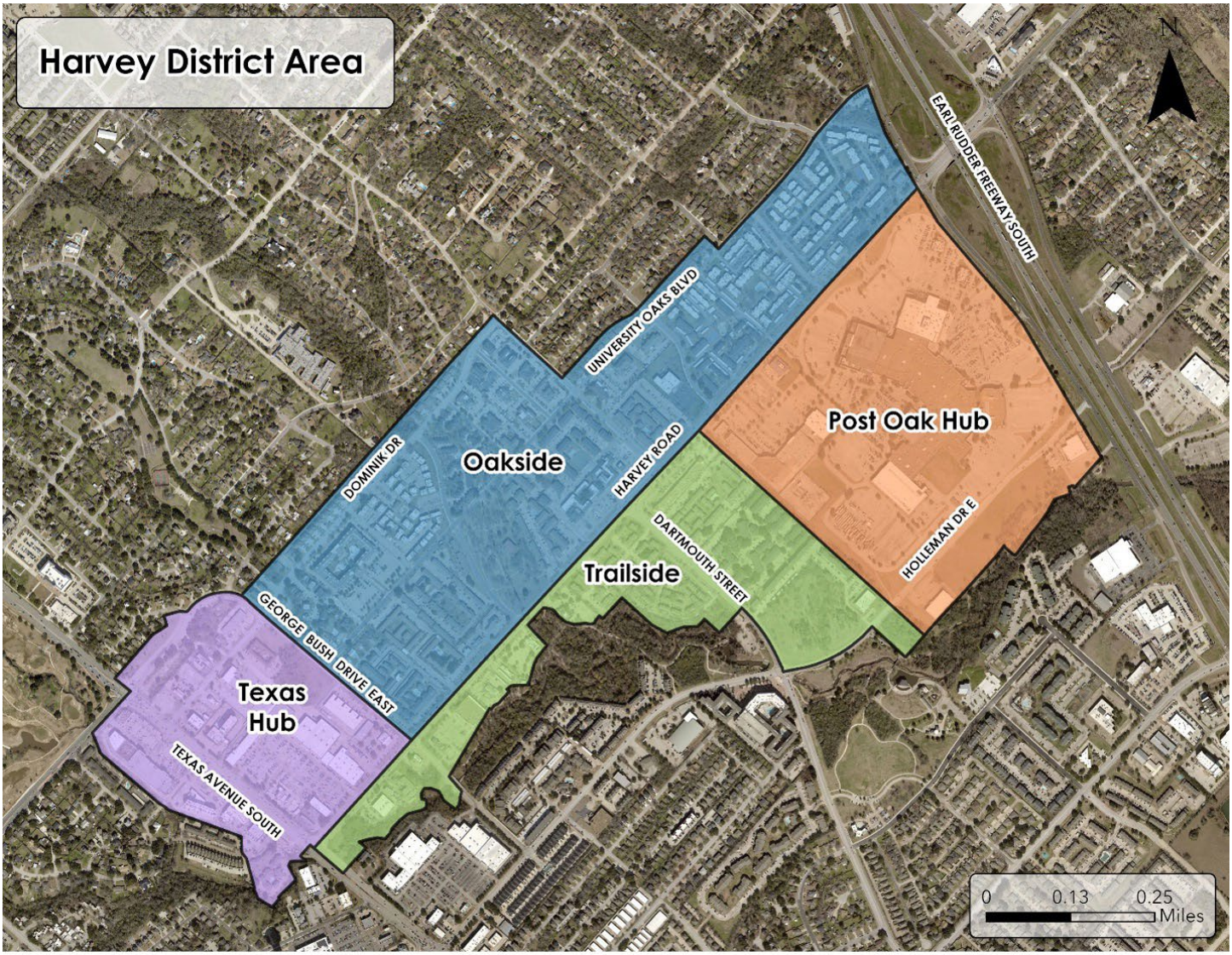
HARVEY DISTRICT

EXISTING CONDITIONS REPORT

INTRODUCTION

The Harvey District planning area generally covers Harvey Road from Texas Avenue to State Highway 6 and is bounded by Dominik Drive, University Oaks, the Wolf Pen Creek Trail, Holleman Drive, and the Northern Edge of Wolf Pen Creek Park. For the purposes of visualization and data analysis, the planning area is divided into four primary sub-areas: Post Oak Hub, Texas Hub, Oakside, and Trailside. The two hub areas represent the two major commercial nodes of the planning area. Post Oak Hub includes the Post Oak Mall and the Post Oak Square shopping center. Texas Hub includes the Central Station and Texas Avenue Crossing shopping centers. Both Oakside and Trailside sub-areas are mixed in terms of their uses, including a heavy presence of multi-family residential, as well as commercial development along Harvey Road.

Figure 1: General Map of the Harvey District Planning Area and its Sub-Areas





DEMOGRAPHICS & HOUSEHOLDS

The Harvey District area is characterized by a distinctly young and transitional population. The median age is 26.3, and older adults represent only a small portion of residents (2.6%). Population totals have steadily decreased over the past decade and a half, reflecting either broader demographic trends or localized shifts in housing desirability.

Households are small, averaging two people, and total household counts have similarly declined. Income levels are moderate, with a median of just over $36,000, and approximately one-third of households earn below $25,000 annually. This creates sensitivity to housing costs and retail price points, with implications for redevelopment feasibility and tenant mix. The area shows strong ethnic diversification, particularly growing Hispanic populations. Overall, the demographic landscape suggests a mobile, budget-conscious renter population driving local demand.

Figure 2: Planning Area Population 2010-2025 (ESRI, 2025)

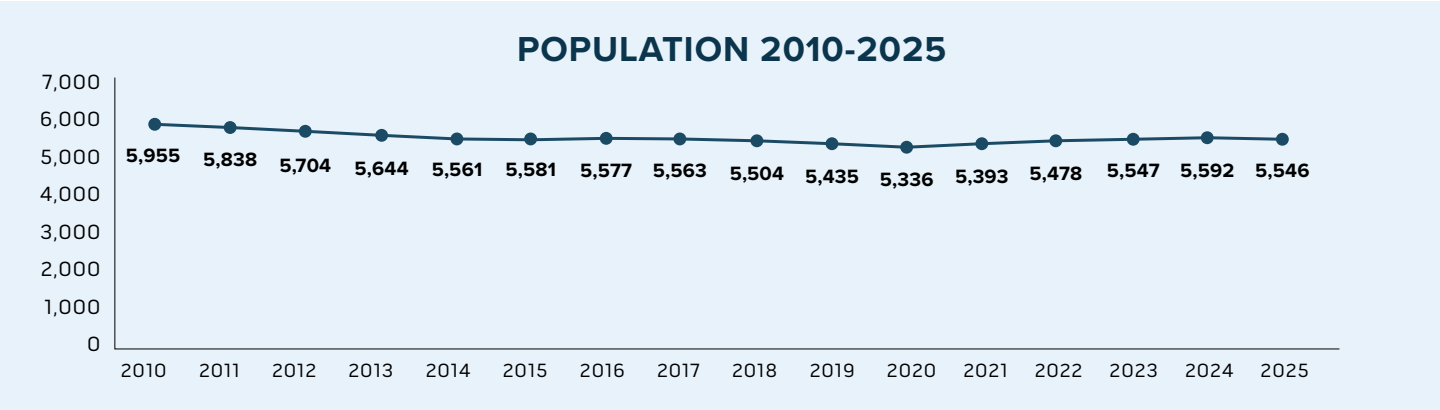


Figure 3: Planning Area Population Pyramid (ESRI, 2025)

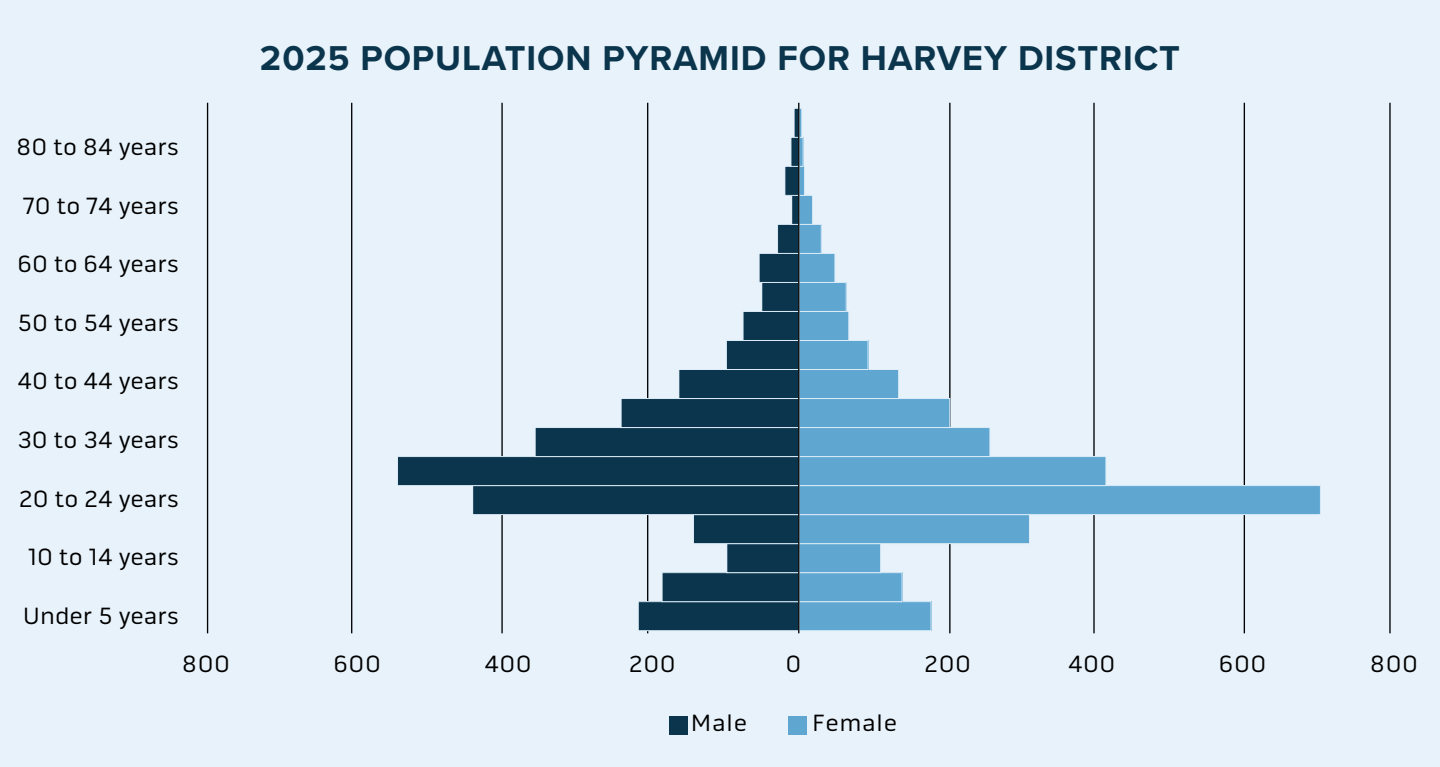


Figure 4: Population Density by Census Block Group Map (ACS 2024 5-Year Estimates)

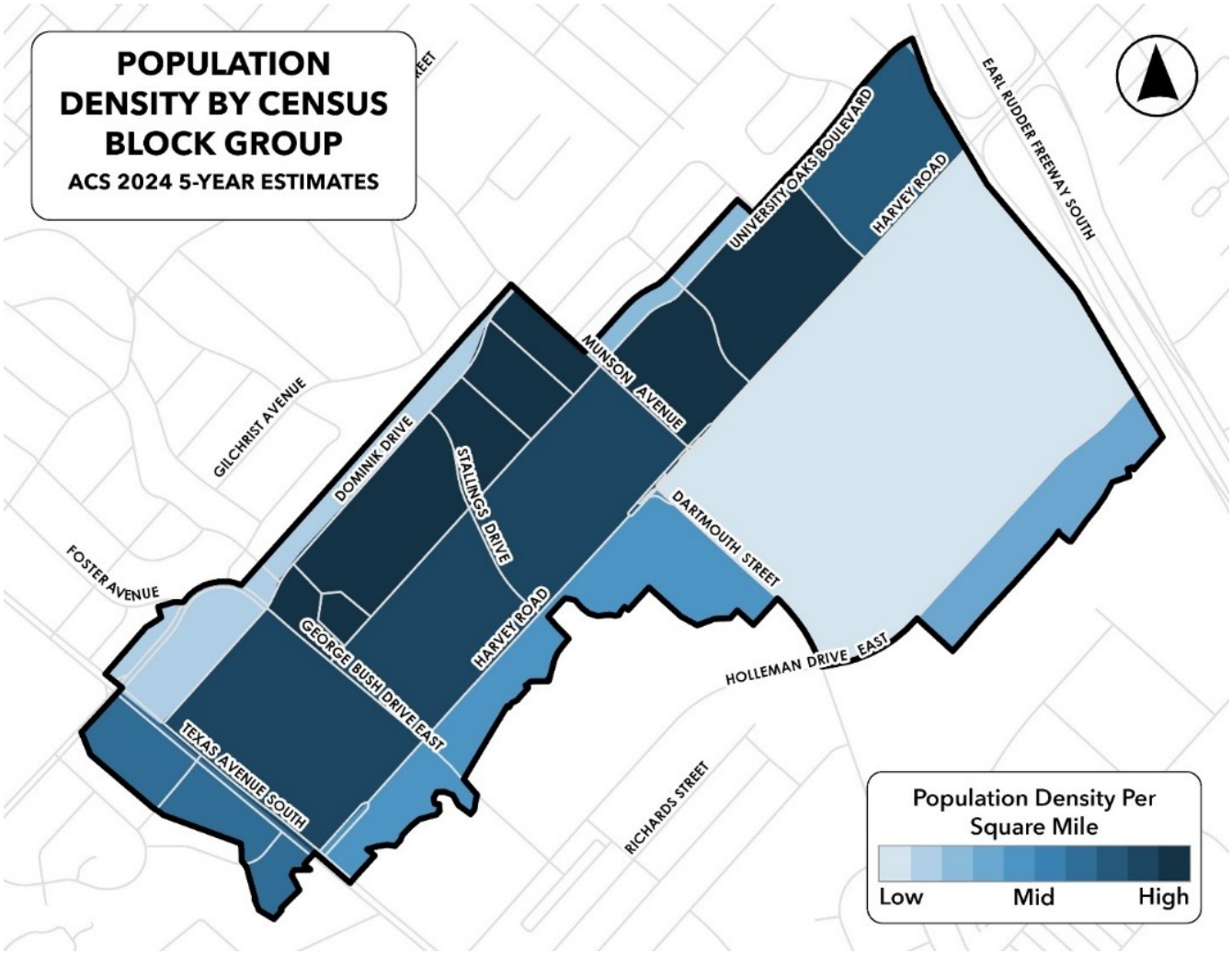


Figure 5: Planning Area Households 2010-2025 (ESRI, 2025)

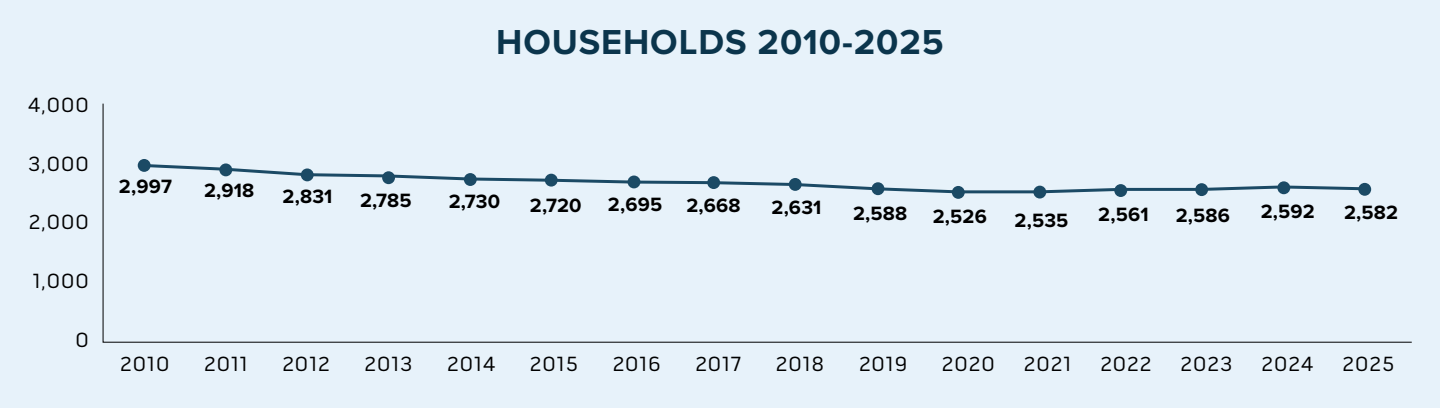


Figure 6: Planning Area Racial Composition (ESRI, 2025)

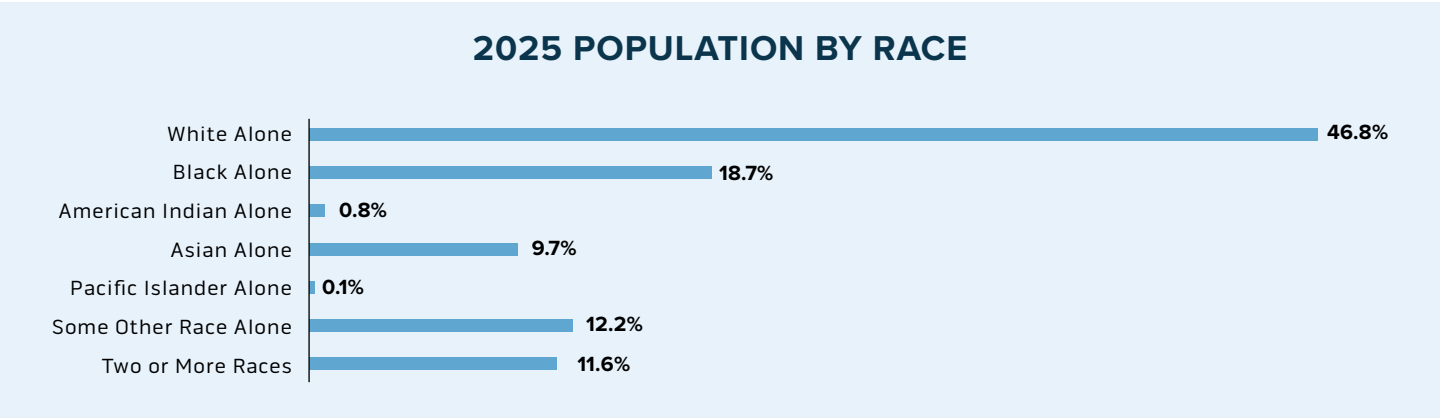
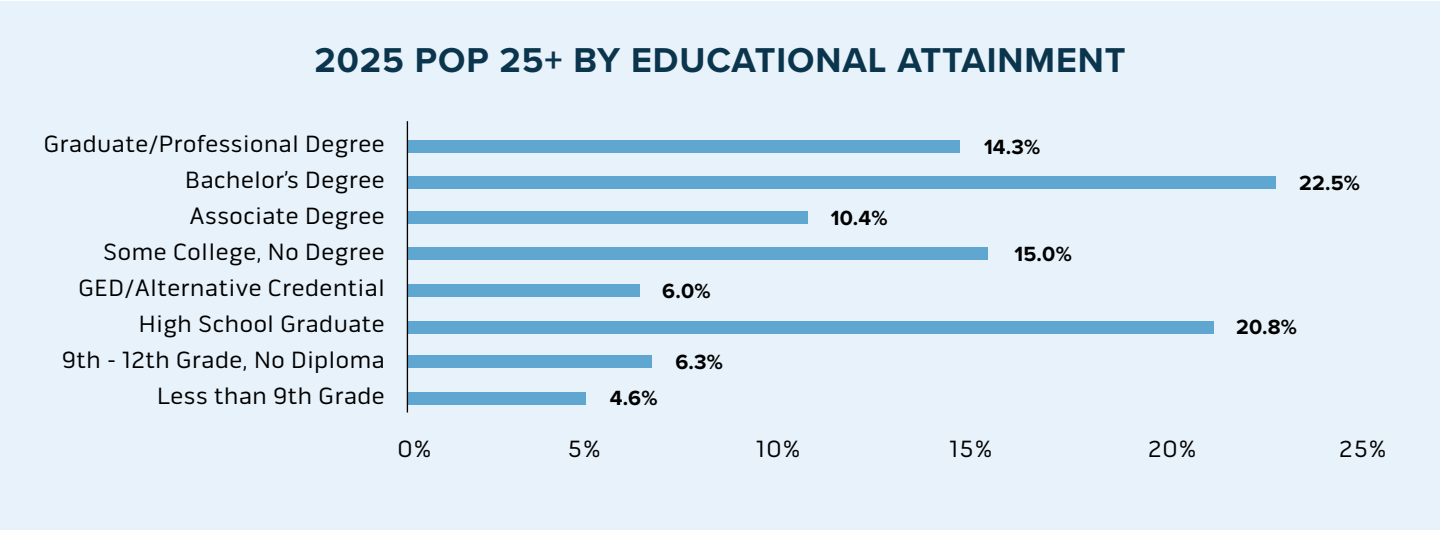


Figure 7: 2025 Pop 25+ by Educational Attainment (ESRI, 2025)





HOUSING

Housing in the district is dominated by rental properties, with renter occupancy at 96.1 percent and owner occupancy below 4 percent, making it one of the most renter-heavy areas in the region. Vacancies are high at 24.3 percent, and most occupied units are 1 and 2-person households.

