

CITY OF COLLEGE STATION
Home of Texas A&M University®

**Planning & Zoning
Commission
July 19, 2012
*City Hall
1101 Texas Avenue,
College Station, Texas***

**Workshop Meeting 6:00 PM
Regular Meeting 7:00 PM
*Council Chambers***



AGENDA
PLANNING & ZONING COMMISSION
WORKSHOP MEETING
JULY 19, 2012, AT 6:00 PM
CITY HALL COUNCIL CHAMBERS
1101 TEXAS AVENUE
COLLEGE STATION, TEXAS

1. Call the meeting to order.
2. Discussion of consent and regular agenda items.
3. Discussion of Minor and Amending Plats approved by Staff.
 - Final Plat ~ Minor Plat ~ Copper Falls Commons
4. Presentation, possible action, and discussion regarding the status of items within the 2012 P&Z Plan of Work (see attached). **(JS)**
5. Presentation, possible action, and discussion regarding street connectivity and block length. **(BC)**
6. Presentation, possible action, and discussion regarding an update on the following item:
 - A rezoning from C-1 General Commercial to R-4 Multi-Family for approximately 0.7 acres and R-4 Multi-Family to C-1 General Commercial for approximately 0.85 acres for the properties located at 2041 Holleman Drive West and 1451 Harvey Mitchell Parkway South, generally located at the corner of Holleman Drive West and Harvey Mitchell Parkway South. The Commission heard this item on June 7 and voted 6-0 to recommend approval. The City Council heard this item on June 28 and voted 6-0 to approve the rezoning.
7. Presentation, possible action, and discussion regarding the P&Z Calendar of Upcoming Meetings.
 - Thursday, July 26, 2012 ~ City Council Meeting ~ Council Chambers ~ Workshop 6:00 p.m. and Regular 7:00 p.m.
 - Thursday, August 2, 2012 ~ P&Z Meeting ~ Council Chambers ~ Workshop 6:00 p.m. and Regular 7:00 p.m.
8. Discussion, review and possible action regarding the following meetings: Design Review Board, Joint Parks / Planning & Zoning Subcommittee, Neighborhood Plan Stakeholder Resource Team, BioCorridor Committee, Lick Creek Nature Center Task Force, Zoning District Subcommittee, Joint Task Force on Neighborhood Parking Issues, and Wellborn District Plan Resource Team.

9. Discussion and possible action on future agenda items – A Planning & Zoning Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.
10. Adjourn.

Consultation with Attorney {Gov't Code Section 551.071} ; possible action.

The Planning and Zoning Commission may seek advice from its attorney regarding a pending and contemplated litigation subject or attorney-client privileged information. After executive session discussion, any final action or vote taken will be in public. If litigation or attorney-client privileged information issues arise as to the posted subject matter of this Planning and Zoning Commission meeting, an executive session will be held.

Notice is hereby given that a Workshop Meeting of the College Station Planning & Zoning Commission, College Station, Texas will be held on July 19, 2012 at 6:00 PM at the City Hall Council Chambers, 1101 Texas Avenue, College Station, Texas. The following subjects will be discussed, to wit: See Agenda.

Posted this the Day day of Month , 2012, at time .

CITY OF COLLEGE STATION, TEXAS

By _____
Sherry Mashburn, City Secretary

By _____
David Neeley, City Manager

I, the undersigned, do hereby certify that the above Notice of the Workshop Meeting of the Planning & Zoning Commission of the City of College Station, Texas, is a true and correct copy of said Notice and that I posted a true and correct copy of said notice on the bulletin board at City Hall, 1101 Texas Avenue, in College Station, Texas, and the City's website, www.cstx.gov. The Agenda and Notice are readily accessible to the general public at all times. Said Notice and Agenda were posted on Month Day , 2012, at Time and remained so posted continuously for at least 72 hours preceding the scheduled time of said meeting.

This public notice was removed from the official posting board at the College Station City Hall on the following date and time: _____ by _____.

Dated this ____ day of _____, 2012.

CITY OF COLLEGE STATION, TEXAS

By _____

Subscribed and sworn to before me on this the _____ day of _____, 2012.

Notary Public- Brazos County, Texas

My commission expires: _____

This building is wheelchair accessible. Handicap parking spaces are available. Any request for sign interpretive service must be made 48 hours before the meeting. To make arrangements call (979) 764-3517 or (TDD) 1-800-735-2989. Agendas may be viewed on www.cstx.gov. Planning and Zoning Commission meetings are broadcast live on Cable Access Channel 19.