Figure 8: Planning Area Housing Units 2010-2025 (ESRI, 2025)

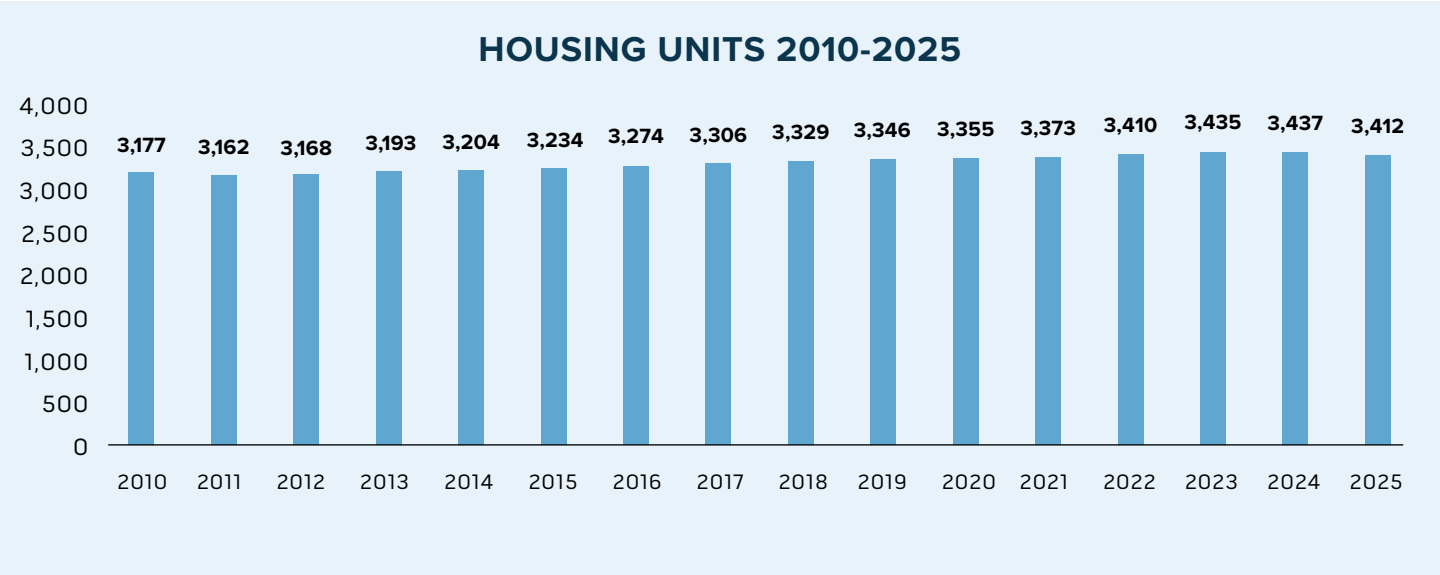


Figure 9: Housing Units by Occupancy (ESRI, 2025)

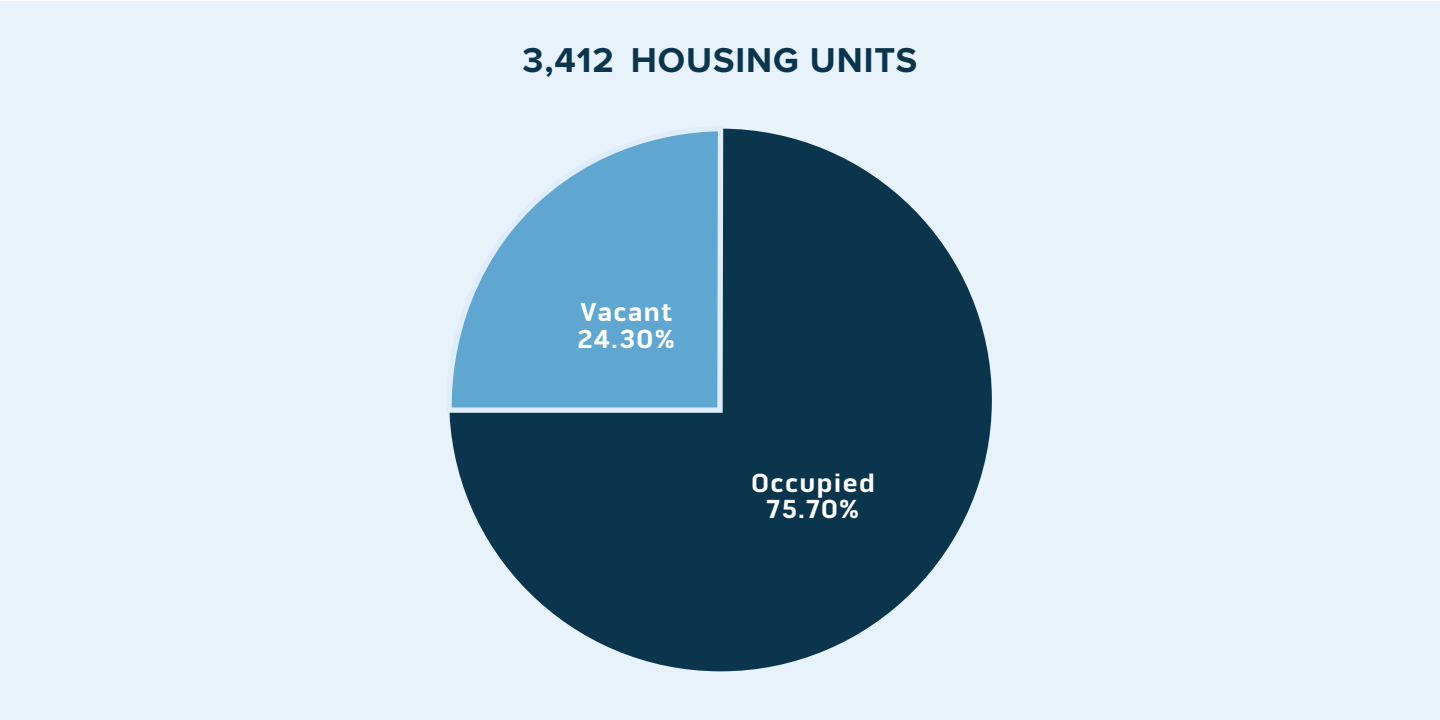


Figure 10: Tenure Status of Occupied Units (ESRI, 2025)

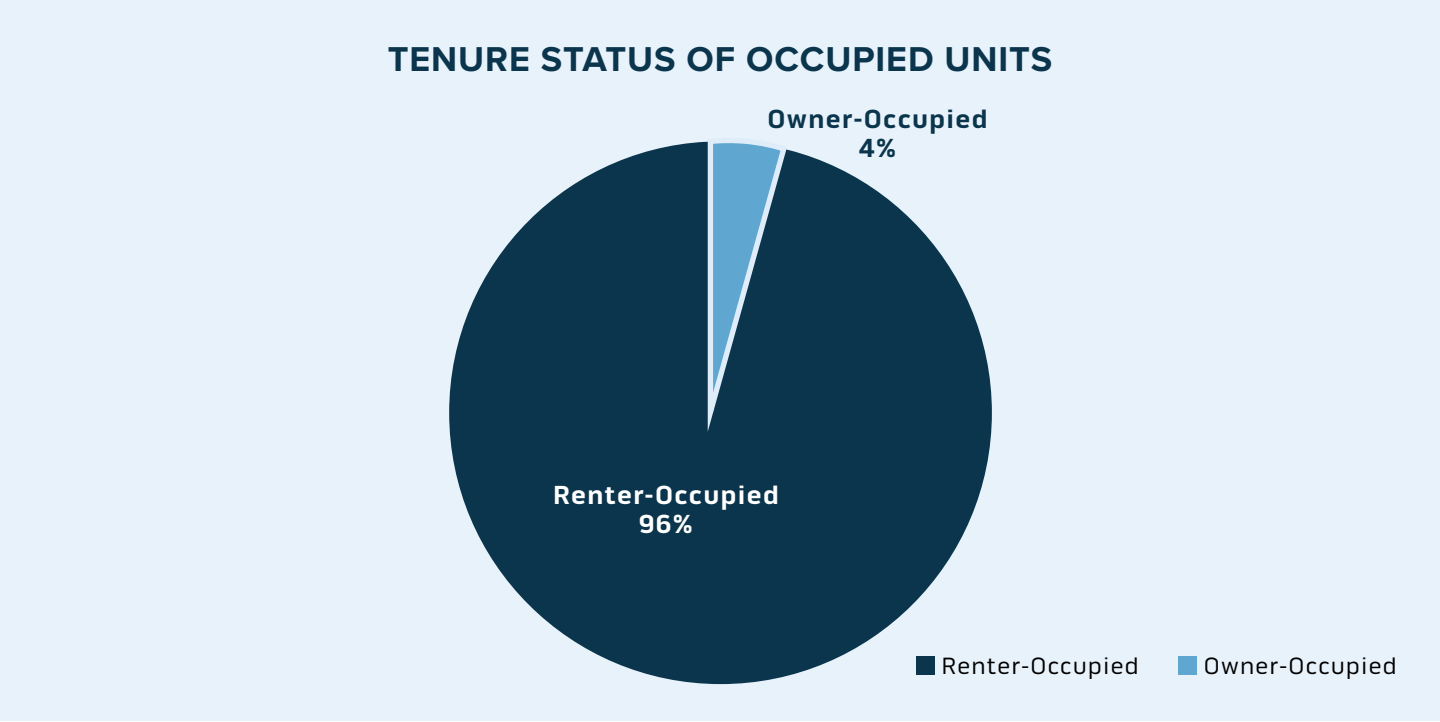
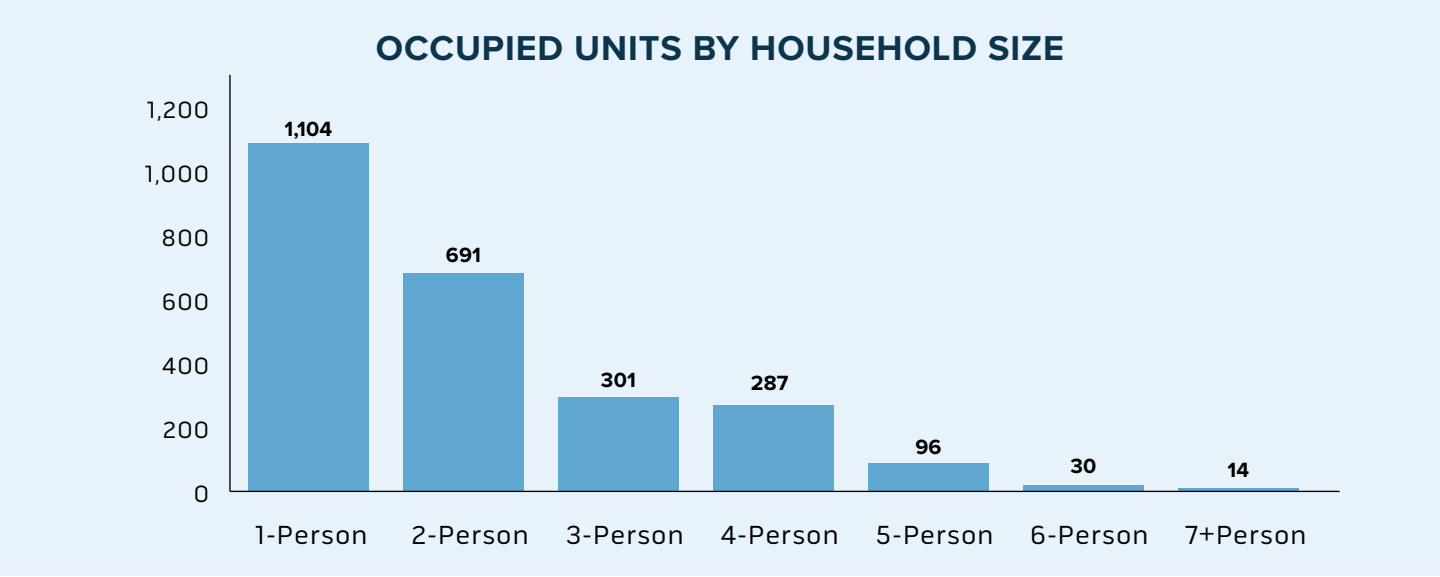


Figure 11: Planning Area Occupied Units by Household Size



The multifamily housing stock skews older, with most units constructed between the 1970s and 1990s. Very limited new construction has occurred in recent decades. Home values remain modest for the region, and the market demonstrates price sensitivity. These conditions indicate both challenges in stability and opportunities for reinvestment through renovation, mixed-use redevelopment, or introduction of missing-middle housing types. The median home value in 2025 was $260,000.

Figure 12: Planning Area Percent Housing Units by Year Structure Built (ACS 2023 5-Year Estimate)

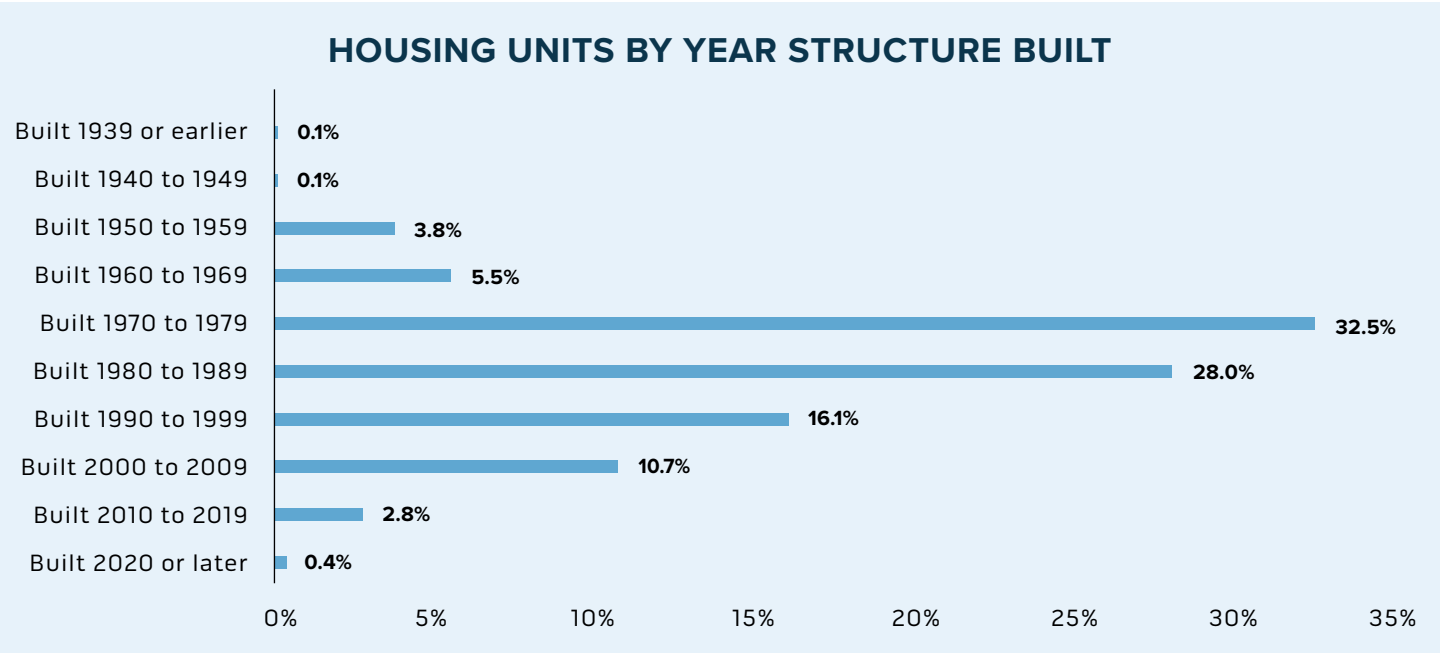
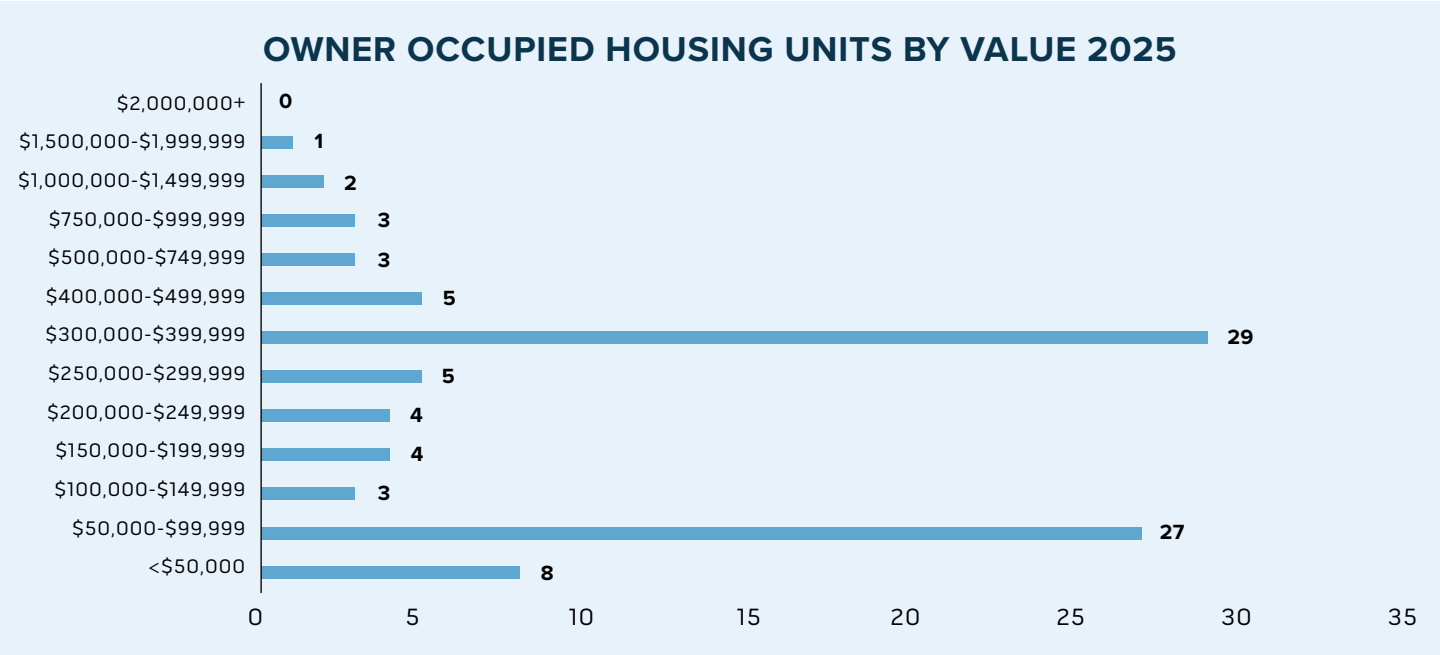


Figure 13: Planning Area Owner Occupied Housing Units by Home Value (ESRI, 2025)

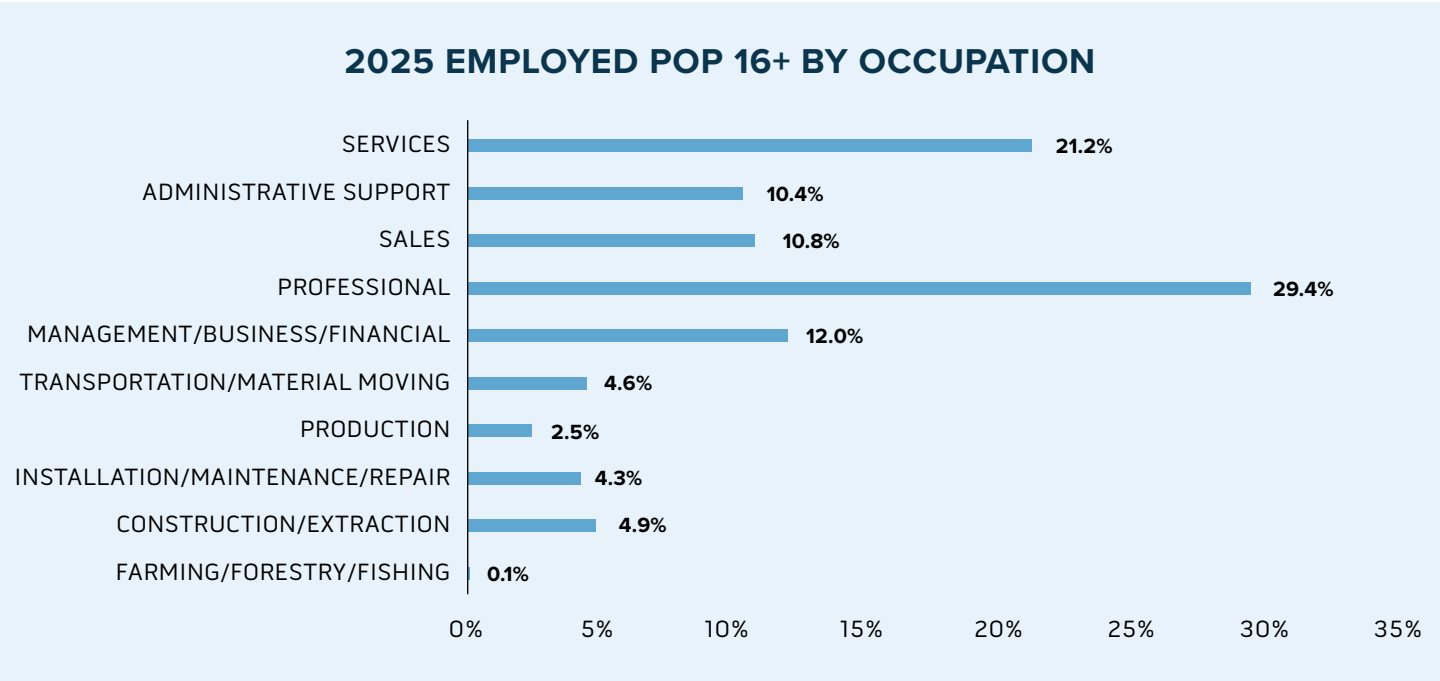




ECONOMIC INDICATORS & MARKET PERFORMANCE

The district hosts approximately 314 businesses employing 3,478 workers, with a majority in white-collar and service industries. This employment composition aligns with the commercial character of the district.

Figure 14: Planning Area 2025 Employed Population 16+ by Occupation



Visitor and mobility data reveal a highly varied commercial performance landscape. The Texas Hub sub-area (e.g., Central Station Shopping Center and Texas Avenue Crossing Shopping Center) is the top-performing node, generating over 6 million annual visits with the strongest repeat frequency. The Post Oak Mall leads in dwell time and spatial efficiency but has experienced year-to-year fluctuations. Note that dwell time data for the Oakside sub-area is skewed due to high residential presence in that area. Post Oak Square shows steady growth, while the Trailside sub-area demonstrates both declining visits and low visit-per-square-foot productivity, indicating a priority area for redevelopment.

Figure 15: Planning Area Total Visits by Year (Placer.ai, 2026)

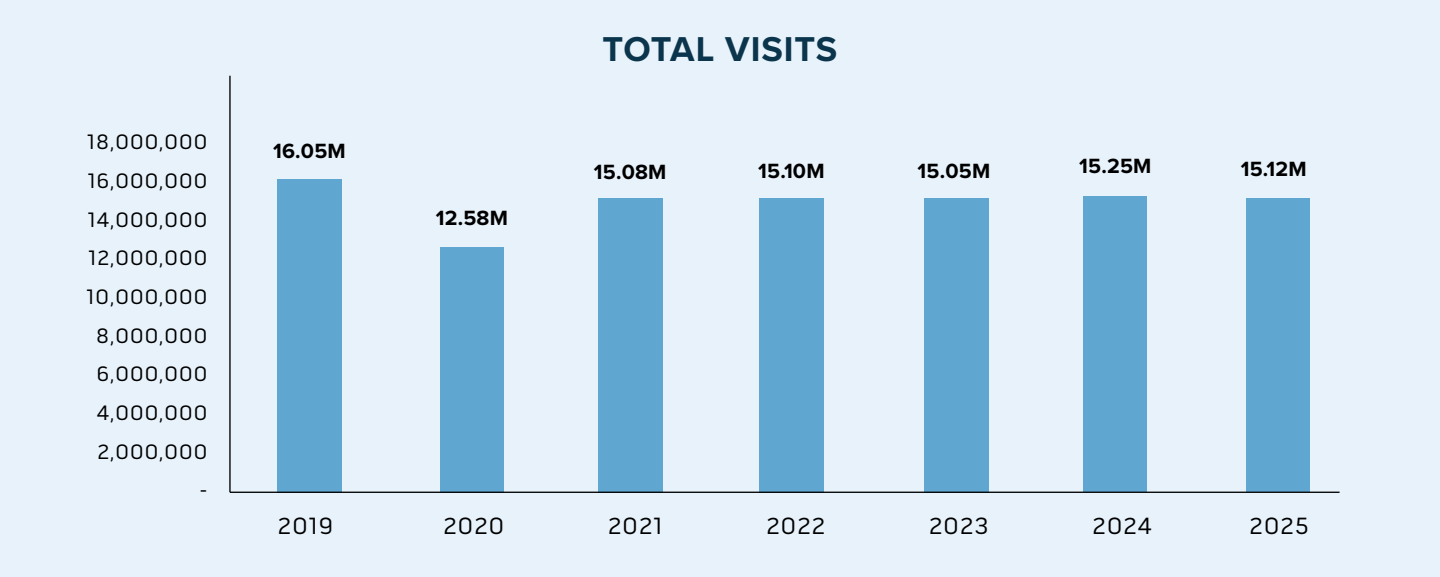


Figure 16: 2025 Core Performance Indicators by Commercial Area (Placer.ai, 2026)

	Visits	Visitors	Visits / sq ft	Visit Frequency	Avg. Dwell Time
Post Oak Mall	3,517,365	733,416	4.54	4.8	56
Post Oak Square	1,583,801	432,357	2.75	3.66	40
Oakside East	495,963	125,140	0.17	3.96	133
Oakside West	1,309,629	258,725	0.26	5.06	139
Trailside	2,167,874	498,449	0.62	4.35	54
Texas Hub	6,042,493	926,338	1.93	6.52	46

Figure 17: Number of Visits by Commercial Area 2019-2025 (Placer.ai, 2026)

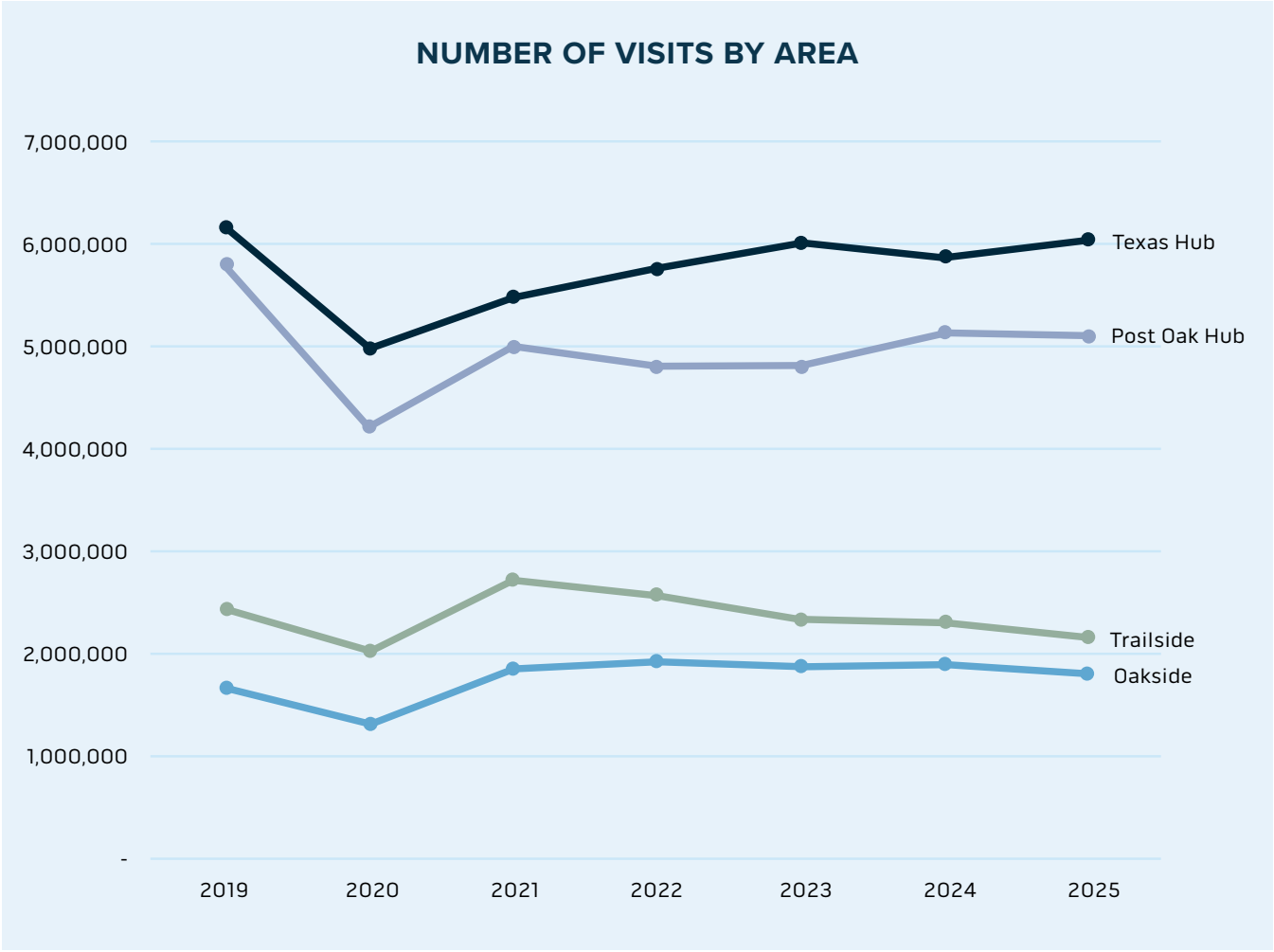


Figure 18: Number of Visitors by Area (Placer.ai, 2026)

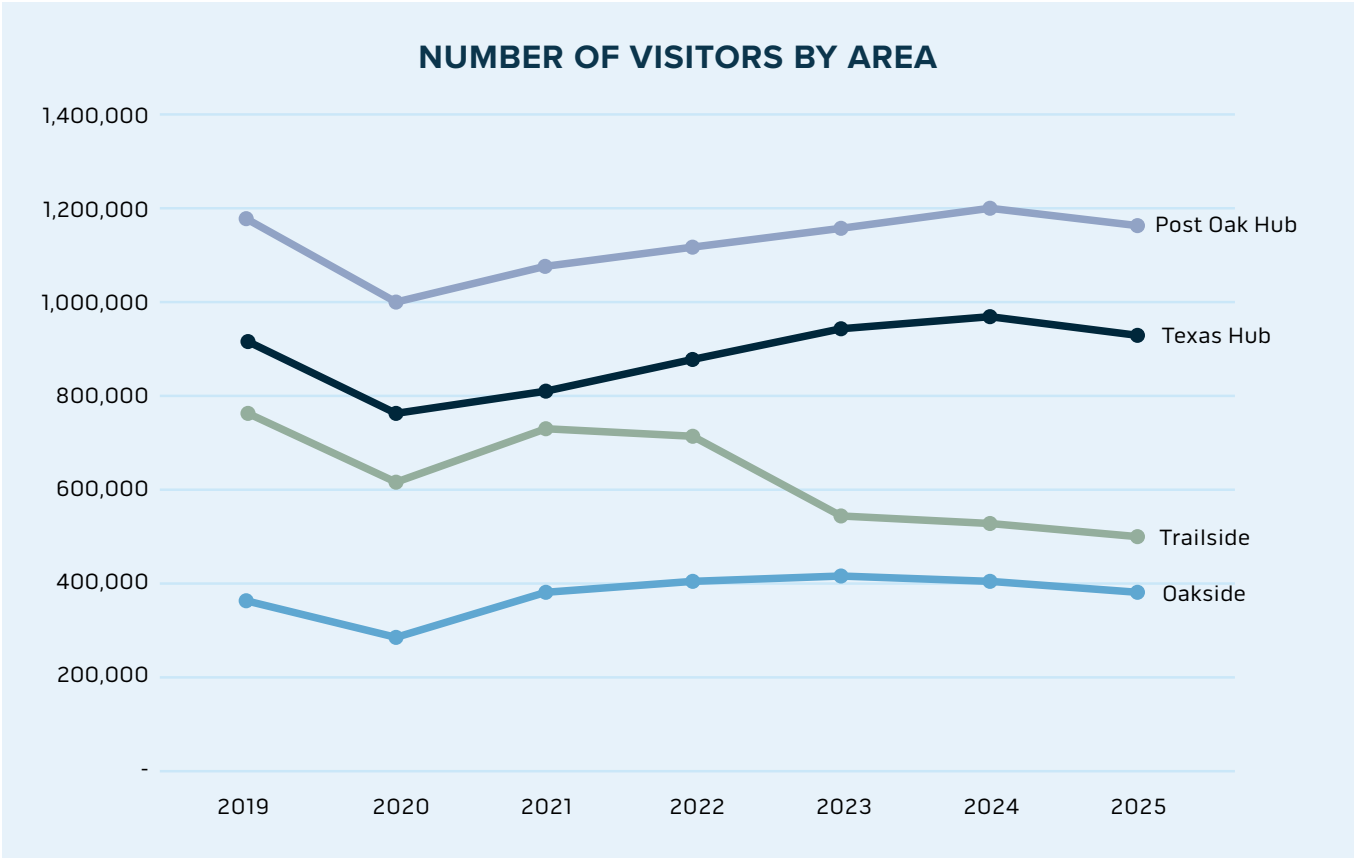


Figure 19: Visits Time of Day by Area (Placer.ai, 2026)

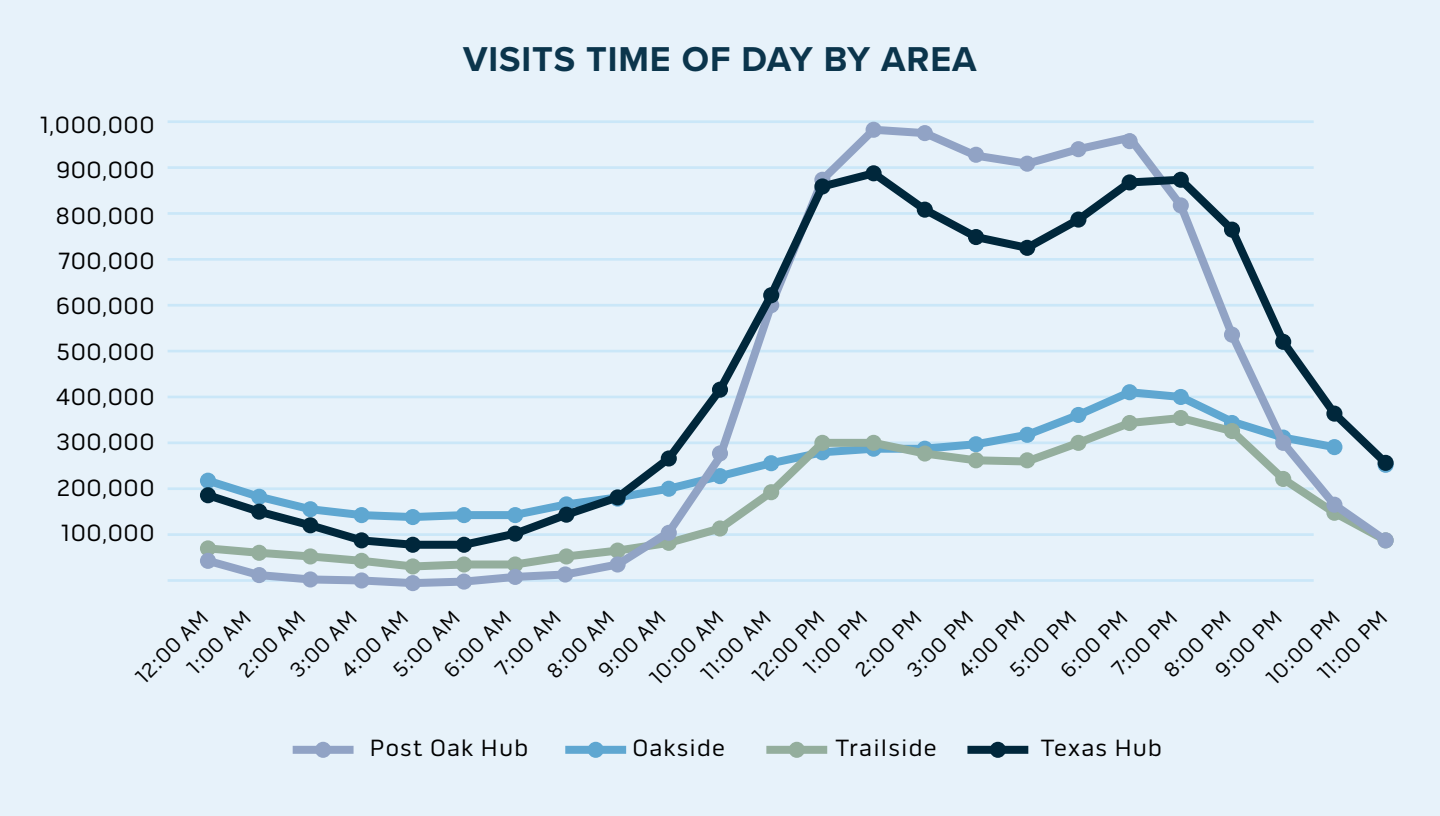


Figure 20: Trade Area Coverage by Area - Device Capture (Placer.ai, 2026)

Distance band	Post Oak Hub	Oakside	Trailside	Texas Hub
<1	7.73%	19.09%	24.77%	20.32%
1-2 Miles	10.33%	18.25%	16.36%	17.64%
2-5 Miles	31.33%	25.74%	22.86%	23.01%
5-10 Miles	15.92%	8.38%	9.26%	8.94%
10-30 Miles	12.67%	5.06%	7.44%	7.13%
30-50 Miles	6.57%	2.93%	3.53%	3.49%
50-100 Miles	6.93%	9.88%	7.39%	8.47%
>100 Miles	8.52%	10.67%	8.40%	10.99%

Figure 21: Most Visited Businesses

Most Visited Businesses				
Chick-fil-A	Chuy's	Whataburger	Exxon	T.J. Maxx
Total Wine & More	Murdoch's Ranch & Home Supply	HomeGoods	SONIC Drive In	BJ's Restaurant and Brewhouse
Taco Bell	Napa Flats	Kohl's	Panda Express	Dollar Tree
Plato's Closet	JCPenney	Los Cucos Mexican Cafe	Ollie's Bargain Outlet	Rudy's Country Store & Bar-B-Q

Figure 22: Planning Area Residential Property Taxes 2016-2025

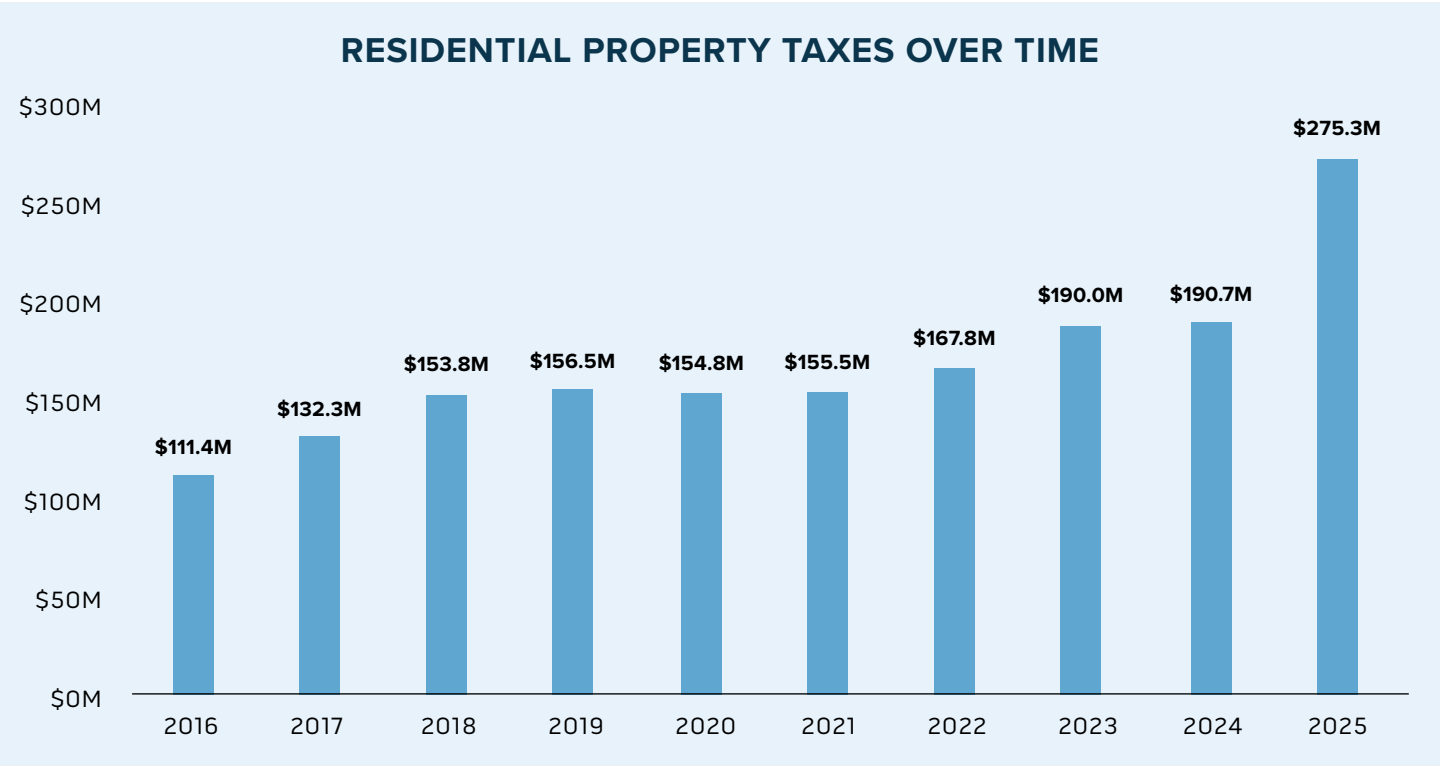
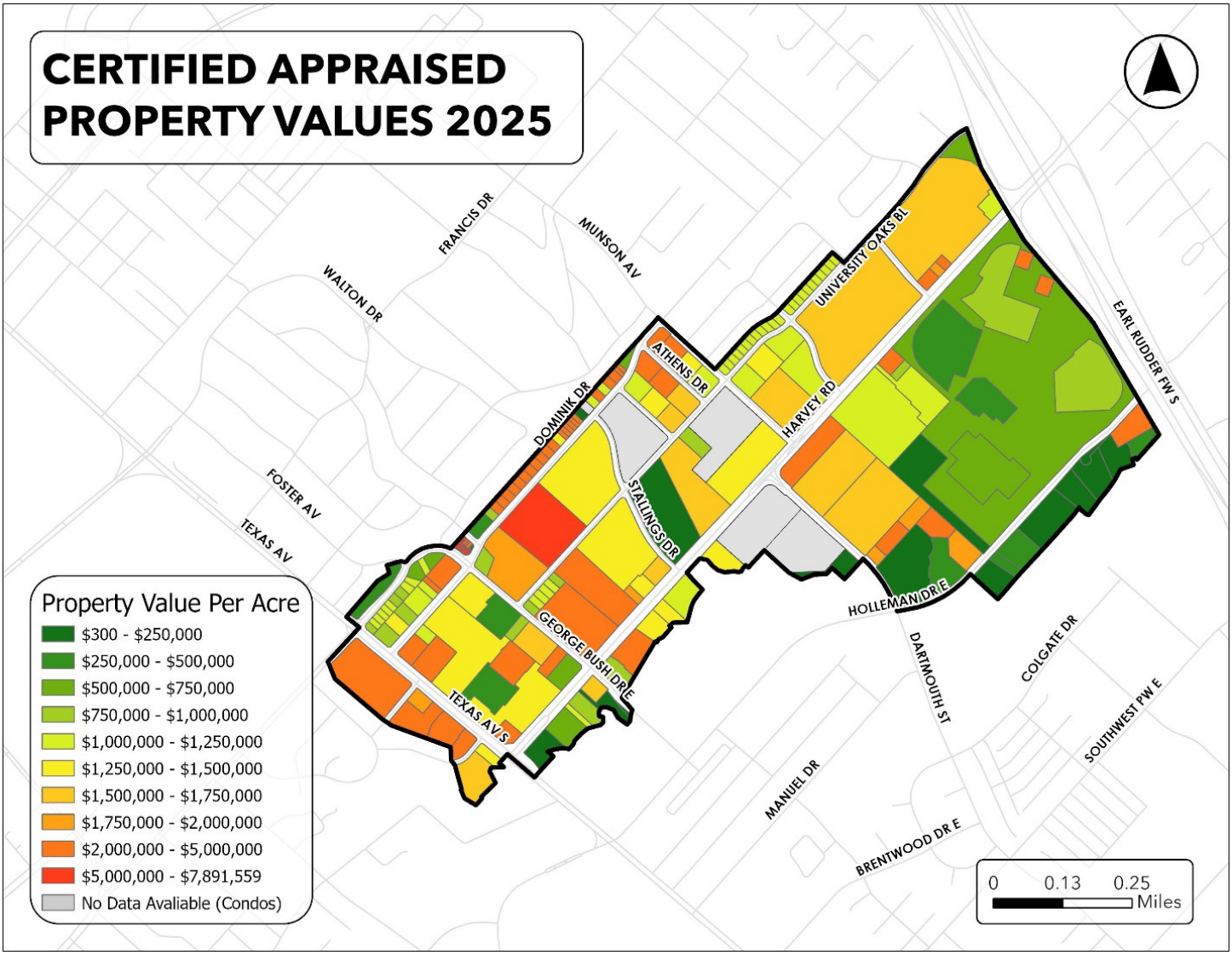


Figure 23: Certified Appraised Property Values 2025





LAND USE & ZONING

Existing land use reflects a high concentration of commercial and multifamily development, supported by key institutional and transportation-oriented uses. Greenway, park, and open space parcels contribute to the Wolf Pen Creek environment but represent a small share of the overall acreage. Multifamily areas (over 140 acres) and commercial retail (over 160 acres) define the district's predominant built form.