AGENDA
PLANNING & ZONING COMMISSION
REGULAR MEETING
JULY 19, 2012, AT 7:00 P.M.
CITY HALL COUNCIL CHAMBERS
1101 TEXAS AVENUE
COLLEGE STATION, TEXAS

-
1. Call meeting to order.
 2. **Pledge of Allegiance.**
 3. **Hear Citizens.** At this time, the Chairman will open the floor to citizens wishing to address the Commission on planning and zoning issues not already scheduled on tonight's agenda. The citizen presentations will be limited to three minutes in order to accommodate everyone who wishes to address the Commission and to allow adequate time for completion of the agenda items. The Commission will receive the information, ask city staff to look into the matter, or will place the matter on a future agenda for discussion. (A recording is made of the meeting; please give your name and address for the record.)

All matters listed under Item 4, Consent Agenda, are considered routine by the Planning & Zoning Commission and will be enacted by one motion. These items include preliminary plans and final plats, where staff has found compliance with all minimum subdivision regulations. All items approved by Consent are approved with any and all staff recommendations. There will not be separate discussion of these items. If any Commissioner desires to discuss an item on the Consent Agenda it will be moved to the Regular Agenda for further consideration.

4. **Consent Agenda.**
 - 4.1 Consideration, discussion, and possible action on Absence Requests from meetings.
 - Craig Hall ~ July 19, 2012
 - 4.2 Consideration, discussion, and possible action to approve meeting Minutes.
 - July 5, 2012 ~ Workshop
 - July 5, 2012 ~ Regular
 - 4.3 Presentation, possible action, and discussion on a Final Plat for Great Oaks Phase 1A consisting of 3 lots on approximately 4 acres generally located at the intersection of Great Oaks Drive and Arboleda Drive in the Great Oaks Subdivision. **Case #11-00500193 (MTH)**

Regular Agenda

5. Consideration, discussion, and possible action on items removed from the Consent Agenda by Commission action.
6. Presentation, possible action, and discussion regarding a recommendation to City Council on Capital Improvement Program projects. **(DH)**
7. Public hearing, presentation, possible action, and discussion regarding an amendment to Unified Development Ordinance Section 8.7 "Requirements for Park Land Dedication" regarding park land dedication and development fees. **Case # 12-00500136 (DS) (Note: Final action on this item is scheduled for the August 9, 2012 City Council Meeting - subject to change)**
8. Public hearing, presentation, possible action, and discussion regarding an amendment to Unified Development Ordinance Section 8.2.K "Sidewalks" regarding the placement and width of sidewalks along streets. **Case # 11-00500205 (JS) (Note: Final action on this item is scheduled for the August 9, 2012 City Council Meeting -subject to change)**
9. Discussion and possible action on future agenda items – A Planning & Zoning Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.
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Notice is hereby given that a Regular Meeting of the College Station Planning & Zoning Commission, College Station, Texas will be held on July 19, 2012 at 7:00 p.m. at the City Hall Council Chambers, 1101 Texas Avenue, College Station, Texas. The following subjects will be discussed, to wit: See Agenda.

Posted this the ____ day of Month , 2012, at _____

CITY OF COLLEGE STATION, TEXAS

By _____
Sherry Mashburn, City Secretary

By _____
David Neeley, City Manager

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Dated this _____ day of _____, 2012.

CITY OF COLLEGE STATION, TEXAS

By _____

Subscribed and sworn to before me on this the _____ day of _____, 2012.

Notary Public- Brazos County, Texas

My commission expires: _____

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2012 Planning & Zoning Commission Plan of Work

Comprehensive Plan Implementation

| Implementation of Adopted Plans | |
|--|--|
| <p>Summary:</p> <p>Implementation of adopted master plans and neighborhood, district, and corridor plans, namely: Central College Station Neighborhood Plan, Eastgate Neighborhood Plan, Bicycle, Pedestrian, and Greenways Master Plan, Parks and Recreation Master Plan, Water Master Plan, and Waste Water Master Plan.</p> | <p>Project Dates:</p> <p>Numerous on-going items and projects.</p> |
| Staff Assigned: P&DS Staff | Anticipated Completion: On-going |

| Medical District Plan | |
|--|--|
| <p>Summary:</p> <p>In partnership with the College Station Medical Center and other stakeholders, development of a plan focused on the creation of a healthcare and wellness district centered at the intersection of Rock Prairie Road and State Highway 6.</p> | <p>Project Dates:</p> <p>10/25/11: Consultant presented draft plan at final Medical Corridor Advisory Committee meeting.</p> <p>1/12/12: Council update regarding plan.</p> <p>2/2/12: P&Z Workshop update regarding plan.</p> <p>5/16/12: Health & Wellness subcommittee meeting.</p> |
| Staff Assigned: JP | Anticipated Completion: Summer 2012 |