Figure 24: Planning Area Existing Land Use Acreage

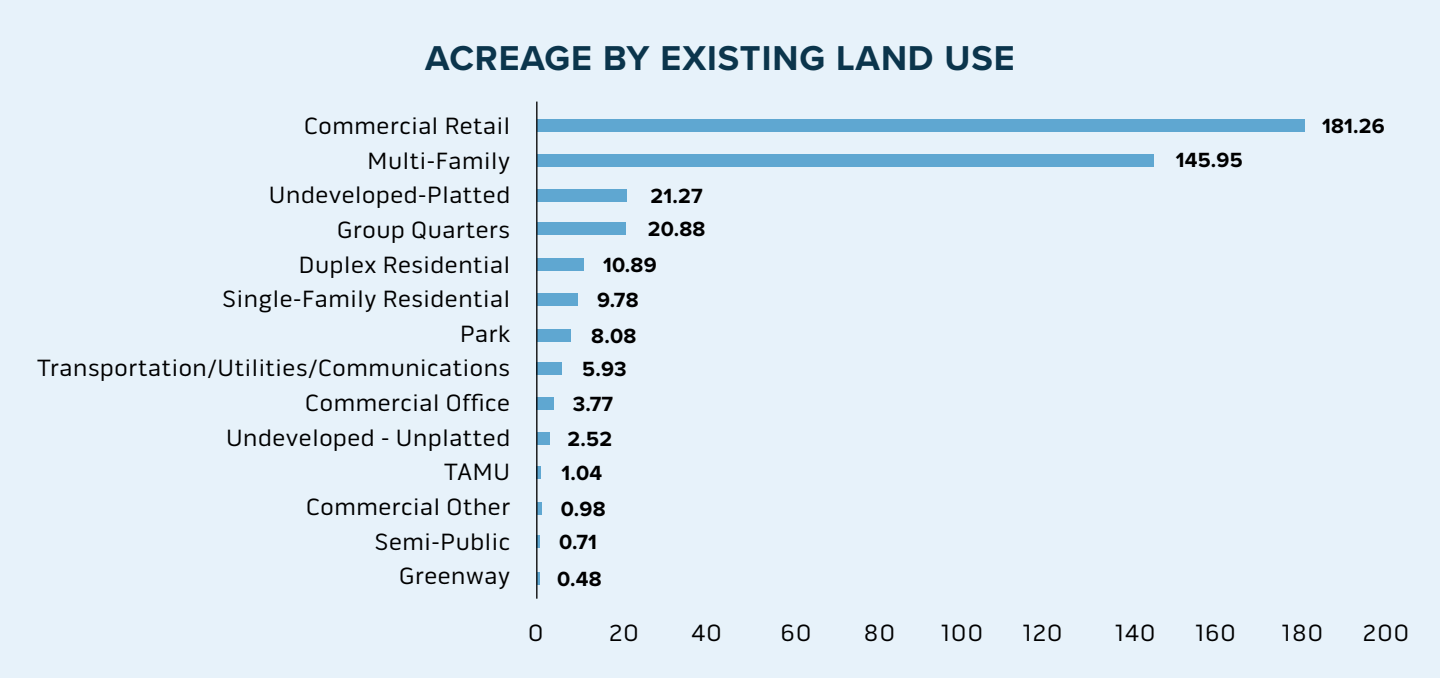
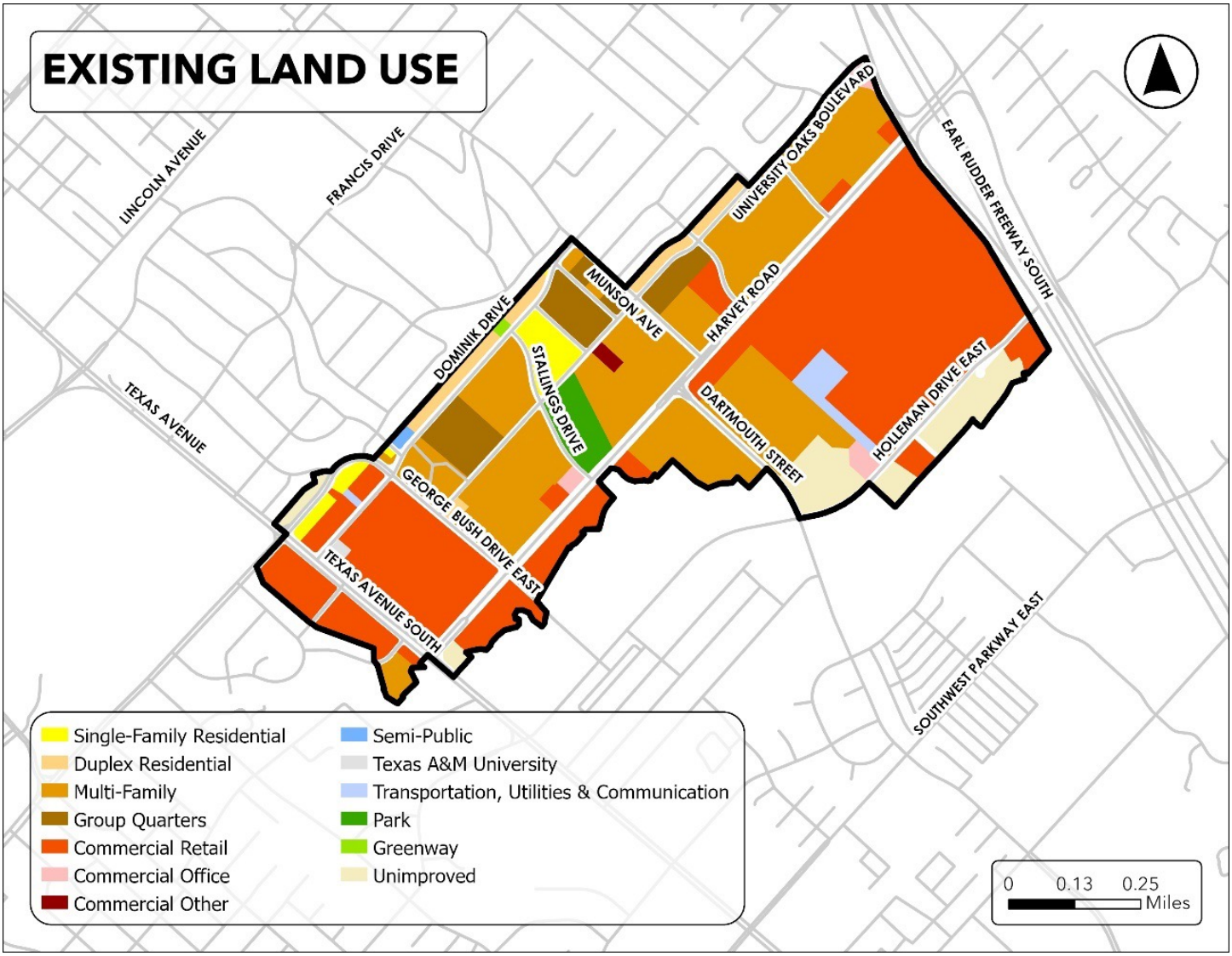


Figure 25: Existing Land Use Map



Future Land Use designations reinforce this urban character, with major acreage assigned to Urban Center and Neighborhood Center. These designations encourage denser, mixeduse redevelopment and increased pedestrian orientation.

Figure 26: Planning Area Future Land Use Categories by Acreage

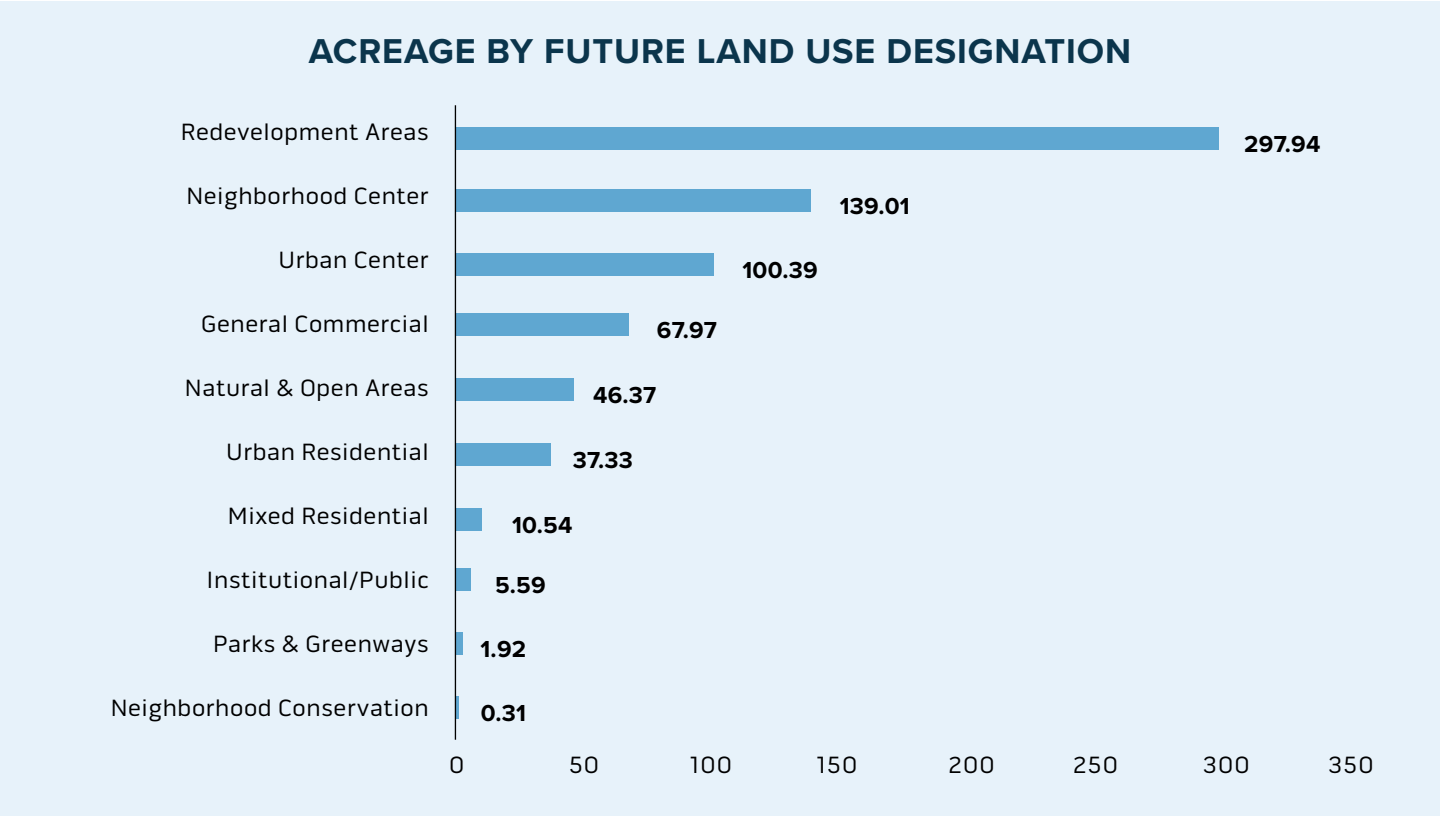
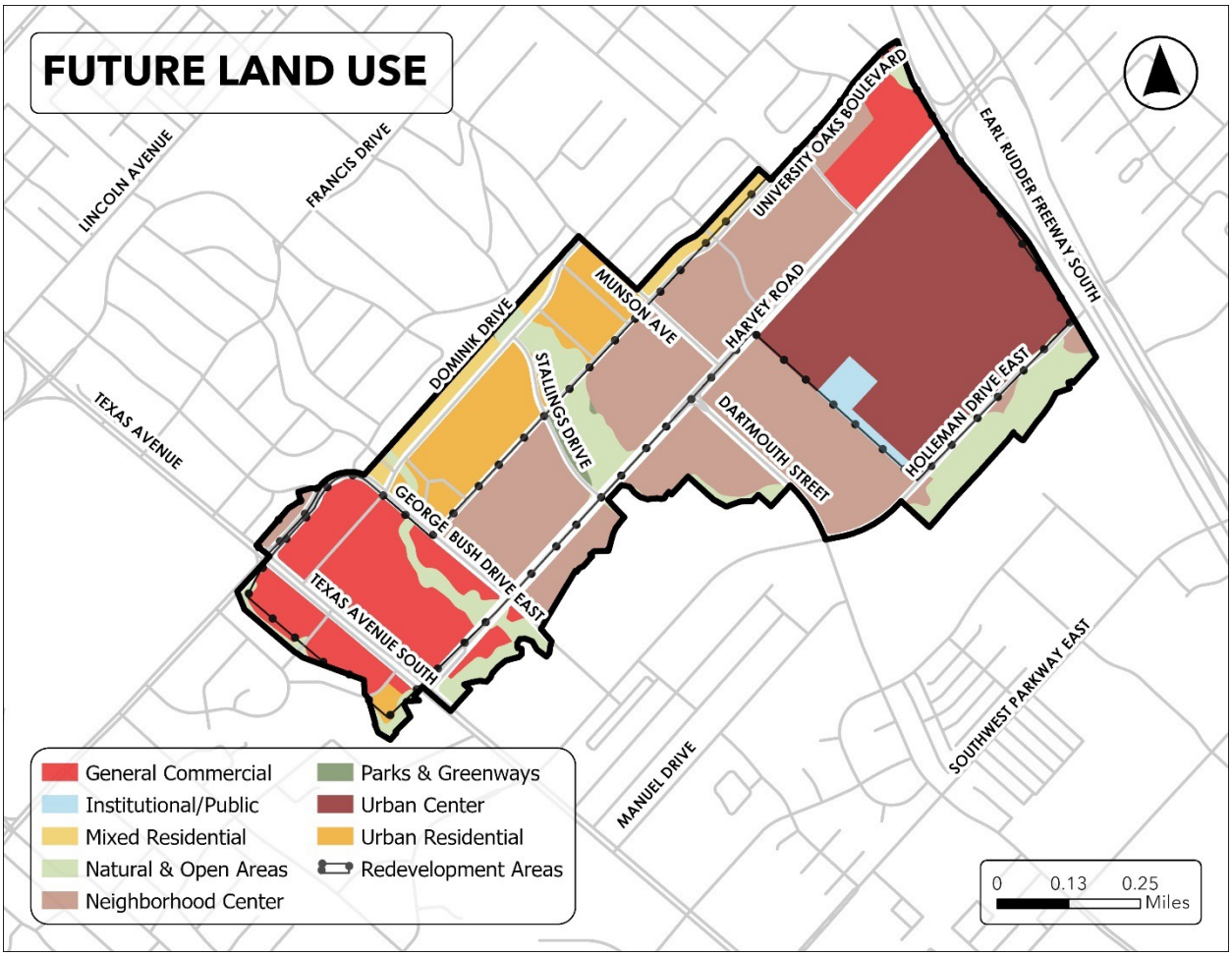


Figure 27: Planning Area Future Land Use Map



Similarly, zoning reflects a mix of high density residential, commercial, and redevelopment-focused districts, with notable expanses of High-Density Multifamily and General Commercial zoning. Such alignment between current and future policy frameworks indicates readiness for transformative redevelopment, particularly in aging or underperforming segments.

Figure 28: Planning Area Zoning District Acreage

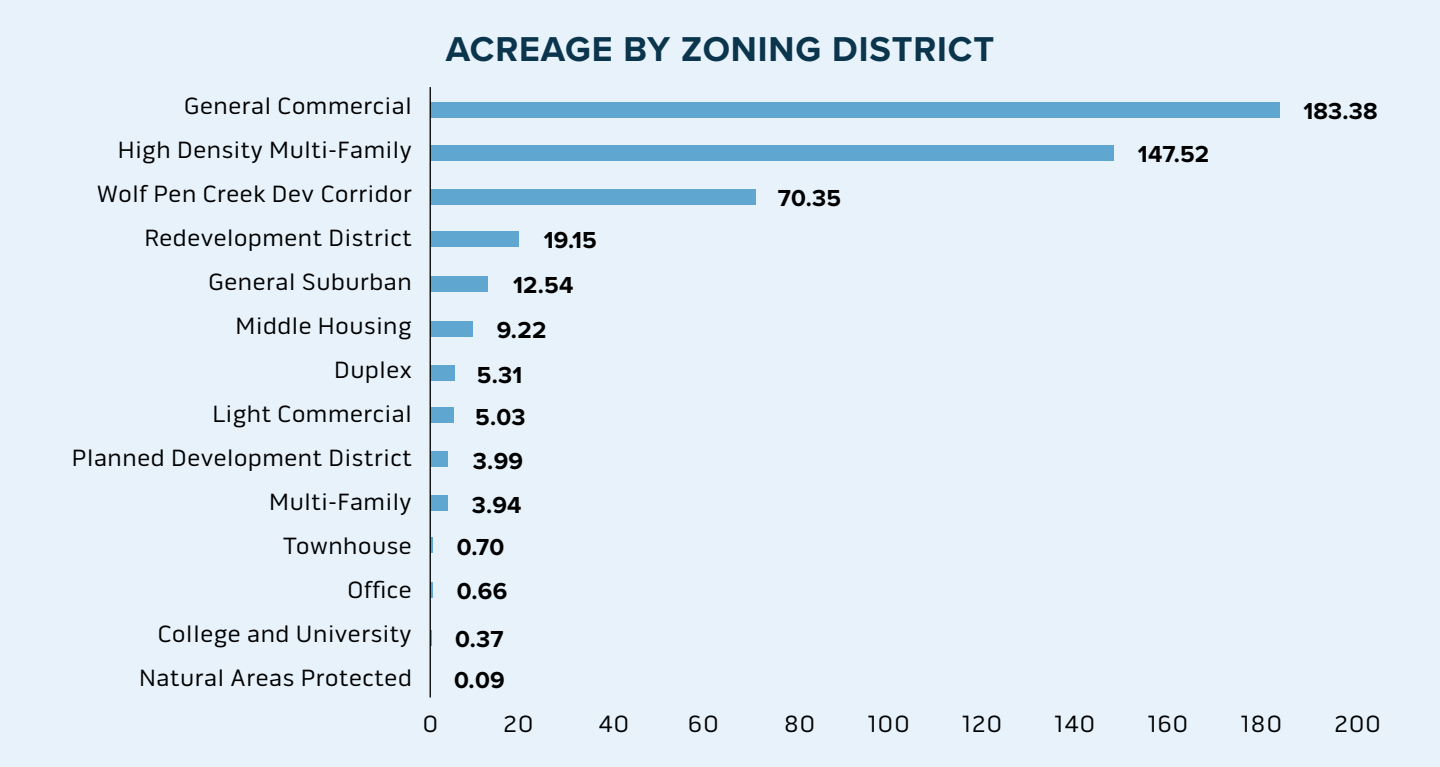
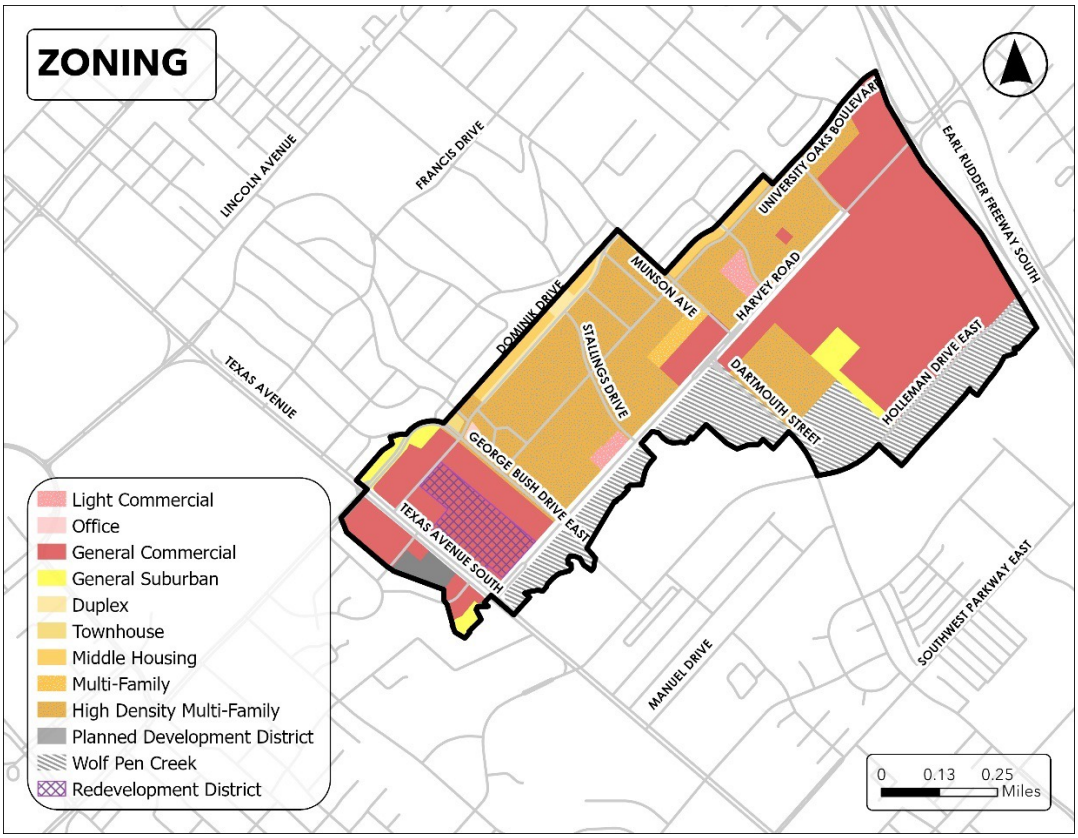


Figure 29: Planning Area Zoning Map





DEVELOPMENT ACTIVITY

Development activity over the past several years has been moderate and largely incremental. Permit trends show limited new construction in residential, commercial, and multifamily categories, with only a handful of new builds annually. Remodels and demolitions comprise a significant portion of activity, indicating reinvestment in existing structures rather than major redevelopment. Preapplication conferences and rezoning requests suggest ongoing developer interest but not yet at a transformative scale.

These patterns point to a district in an early stage of transition. Market conditions are generating capital reinvestment but have not yet unlocked large mixed-use transformations.

Figure 30: Planning Area Development Activity Summary

Reviews	
Rezonings	3
Site Plans	18
Permits	
Demolitions	29
Development Permits	17
Residential New Construction	5
Multifamily New Construction	2
Commercial New Construction	2
Remodels	52
Additions	4

Figure 31: Development Activity Map 2020-2025

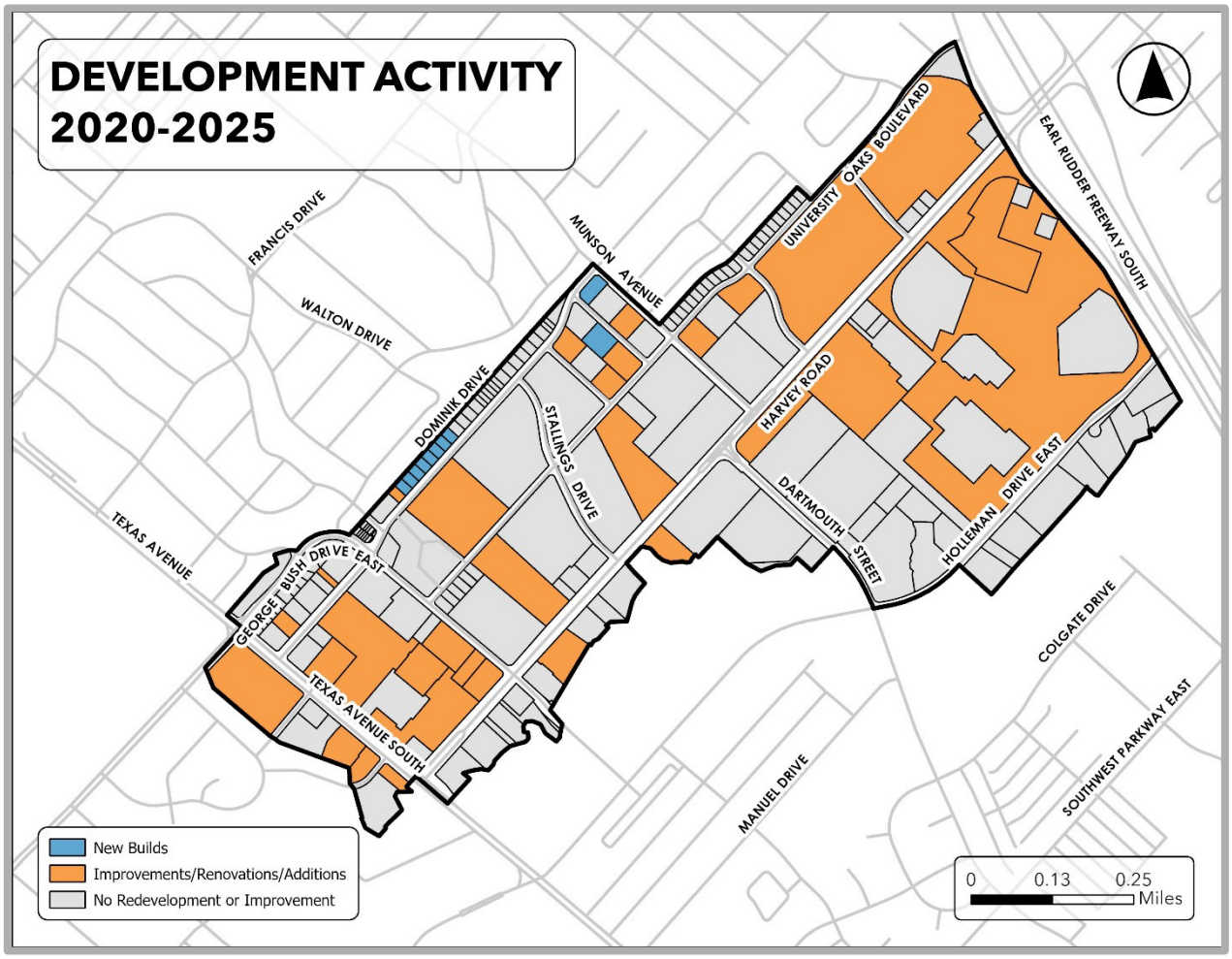


Figure 32: Approved Development Permits 2020-2025

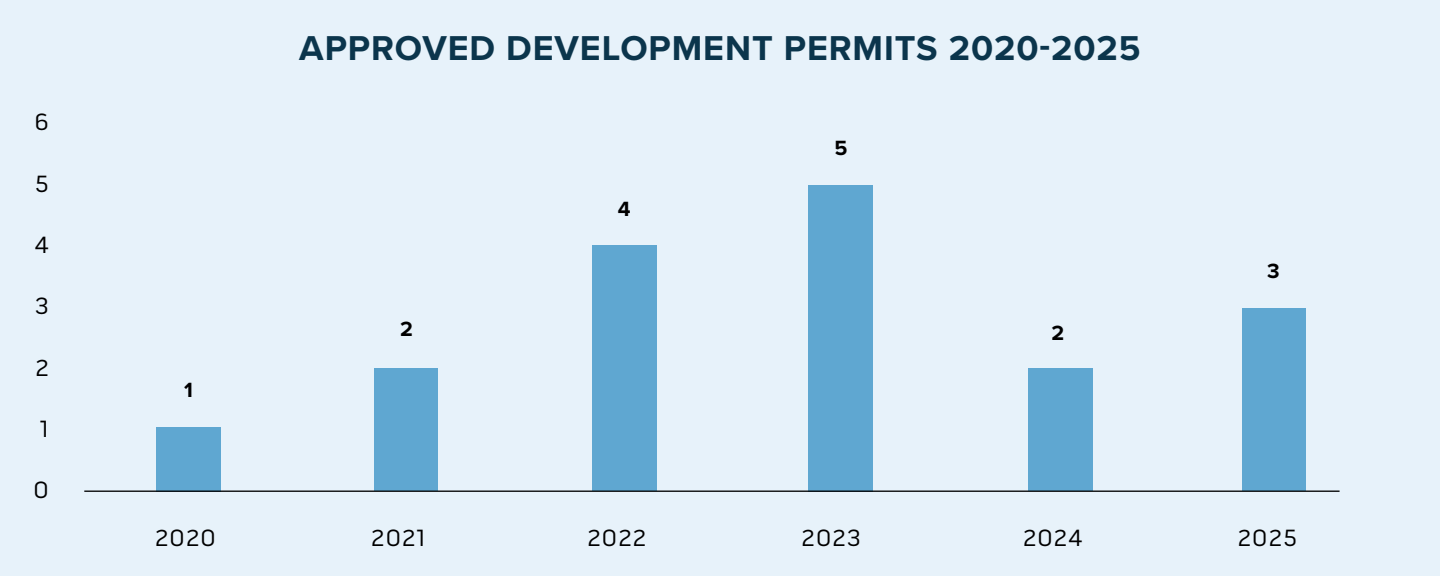


Figure 33: Approved Site Plans 2020-2025

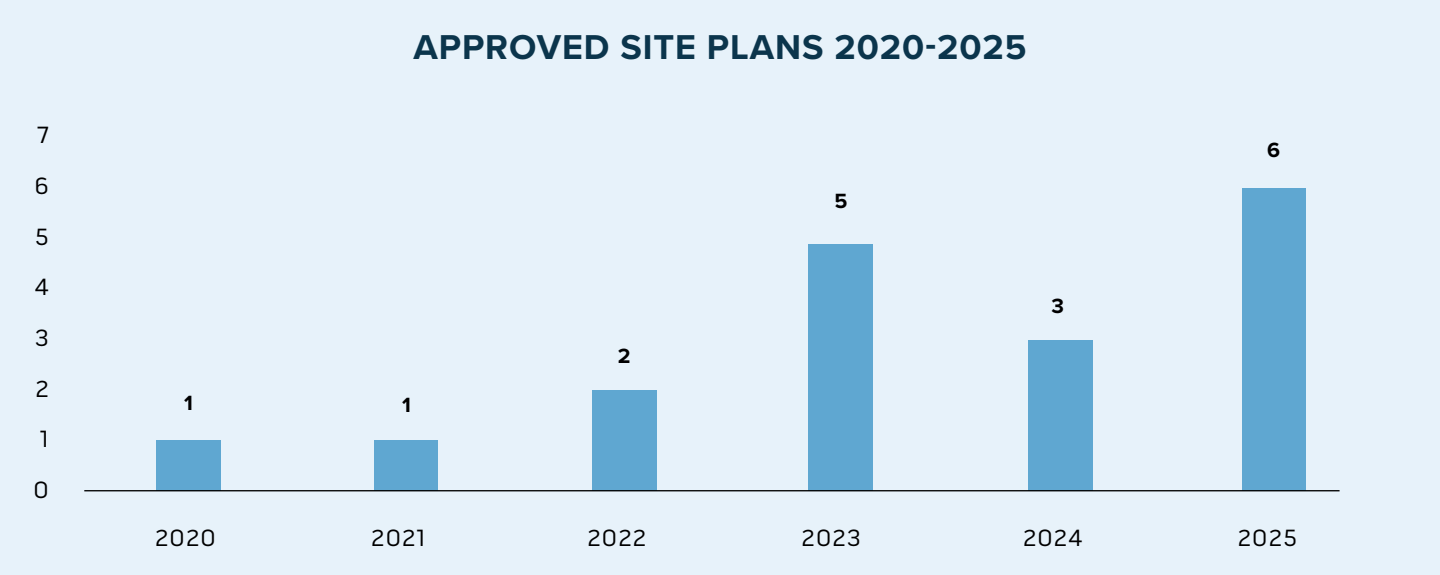


Figure 34: Approved Demolition Permits 2020-2025

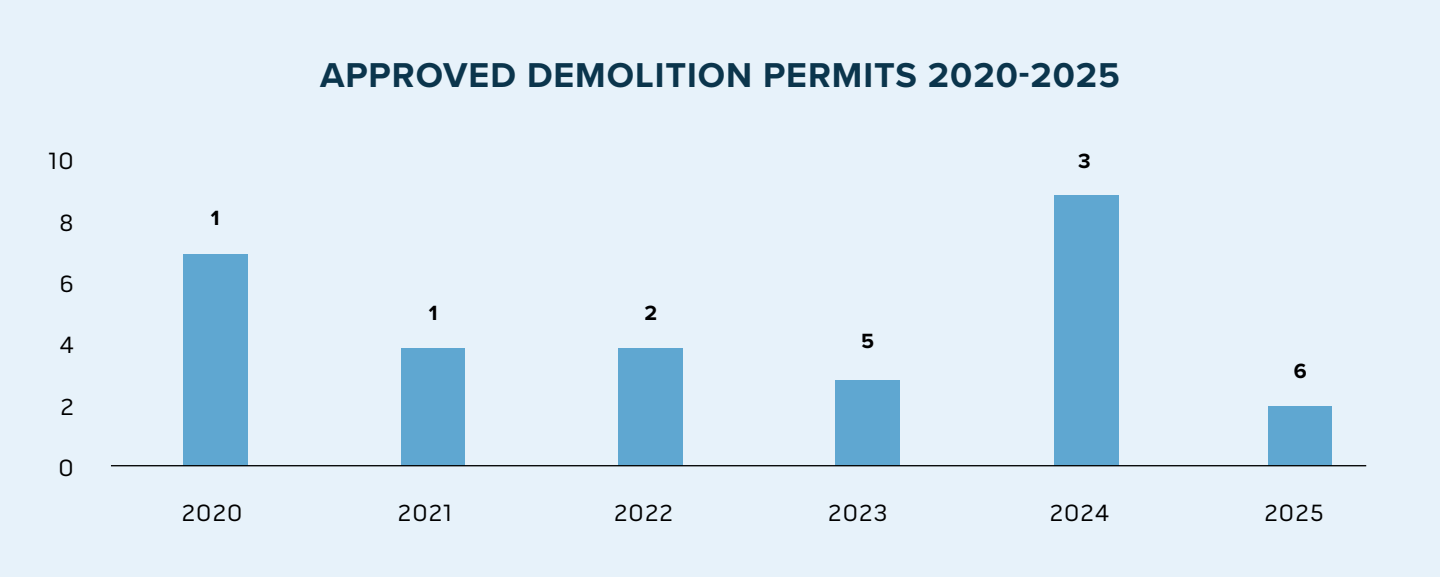
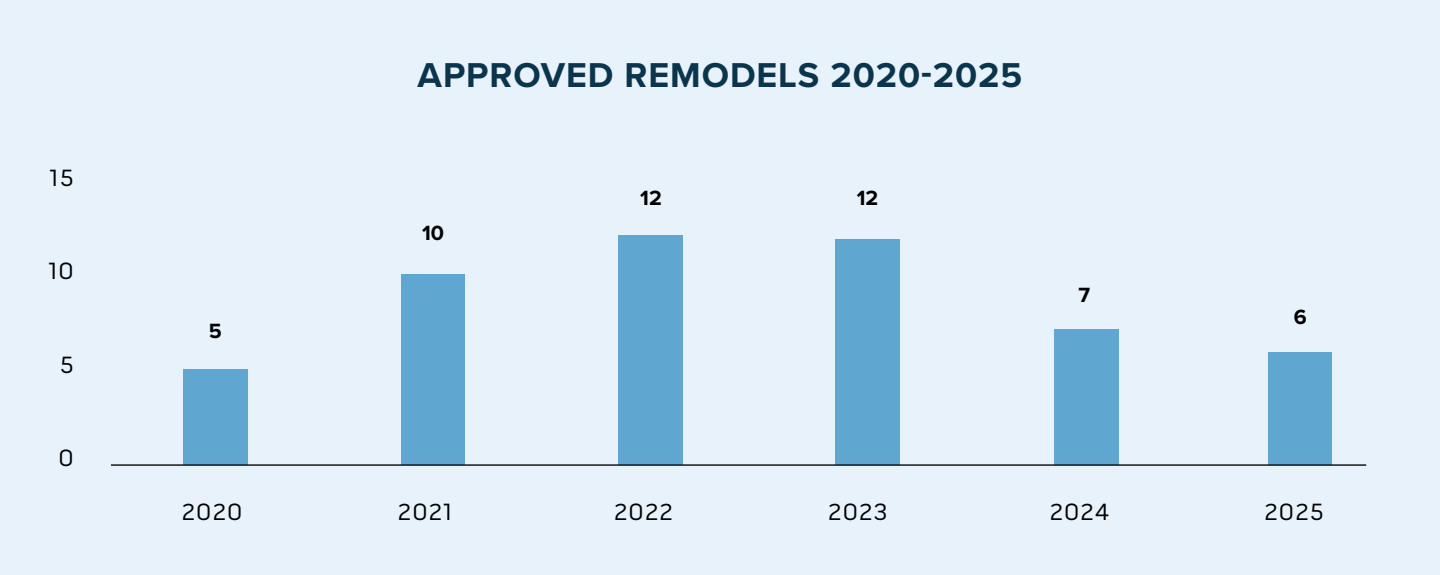


Figure 35: Approved Remodels 2020-2025





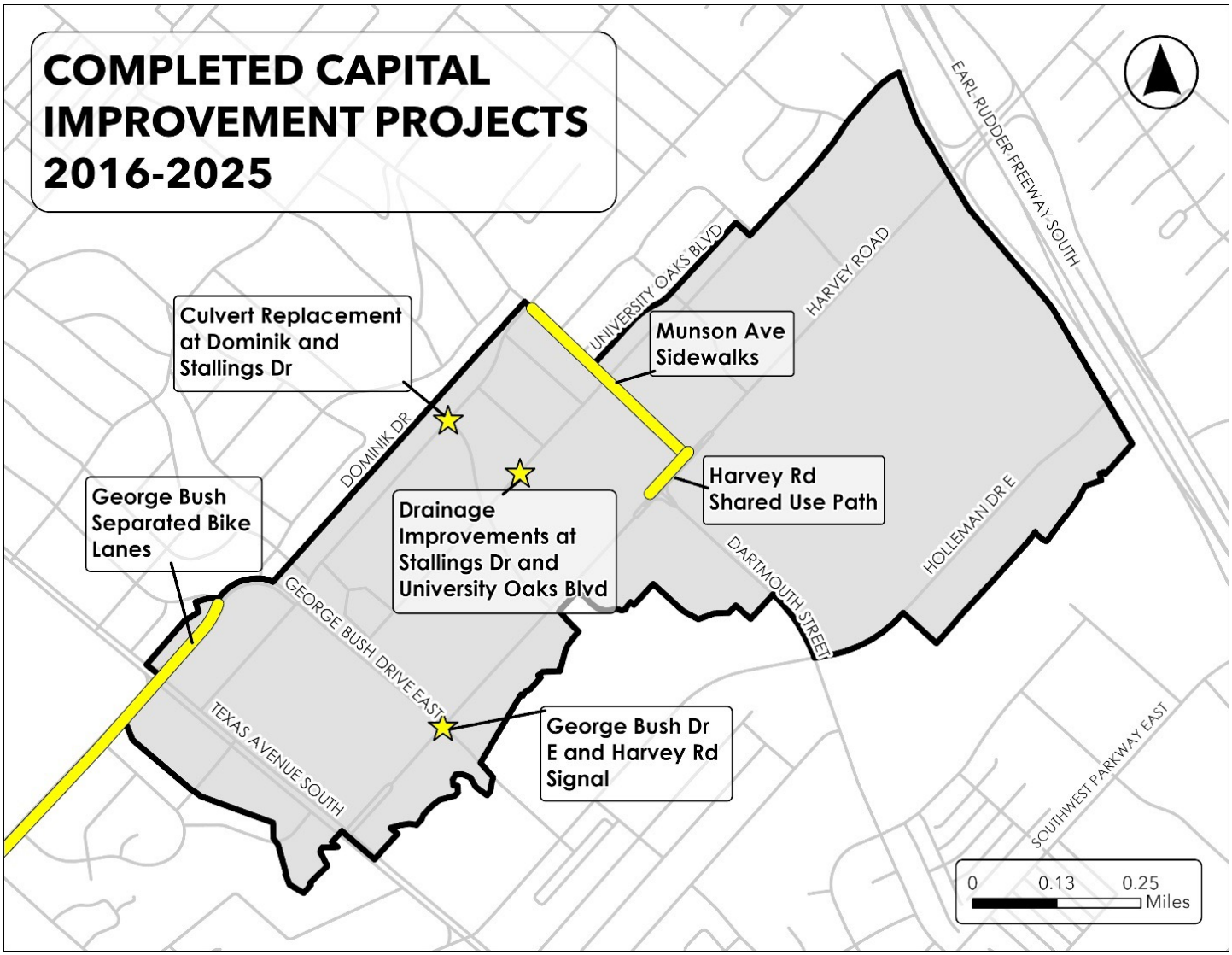
CAPITAL IMPROVEMENTS

The planning area has seen a combination of completed capital improvements and ongoing mobility and drainage initiatives that support safety, connectivity, and infrastructure. Over the past decade, several transportation and drainage projects have been delivered, laying the groundwork for current and future mobility planning efforts.

Since 2016, the City has completed six projects aimed at improving intersection safety, pedestrian access, and stormwater conveyance, totaling $4,817,114 in investment over a ten-year period. These include signal improvements at the George Bush Drive and Harvey Road intersection, culvert replacement at Dominik Drive and Stallings Drive, and new sidewalks along Munson Avenue. Collectively, these projects have strengthened multimodal access and enhanced safety in established neighborhoods. More recently, drainage improvements were completed at Stallings Drive and University Oaks Boulevard, addressing localized flooding challenges. Between 2020 and 2025, the City invested $1,841,200 into drainage improvements and bike lanes.

There are also several active projects that continue to expand bicycle and pedestrian infrastructure. The George Bush Bike Lanes Grant project, now in its warranty phase, introduces vertically separated bike facilities along a key corridor that connects Texas A&M University with surrounding destinations. Meanwhile, the Citywide Sidewalks initiative, currently in design, is focused on high priority sidewalk segments near CSISD campuses and the university, as well as multiple trail connections including the Bee Creek Tributary 4 Trail, Spring Creek Trail, and additional Bee Creek Trail sections. These planned improvements will enhance citywide connectivity and expand the active transportation network.

Figure 36: Completed Capital Improvement Projects 2016-2025 (Planning & Development Services, 2026)





PUBLIC FUNDS

The City's use of HUD-related funds reflects a long-term commitment to supporting housing stability, economic recovery, and public facility improvements across multiple decades.

Early investments focused on downpayment assistance and public facility improvements. In 2005 and again in 2022, qualifying homebuyers received downpayment support to promote homeownership, with awards of $10,170 in 2005 and $42,000 in 2022. Public facilities also saw targeted improvements, including major investments such as the Oaks Park Improvements in 2006 and the Dominik Sidewalk project in 2013, which together accounted for more than $593,000 in public facility funding. These projects enhanced neighborhood amenities, ADA accessibility, and community infrastructure with the addition of a sidewalk on Dominik Drive and improvements to Oaks Park.

By 2020, HUD funding priorities shifted dramatically in response to the COVID19 pandemic. The City administered a broad COVID Rent Assistance program that supported 50 renter households, helping prevent displacement during a period of significant financial instability. Funding for rent assistance totaled over $138,000 and reached residents across multiple multifamily properties concentrated along major corridors such as Harvey Road, University Oaks, and Dominik Drive. This rapid infusion of aid highlights the scale of housing insecurity experienced during the pandemic and the City's quick mobilization of federal resources.

HUD funds also supported local economic recovery through COVID Economic Development Grants, with six small businesses receiving assistance. Awards ranged from $7,500 to $50,000 and were directed to diverse local businesses, including restaurants, retail stores, and service operations, helping them remain viable during pandemic-related disruptions. Total funding for economic development reached approximately $100,802.

Across all programs, a cumulative investment of $884,892 in HUD-funded projects was put toward the planning area, with the largest share directed toward public facilities, followed by rental assistance, economic development, and down-payment support.

Figure 37: Public Funds Summary (Planning & Development Services, 2026)

2005-2025

$884,892 Total



2

Public Facilities

2020-2025

$281,147 Total



72 Renters Received Security Deposit Assistance



50 Renters Received Rent Assistance



6 Businesses Received Economic Development Grants



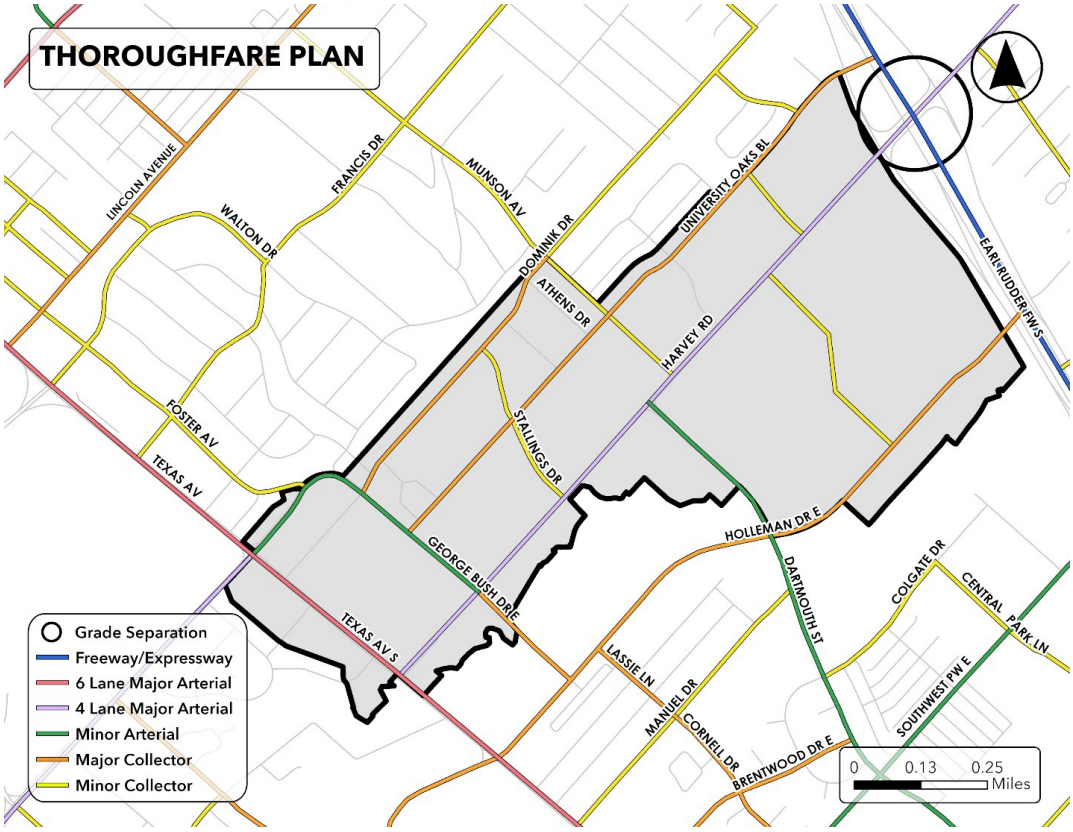
1 Household Received Down Payment Assistance



TRANSPORTATION AND MOBILITY

The transportation network is defined by a hierarchy of major arterials and collectors with significant vehicular throughput. Existing thoroughfares include multiple lanes of both major and minor arterials, with planned enhancements to collectors.

Figure 38: Existing Thoroughfare Plan



Bicycle and pedestrian facilities show a mix of existing, funded, and proposed routes, yet fragmentation remains, limiting continuous multimodal connectivity. Many of the funded and proposed routes are shared use paths located along the planning area's major thoroughfares. Shared use paths are typically wider than sidewalks and separated from the roadway by a buffer, making them the preferred facility type along roadways with higher speeds and heavier traffic volumes. These facilities are not siloed within the planning area, rather they extend beyond the identified planning area's boundaries and connect to other key destinations in College Station, such as Veteran's Park, Texas A&M campus, as well as other commercial centers along Texas Ave and Highway 6. Sidewalks total over 7 miles, but additional segments are proposed to support walkability.

Figure 39: Proposed Pedestrian Plan (Planning & Development Services, 2026)

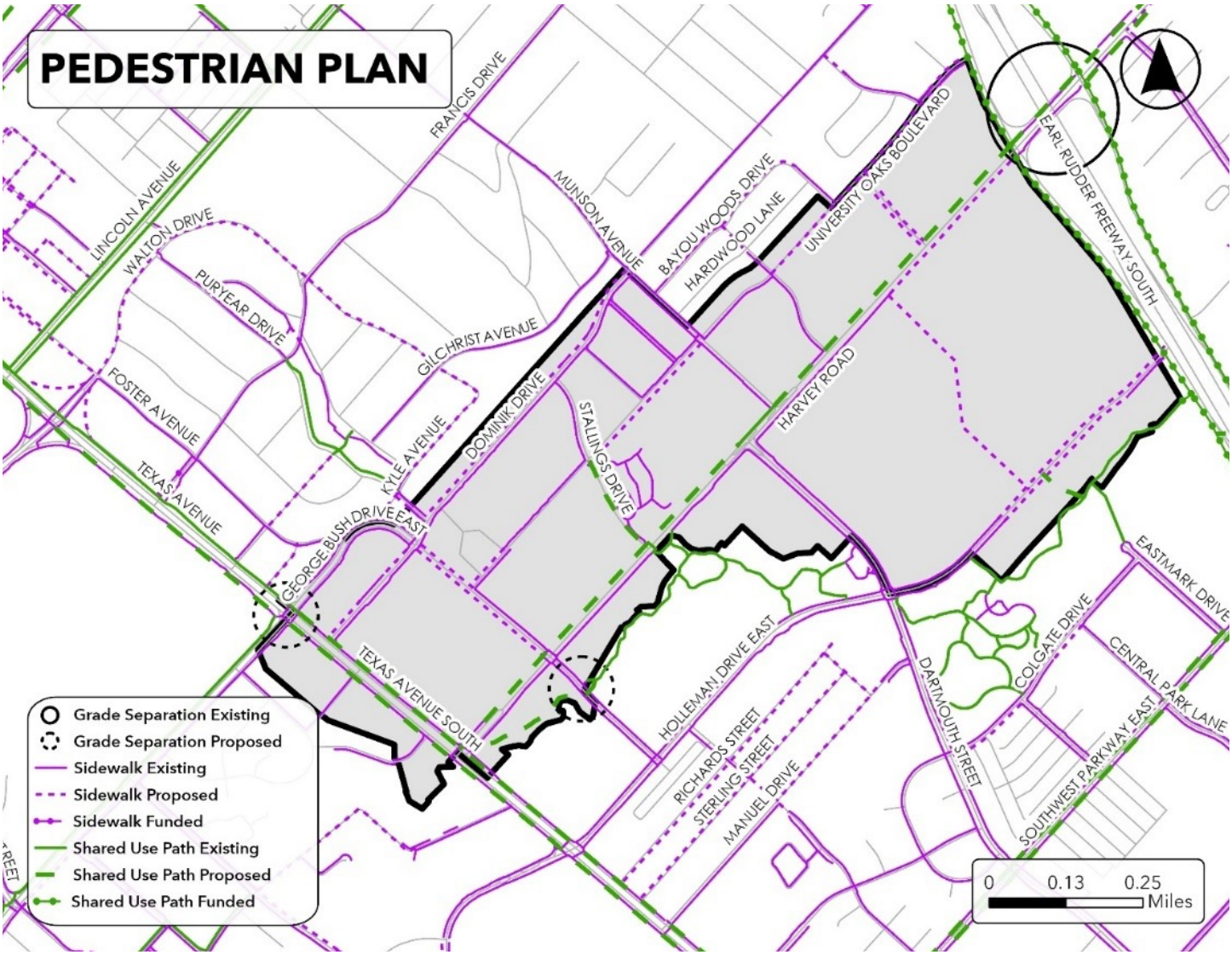


Figure 40: Proposed Bicycle Plan (Planning & Development Services, 2026)

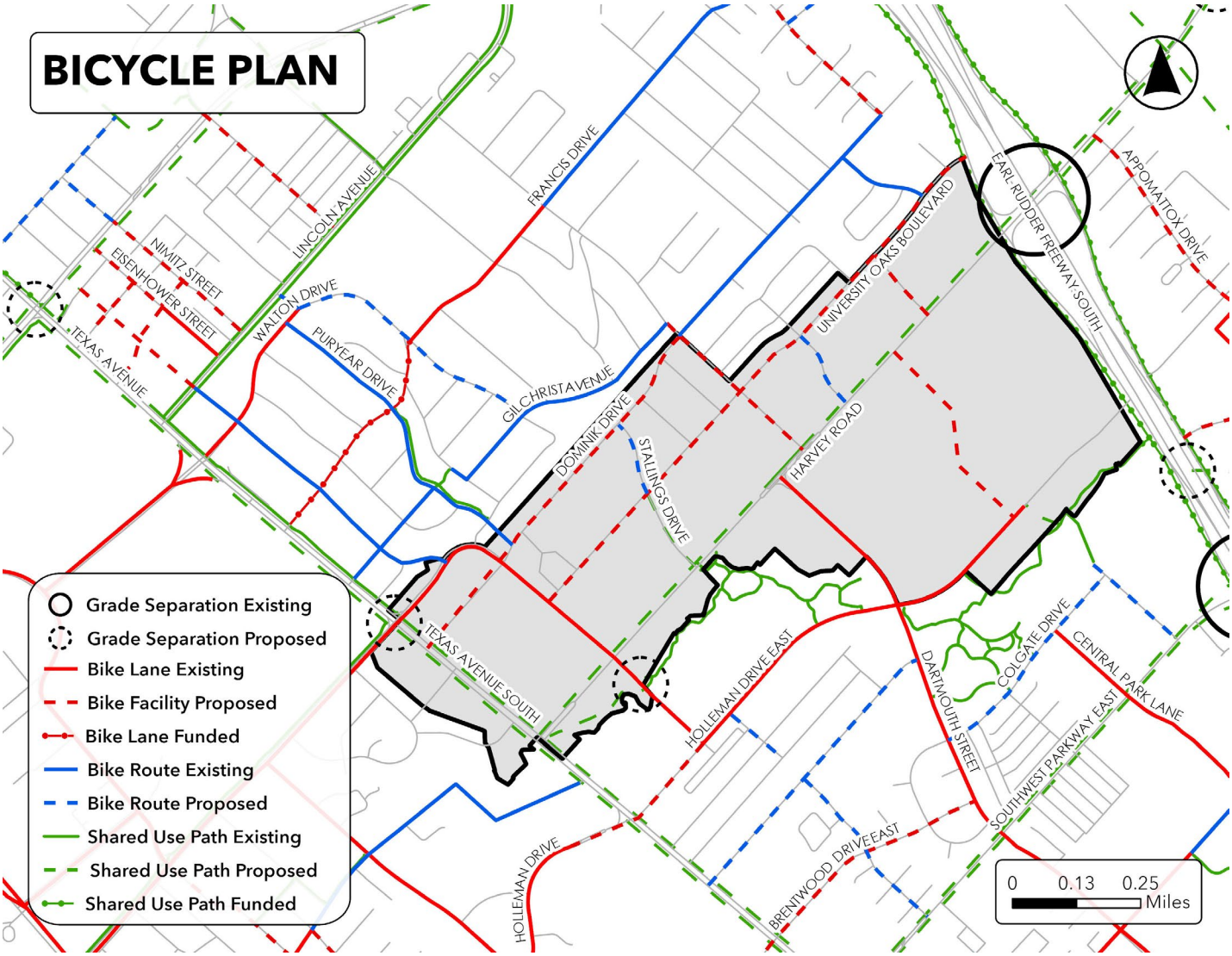


Figure 41: Planning Area Bicycle and Pedestrian Infrastructure Summary (Planning & Development Services, 2026)

	Bike lane	Bike route	Sidewalk	Shared Use Path
Existing	1.22	0.05	7.17	0.3
Proposed	2.69	0.31	3.27	2.45

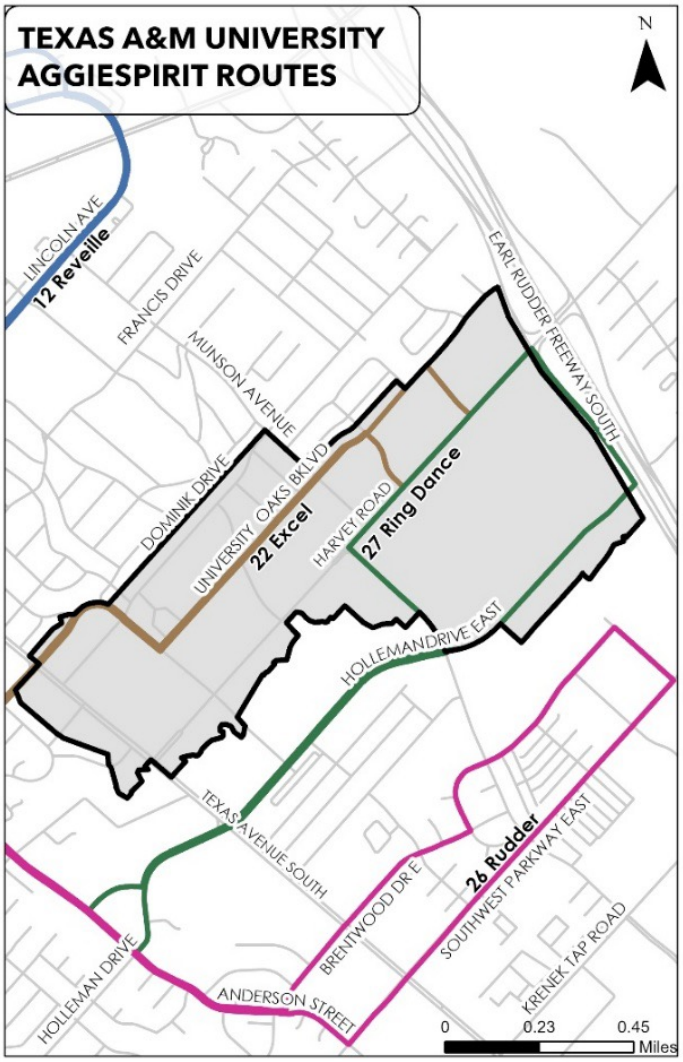


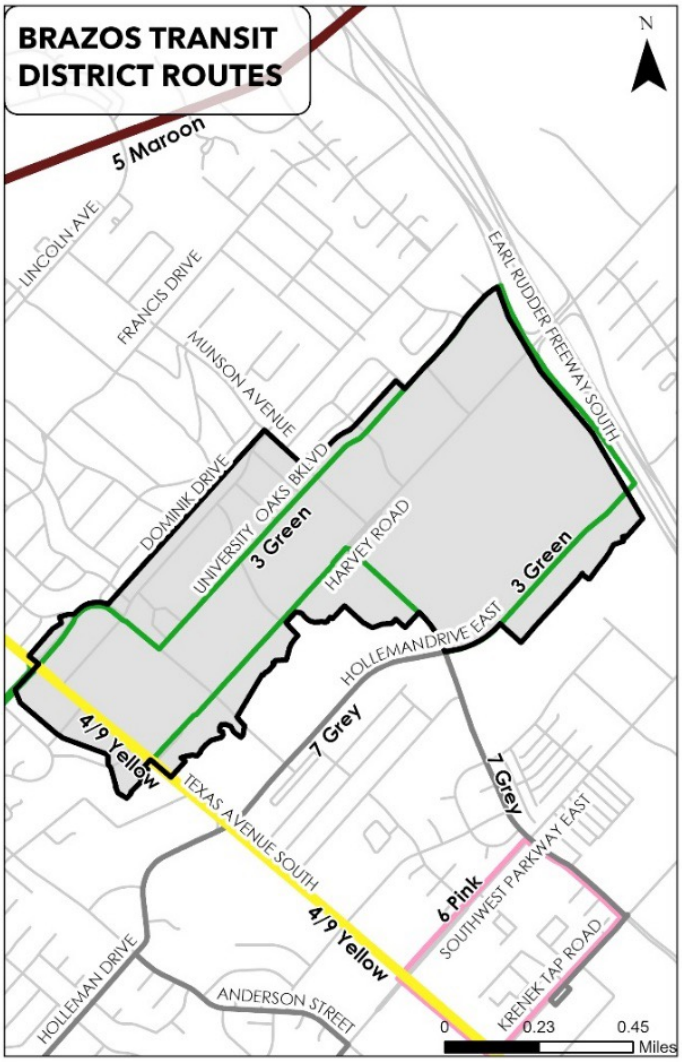
PUBLIC TRANSIT

Both Brazos Transit District (BTD) and AggieSpirit operate bus routes within the Harvey District planning area. BTD provides two routes that serve portions of the study area. The Yellow Route follows Texas Avenue along the southwestern edge of the Texas Hub subarea, while the Green Route serves much of the interior of the redevelopment area. Both BTD routes use a flag-stop system, requiring riders to signal buses directly to board.

AggieSpirit also operates two routes within the area, using a fixed-stop system. Riders must wait at designated stops along each line. The Excel Route, which primarily serves the University Oaks corridor, includes all five of its fixed stops within the area. The Ring Dance Route, which covers a broader territory including Post Oak Mall and Harvey Road, has only two of its eight fixed stops within the study area. The remaining Ring Dance stops are located farther west along Holleman Drive and in the South Gate neighborhood.

Figure 42: Public Transit Maps





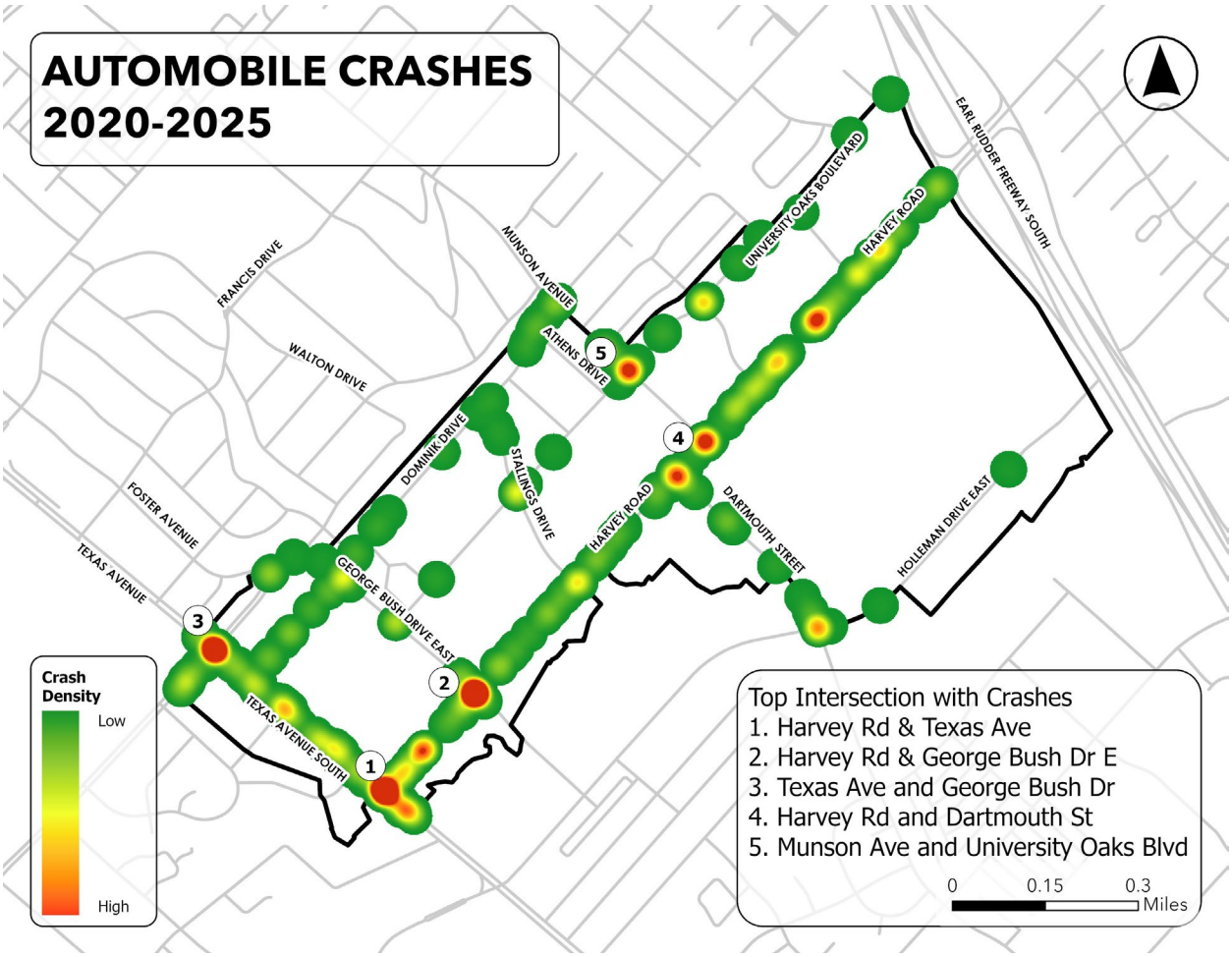


TRAFFIC SAFETY & CRASH TRENDS

Recent crash data for the planning area highlights several important patterns in overall crash frequency, spatial concentration, contributing factors, and severity. Together, these indicators help illustrate existing transportation safety conditions and areas where targeted interventions may be most effective.

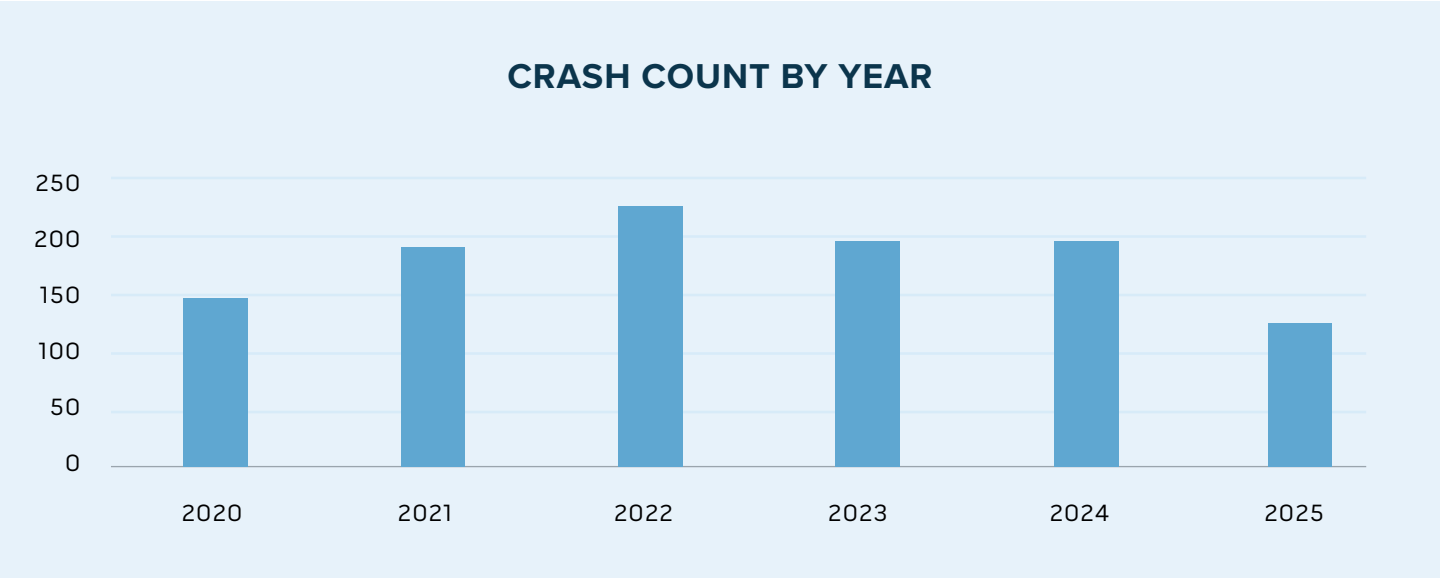
Crash data shows a clear clustering of incidents along major arterial corridors, particularly those with higher traffic volumes and more complex intersections. These spatial concentrations underscore the ongoing need for focused safety improvements in high-activity areas where multimodal demands intersect.

Figure 43: Automobile Crashes Heat Map



Crash trends by year between 2020 and 2025 reveal the influence of regional travel patterns and broader post-pandemic mobility shifts. While year-to-year fluctuations occur, the data reflects a general return to typical traffic levels after the significant reductions seen early in the pandemic years. These trends provide important baseline context for evaluating the effectiveness of ongoing safety initiatives.

Figure 44: Planning Area Crash Count by Year 2020-2025



Contributing factor data show that the overwhelming majority of crashes list “None” as the contributing factor, indicating either no clear cause or insufficient information in crash reporting. Among identified contributing behaviors, driver inattention is the most prevalent, followed by alcohol involvement, failure to control speed, and failure to yield right-of-way. A small number of crashes were linked to disregard of traffic signals, unsafe lane changes, impaired visibility, or mobile device use.

Figure 45: Top Twenty Planning Area Crash Contributing Factors

Rank	Contributing Factor	Frequency
1	FAILED TO CONTROL SPEED	262
2	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	184
3	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	115
4	CHANGED LANE WHEN UNSAFE	54
5	DISREGARD STOP AND GO SIGNAL	49
6	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	42
7	DISREGARD STOP SIGN OR LIGHT	38
8	DRIVER INATTENTION	30
9	OTHER	27
10	DRIVER INATTENTION; FAILED TO CONTROL SPEED	17
11	UNDER INFLUENCE - ALCOHOL	12
12	DRIVER INATTENTION; FOLLOWED TOO CLOSELY	11
13	NONE	11
14	FOLLOWED TOO CLOSELY	10
15	CHANGED LANE WHEN UNSAFE; FAILED TO CONTROL SPEED	9
16	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	9
17	TURNED WHEN UNSAFE	9
18	DRIVER INATTENTION; UNSAFE SPEED	8
19	PASSED IN NO PASSING LANE	8
20	PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	8

Crash severity patterns further illustrate the distribution of outcomes across all reported incidents. While most crashes are expected to fall within lower-severity categories, the presence of severe injuries or fatalities reinforces the importance of continued investment in roadway design, enforcement strategies, and safety education.

Figure 46: Planning Area Crash Severity

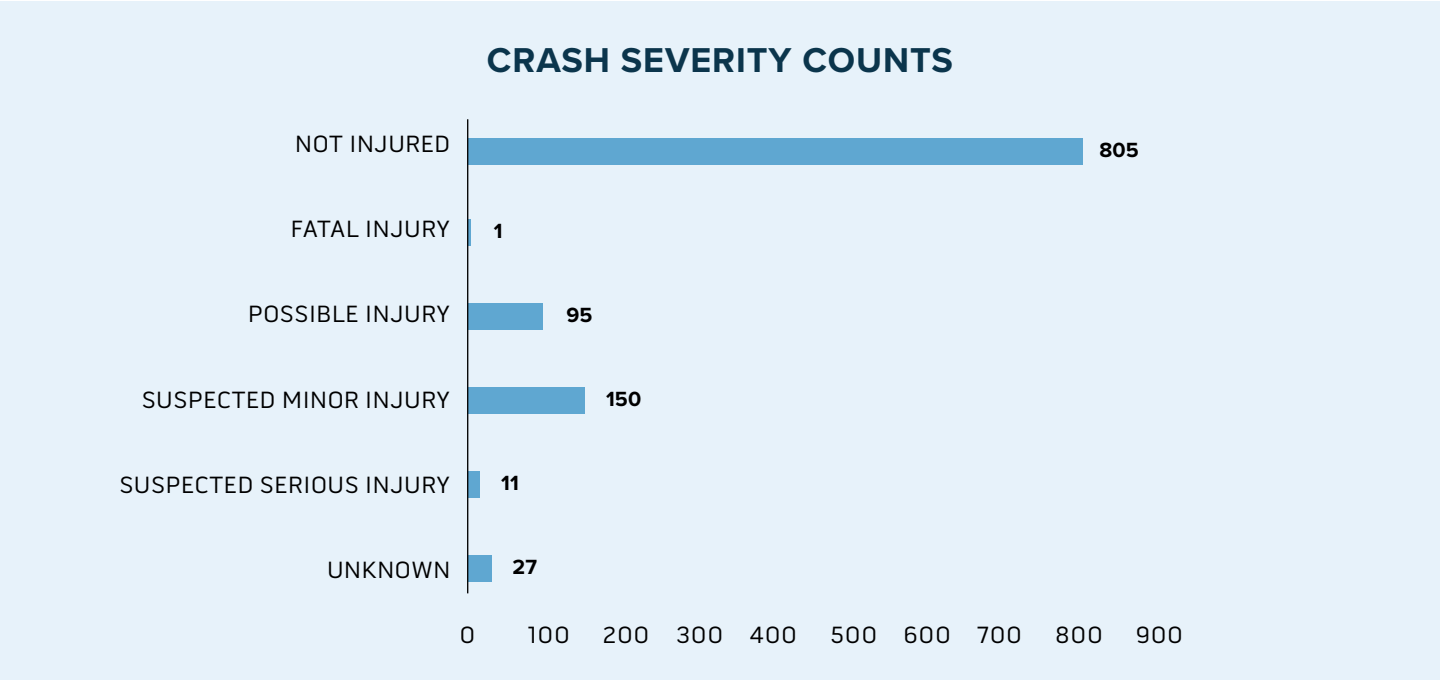


Figure 47: Bike, Pedestrian, and Motorized Conveyance Crashes 2020-2025

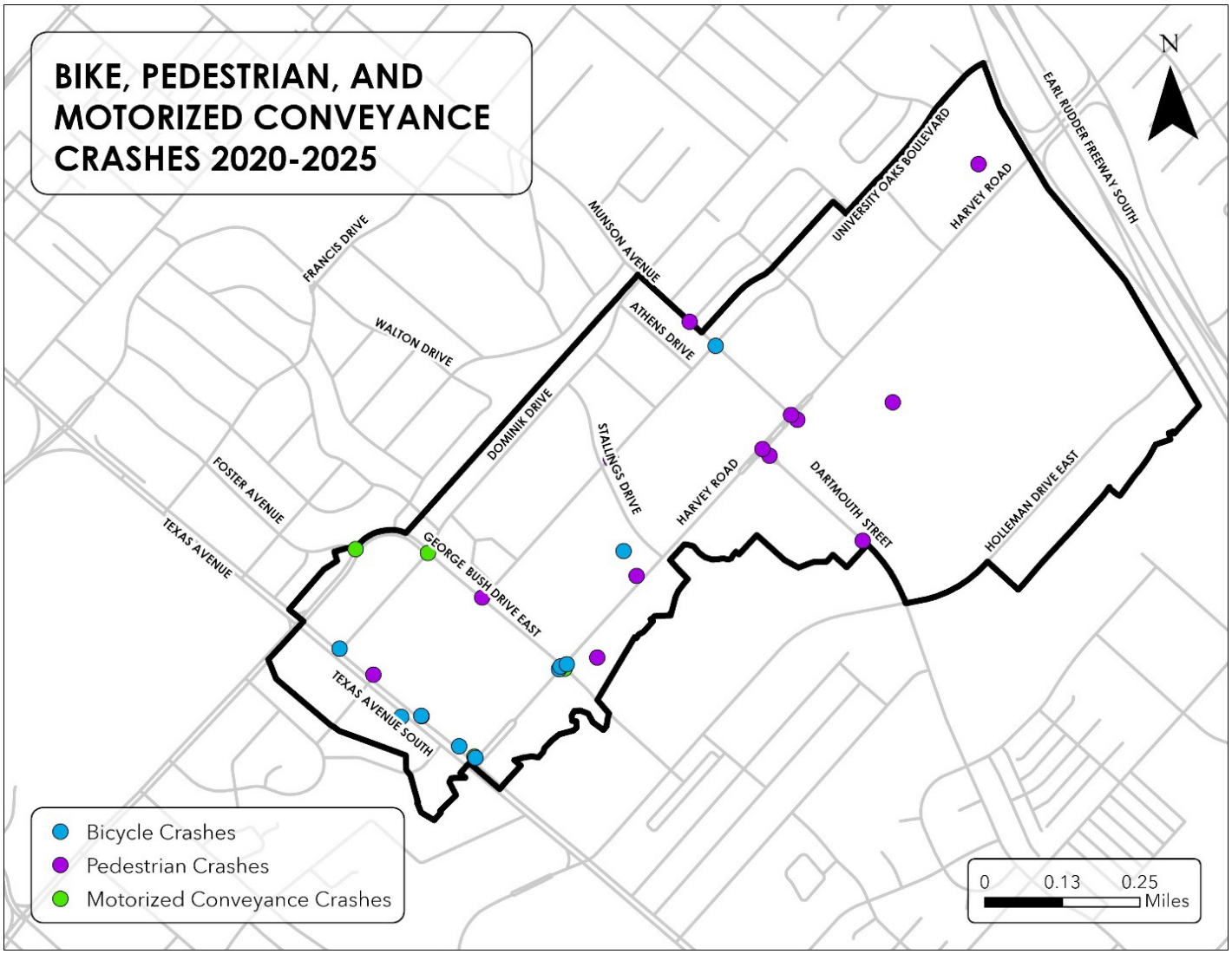


Figure 48: Bike, Pedestrian, and Motorized Conveyance Crash Counts 2020-2025

Crashes	Bicycle	Scooter/E-bike	Pedestrian
Count	12	4	13

Overall, the crash data indicate clear spatial hotspots, recognizable behavioral trends, and persistent safety challenges within the planning area. These insights support a proactive approach to transportation planning, guiding efforts to improve roadway safety and reduce crash risk across the community.



COMMUNITY CHARACTER

The district contains several community assets including parks, faith-based organizations, and civic spaces that anchor local identity. While these assets are modest in number, they contribute to cohesion and serve as opportunities for placemaking within a redevelopment strategy.



PARKS

Oaks Park continues to function as a well-used neighborhood recreation space with 21,447 total visits and more than 10,000 unique visitors in 2025. Park activity increased 21.5% compared to 2024, marking a notable rebound, though still below pre-2023 levels.

Figure 49: Oaks Park Visits 2019-2025 (Placer.ai, 2026)

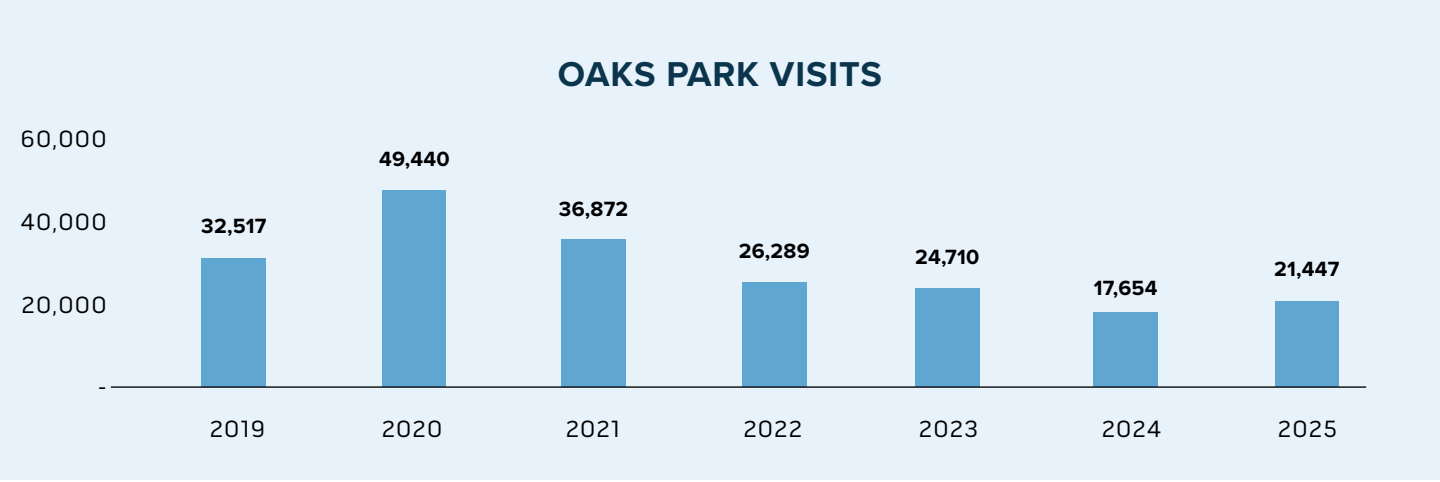
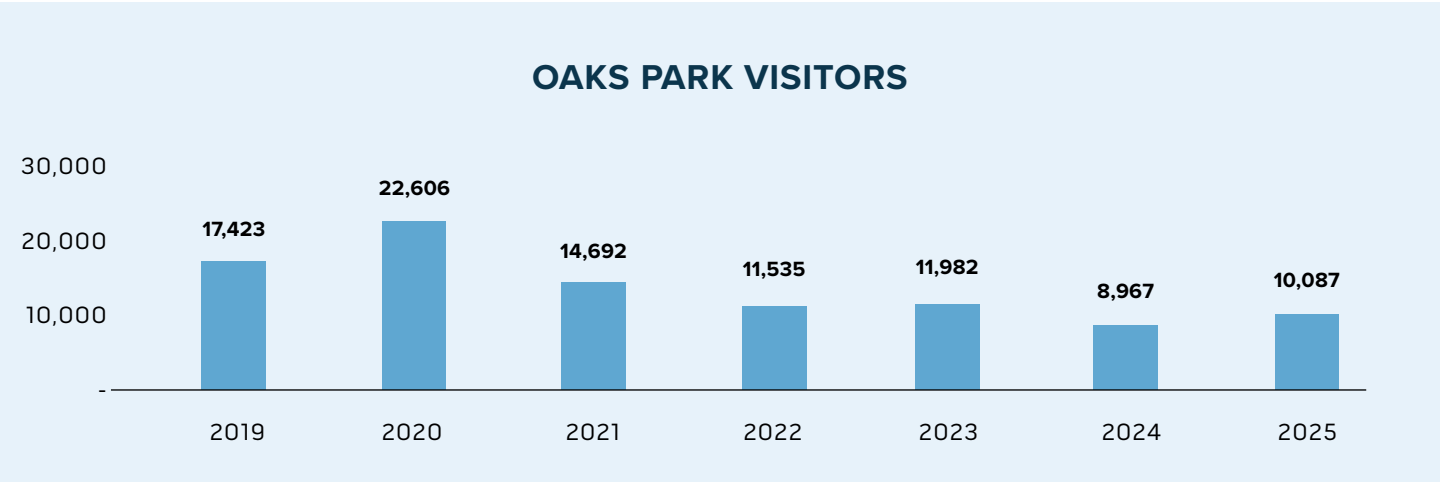


Figure 50: Oaks Park Visitors 2019-2025 (Placer.ai, 2026)



Park use patterns show a clear late-afternoon and evening peak, with the highest visitation between 4:00 p.m. and 7:00 p.m., and a strong weekend emphasis: Sundays (4,287 visits) and Saturdays (3,719) are the busiest days, together representing over one-third of all activity. Weekday visits are moderate and relatively stable.

Figure 51: Oaks Park Visits by Day of Week 2025 (Placer.ai, 2026)

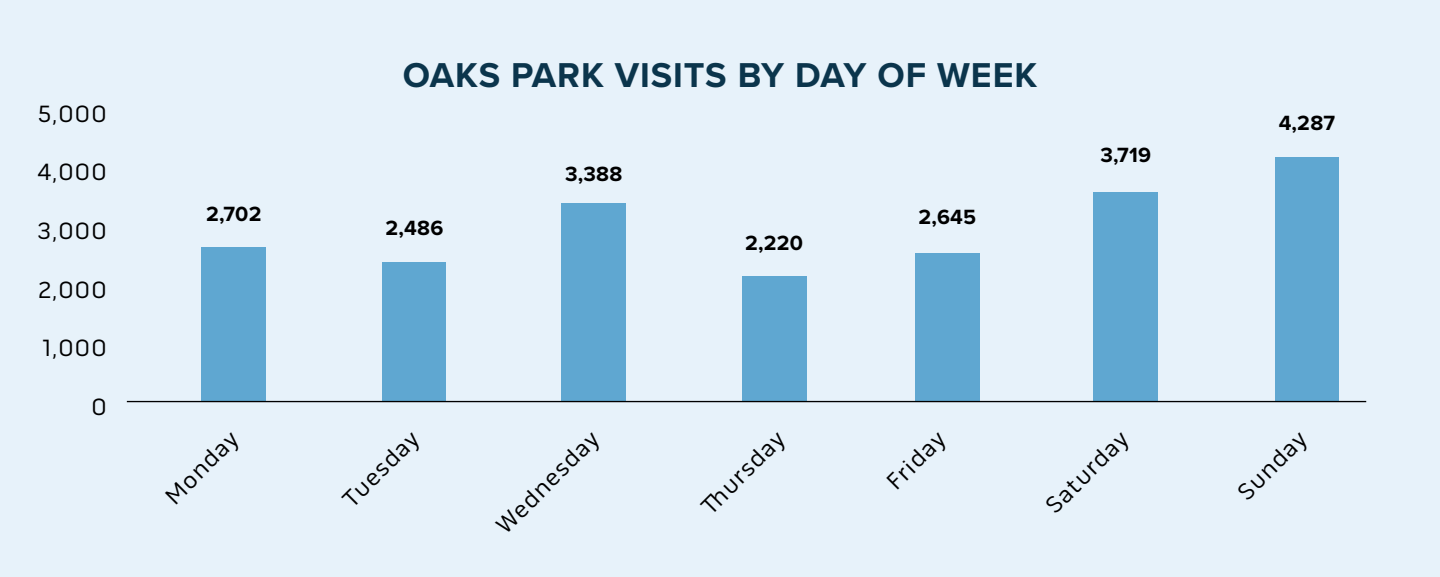
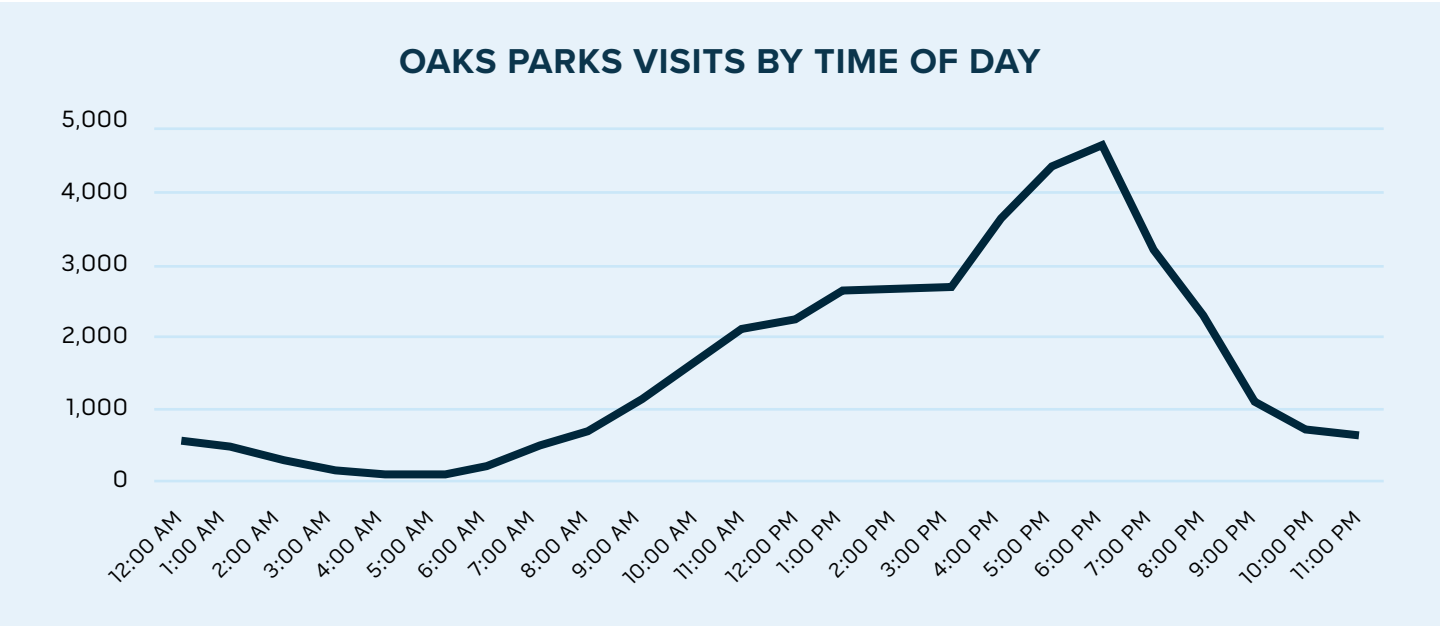


Figure 52: Oaks Park Visits by Time of Day 2025 (Placer.ai, 2026



Seasonal analysis highlights several high-volume weeks, particularly in late April, mid-August, and early fall, suggesting a relationship with student schedules, academic-year transitions, and favorable weather patterns. Movement data indicates that visitors commonly come from adjacent student-oriented housing (Sundance Apartments, Pearl Apartments) and nearby commercial stops such as SONIC, H-E-B, Target, and Gateway Station, emphasizing Oaks Park's role as a walkable amenity.

The surrounding neighborhood skews heavily to a 20's age range population, with extremely high renter occupancy (92%), dense multifamily housing, modest household incomes, and shorter commute times.



FIRE AND EMS ACTIVITY

From 2020 through 2025, the Harvey District generated 4,137 Fire and EMS calls, averaging approximately 690 calls per year. Annual call volume increased from 504 calls in 2020 to a peak of 872 calls in 2022, then declined each year to 570 calls in 2025.

Medical and EMS incidents accounted for the majority of activity, representing approximately 69% of all calls during the six-year period. Fire, alarm, rescue, and other response calls represented approximately 23%, while motor vehicle collisions accounted for approximately 6%. The remaining 3% consisted of prevention, public education, testing, or calls recorded as requiring no response.

More than half of the calls with a recorded location type occurred at apartment or apartment-complex properties. This concentration likely reflects both the district's predominantly renter-occupied housing and the number of multifamily properties within the planning area. The call data describe the location and type of emergency service demand but do not, by themselves, indicate whether particular properties or land uses create disproportionate demand relative to their population, size, or level of activity.

Figure 53: Fire and EMS Calls by Year and General Call Type

Year	Medical/EMS	Fire, Alarm, Rescue, or Other Response	Motor Vehicle Collision	Prevention, Education, or Test/No Response	Total Calls
2020	347	109	33	15	504
2021	542	123	34	8	707
2022	630	174	53	15	872
2023	534	200	47	15	796
2024	430	176	53	29	688
2025	352	159	22	37	570
2020-2025 Total	**2,835**	**941**	**242**	**119**	**4,137**
Percent of Total	**68.5%**	**22.7%**	**5.8%**	**2.9%**	**100%**

Source: City of College Station Fire and EMS call data, 2020–2025.
Note: Calls were classified using the response-plan field. Each unique master incident is counted once. Totals therefore represent calls rather than the number of vehicles or units responding to those calls.

Figure 54: Calls by Recorded Location Type

Recorded Location Type	Calls	Percent of All Calls
Apartment/apartment complex	2,215	53.5%
Business	834	20.2%
Shopping center/strip mall	209	5.1%
Restaurant	187	4.5%
Hotel/motel	80	1.9%
Other recorded location types	106	2.6%
Location type not specified	506	12.2%
Total	**4,137**	**100.0%**



POLICE ACTIVITY

Analysis of incident data from 2020–2025 shows that the Harvey Road District and its connecting streets function as one of the most active areas in the city for public safety response and patrol activity. Over this sixyear period, more than 41,000 incidents were recorded within the planning area, reflecting a consistently high level of demand tied to transportation activity, commercial land uses, and dense residential developments.

Figure 54: Police Incidents 2020-2025

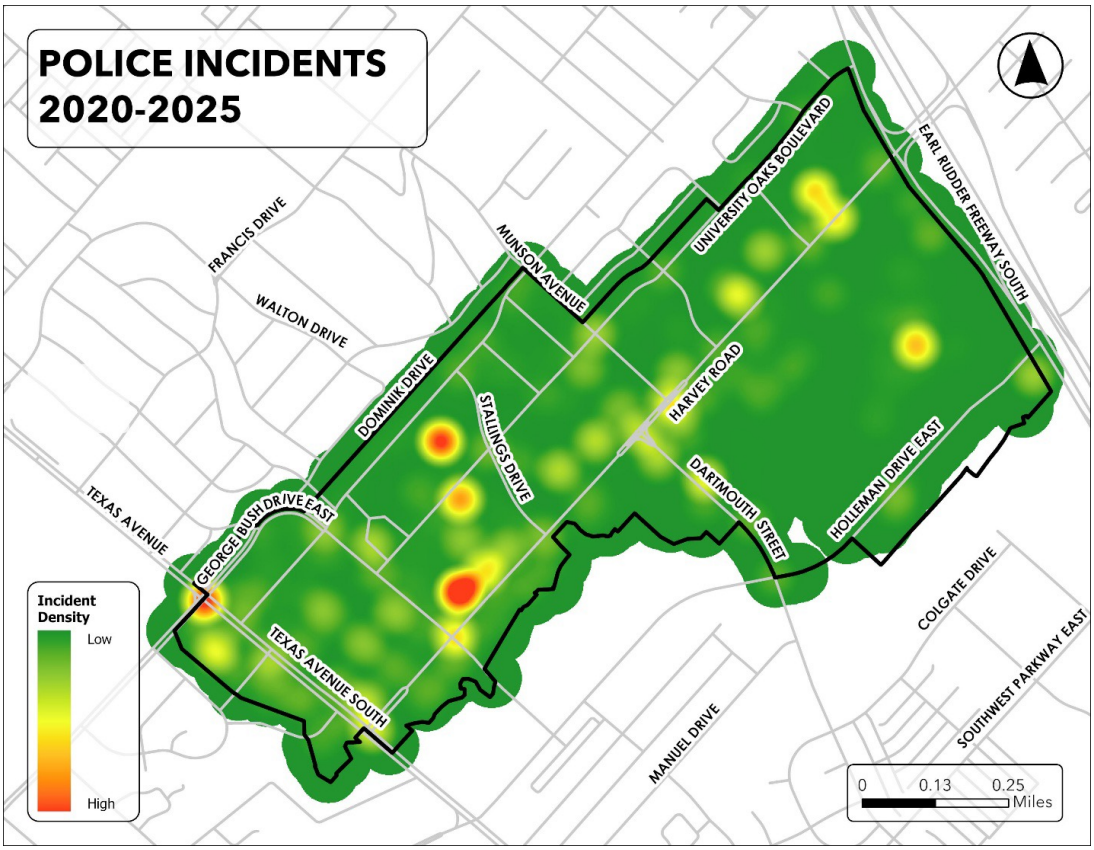


Figure 55: Planning Area Top Ten Police Incident Types 2020-2025

Problem	Count	Share
TRAFFIC-STOP	13,364	32.37%
DIRECTED PATROL	1,939	4.70%
FOLLOW UP	1,878	4.55%
SUSPICIOUS PERSON	1,521	3.68%
WELFARE CONCERN	1,504	3.64%
PUBLIC ASSIST	1,484	3.59%
ANIMAL	1,259	3.05%
911 HANG UP	1,158	2.80%
ALARM	1,089	2.64%
CIVIL MATTER	1,067	2.58%

A notable characteristic is the balance between dispatched calls and proactive officerinitiated activity. Slightly more than half of all incidents fall into the proactive category, driven primarily by traffic stops, directed patrols, and followup checks. Traffic stops alone account for nearly onethird of all records, underscoring the district's role as a major travel route with ongoing enforcement needs. Several blocks along Harvey Road appear repeatedly among the most frequent incident locations, highlighting a spatial concentration of activity that aligns closely with the district's mix of highvolume intersections, signalized access points, and adjacent commercial centers.

Incident activity shows a pronounced evening peak between 8:00 p.m. and 10:00 p.m., coinciding with nightlife activity, latehour commercial operations, and elevated traffic volumes leaving campus and nearby destinations. A secondary daytime peak occurs between 10:00 a.m. and noon. At the weekly scale, Tuesdays show the highest overall incident counts, followed by midweekdays, while Sundays remain the least active. These patterns indicate a district influenced both by weekday commuter cycles and weekend social activity.

Figure 56: Planning Area Top Ten Police Incident Locations 2020-2025

Location	Count	Share
1500 Block of HARVEY RD	4,673	11.32%
400 Block of HARVEY RD	2,837	6.87%
1900 Block of DARTMOUTH ST	2,069	5.01%
700 Block of DOMINIK DR	1,950	4.72%
500 Block of HARVEY RD	1,860	4.51%
600 Block of UNIVERSITY OAKS BLVD	1,461	3.54%
1700 Block of TEXAS AVE S	1,429	3.46%
800 Block of HARVEY RD	1,183	2.87%
900 Block of HARVEY RD	1,129	2.73%
1200 Block of HARVEY RD	1,108	2.68%

Figure 57: Planning Area Key Disposition Totals

Disposition	Count	Share
Assignment Complete	13,605	32.95%
Warnings	9,064	21.95%
Citations	4,640	11.24%
Arrests	1,784	4.32%
Offense/Incident Reports	3,996	9.68%
Gone on Arrival	1,319	3.19%
Unable to Locate	1,894	4.59%

Servicerelated calls such as suspicious persons, welfare concerns, public assists, alarms, and animal complaints form another steady component of activity. These calls tend to be dispersed throughout the district's multifamily housing clusters and commercial properties, reflecting the area's high density of residents and visitors. While enforcement outcomes like citations and arrests occur regularly, most incidents conclude with warnings, assignment completions, or determination that the subject or concern was no longer present.

Spatially, incidents form a tightly clustered pattern centered on Harvey Road, Texas Avenue South, University Oaks Boulevard, Dominik Drive, and Dartmouth Street. This clustering reflects the intensity of land uses, roadway design, and mobility functions concentrated in this area. Most incidents include valid geographic coordinates, allowing the existing conditions picture to be mapped with precision and reinforcing the district's status as a consistent hotspot of public safety demand. Overall, the existing conditions within the study area reveal a district with sustained operational pressures linked to traffic volume, commercial intensity, and residential density.



CODE ENFORCEMENT

The Harvey District experiences a consistently high level of code-enforcement activity, reflecting its mix of aging multifamily housing, dense student-oriented neighborhoods, and heavily traveled commercial corridors. Between 2020 and 2025, hundreds of cases were recorded, most of which were ultimately addressed and closed. The cases illustrate a district with persistent property-maintenance pressures, recurring sanitation issues, and ongoing regulatory needs tied to commercial activity.

Health and Safety cases represent the largest portion of enforcement activity. The most common issues include trash and bulky-item accumulation, debris around dumpsters, open storage of furniture or miscellaneous items, and weeds and grass exceeding height limits. These violations occur repeatedly at addresses along Dominik Drive, University Oaks Boulevard, George Bush Drive East, and Harvey Road.

Large multifamily complexes show recurring patterns of accumulation, sanitation problems, and pool-water or stagnant-water violations. Some locations also experienced infestations, concerns about unsanitary conditions, and deteriorated dumpster enclosures, underscoring the maintenance challenges associated with older, high-turnover rental housing.

Figure 58: Code Enforcement Cases by Year, 2020-2025

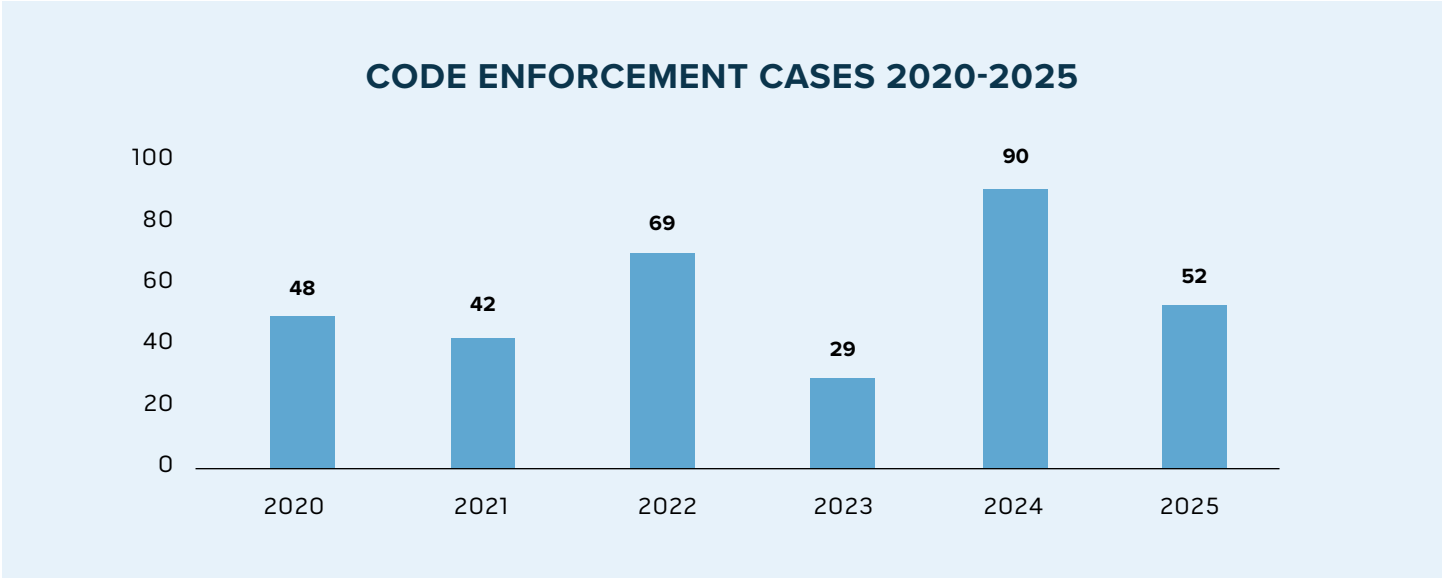


Figure 59: Case Type Counts

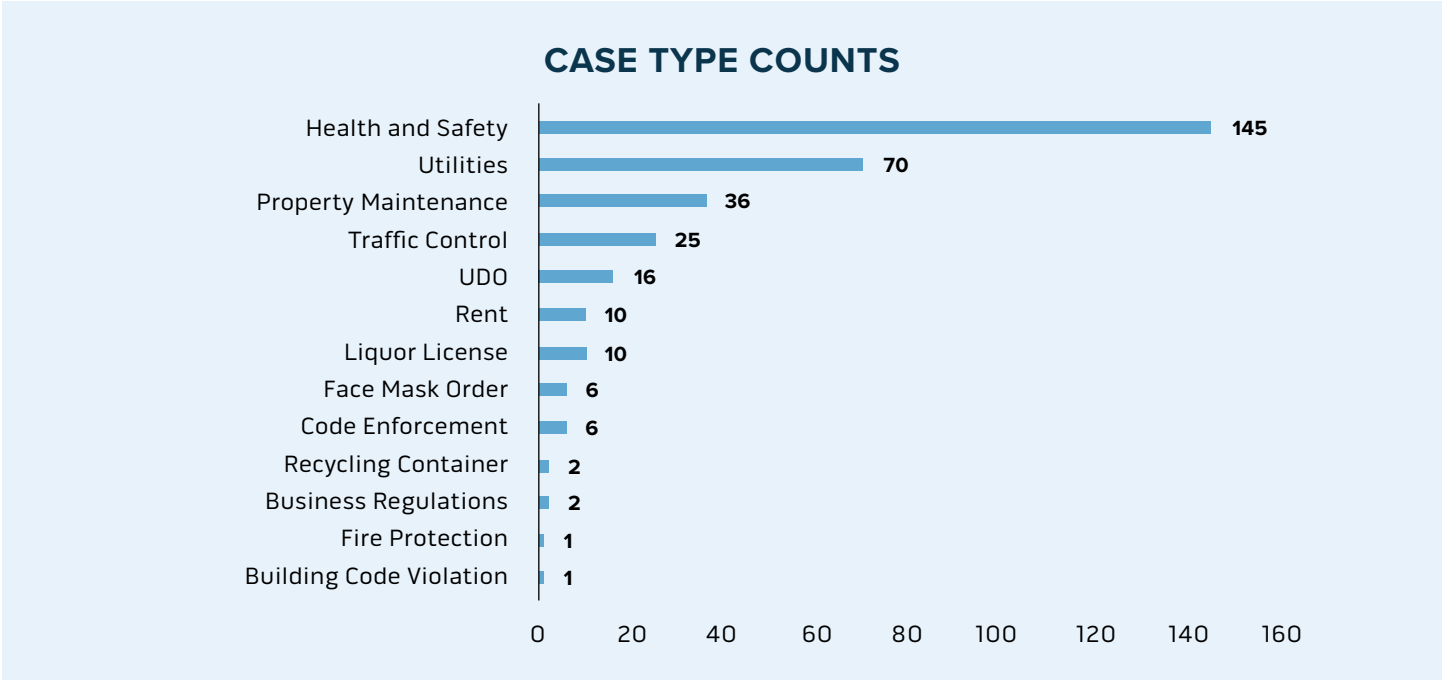


Figure 60: Top Ten Violation Categories

Violations (Top Ten)	
Accumulation	63
Weeds & grass	53
Cans out after collection day	37
Junk Motor Vehicles	19
Recycling container	19
Open storage	11
Liquor License Expired	10
Rental Registration - Not Registered	9
Litter	7
Face Mask	6

A second major category involves property-maintenance violations, ranging from broken windows and failing exterior walls to roof, stairway, deck, and fence deterioration. Electrical safety issues and compliance with building standards appear periodically, especially at older apartment communities such as those along University Oaks and Dominik.

Some maintenance cases require multiple corrective actions. These repeated entries highlight the district's aging housing stock and the strain placed on both property managers and enforcement staff in maintaining safe living conditions.

A significant share of cases relate to waste-collection practices, particularly trash and recycling containers left out after pickup, bulk items set out early, and litter around commercial dumpsters. These violations are concentrated in multifamily neighborhoods with high resident turnover, such as Dominik Drive and University Oaks, as well as behind commercial centers on Harvey Road.

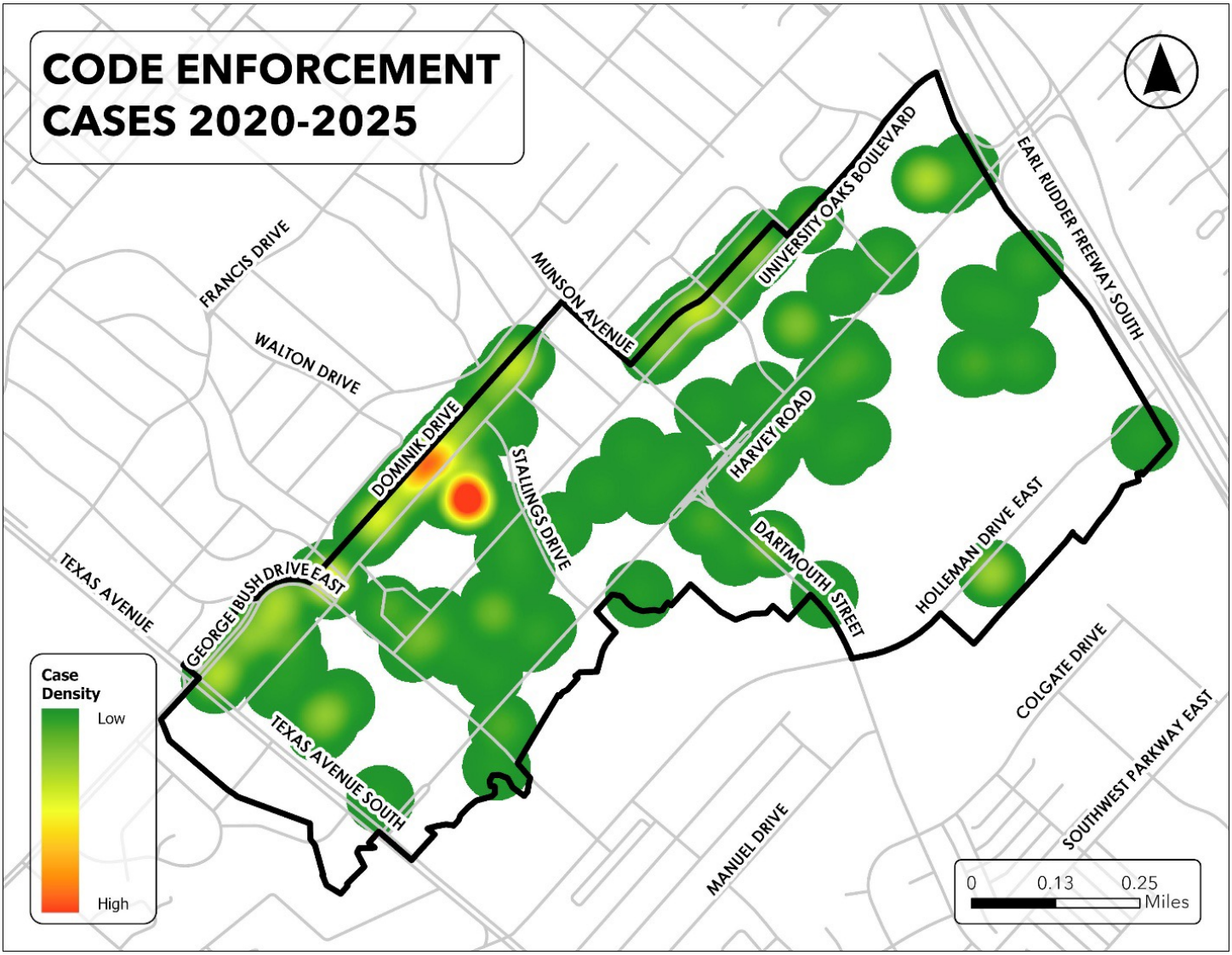
The district also experiences recurring traffic control violations, especially junk or abandoned vehicles on private property or in the right-of-way. Cases appear frequently along University Oaks, Dominik, and portions of Harvey, often involving inoperable vehicles, expired plates, or trailers and boats parked improperly in yards.

Commercial areas generated numerous UDO (Unified Development Ordinance) violations, particularly concerning flashing or scrolling electronic signs, feather flags, bandit signs, and unpermitted event signage.

The district's extensive inventory of rental units generates ongoing rental registration enforcement, particularly in University Oaks and the older multifamily areas surrounding George Bush Drive East. Several cases also involve unpermitted short-term rental operations, illustrating the need for ongoing oversight in tenant-dense neighborhoods.

Early-period cases (primarily in 2020) include face-mask violations, reflecting the temporary emergency-public-health regulations in place during the pandemic. These cases appear across several commercial addresses on Harvey Road.

Figure 61: Code Enforcement Cases 2020-2025



Taken together, the code enforcement data show a district with persistent maintenance and sanitation challenges, driven by high density rental housing, frequent tenant turnover, aging building stock, and intense commercial use. Multiyear patterns, such as recurring weeds and grass violations, chronic accumulation issues at certain complexes, and repeated sign code violations along the commercial spine, indicate structural conditions rather than isolated incidents.

The prevalence of both residential and commercial violations underscores the district's complexity and the ongoing need for coordinated code enforcement, property maintenance oversight, and infrastructure reinvestment to support safe, well-maintained living and business environments.