| BioCorridor Plan | |
|---|---|
| <p>Summary:</p> <p>In collaboration with the City of Bryan and other stakeholders, development of a corridor plan near State Hwy 47 and Raymond Stotzer Pkwy to realize a unique research district where plant, animal, and human health may be studied in one place.</p> | <p>Project Dates:</p> <p>6/5/12: Presentation at Joint P&Z meeting with Bryan.</p> <p>8/2/12: Public hearing for recommendation on BioCorridor rezoning and ordinance amendments.</p> <p>8/23/12: Public hearing for adoption of BioCorridor rezoning and ordinance amendments.</p> |
| Staff Assigned: MH, BC | Anticipated Completion: Summer 2012 |

| Southside Area Neighborhood Plan | |
|---|--|
| <p>Summary:</p> <p>Development of neighborhood plan for a number of unique neighborhoods including Oakwood, College Park, portions of the Knoll, McCullough Subdivision, Redmond Terrace, and Wolf Pen Village. The plan area is generally bounded by George Bush Drive, Texas Avenue, and Wellborn Road.</p> | <p>Project Dates:</p> <p>7/10/12: Plan Open House in City Hall at 6pm.</p> <p>7/17/12: Neighborhood Resource Team meeting.</p> <p>8/2/12: Plan presentation at P&Z Workshop.</p> <p>8/6/12: Plan recommendation at Bicycle, Pedestrian, and Greenways Advisory Board.</p> <p>8/9/12: Plan presentation at Council Workshop.</p> <p>8/16/12: P&Z public hearing for Plan recommendation.</p> <p>8/23/12: Council public hearing for Plan adoption.</p> |
| Staff Assigned: JP, LH | Anticipated Completion: Summer 2012 |

| Wellborn District Plan | |
|--|---|
| <p>Summary:</p> <p>Development of district plan for the recently annexed Wellborn area that contains elements of a rural historic community with a unique character that residents of the area desire to retain.</p> | <p>Project Dates:</p> <p>6/18/12: Wellborn Resource Team meeting at Wellborn Community Center at 630 pm.</p> <p>6/19/12: Area meeting at Wellborn Community Center at 630 pm.</p> <p>7/9/12: Wellborn Resource Team meeting at Wellborn Community Center at 6 pm.</p> <p>8/6/12: Wellborn Resource Team meeting at Wellborn Community Center at 6 pm.</p> |
| Staff Assigned: MR, LH | Anticipated Completion: Fall 2012 |

| Economic Development Master Plan | |
|---|---|
| <p>Summary:</p> <p>Development of a Master Plan to provide consistent direction on how the City will help ensure its economic health for years to come while providing a positive business development environment.</p> | <p>Project Dates:</p> <p>2/23/12: Council approved consultant contract.</p> <p>3/22/12: Project Kick-off meeting with consultant.</p> <p>4/10/12: Staff meeting with consultant.</p> <p>7/5/12: Update at P&Z Workshop.</p> <p>7/26/12: Update at Council Workshop.</p> |
| Staff Assigned: P&DS Staff | Anticipated Completion: Fall 2012 |

| New Zoning Districts | |
|---|---|
| <p>Summary:</p> <p>Create and adopt new zoning districts to implement character and land use designations identified in the Comprehensive Plan.</p> | <p>Project Dates:</p> <p>5/9/12: Public meeting at 6 PM at City Hall to introduce draft non-residential district concepts.</p> <p>7/6/12: P&Z Subcommittee meeting at 815am.</p> <p>7/9/12: P&Z Subcommittee meeting at 815 am.</p> |
| Staff Assigned: JP | Anticipated Completion: |

| Neighborhood Parking | |
|--|---|
| <p>Summary:</p> <p>Analyze neighborhood parking issues by engaging stakeholders, form Joint Task with Council and recommendations that seek solutions.</p> | <p>Project Dates:</p> <p>3/21/12: Initial Joint Task Force meeting.</p> <p>4/25/12: Joint Task Force Meeting at 5 PM.</p> <p>5/30/12: Joint Task Force Meeting at 5 PM.</p> <p>6/27/12: Joint Task Force Meeting at 5 PM.</p> <p>8/8/12: Joint Task Force Meeting at 5 PM.</p> |
| Staff Assigned: BC, TR | Anticipated Completion: |

Employment Diversification

| Diversification of Employment Opportunities | |
|---|--|
| <p>Summary:</p> <p>Discuss workforce and employment opportunities in the community and strategies to increase their diversity and the City's role in providing a positive business development environment.</p> | <p>Project Dates:</p> <p>1/12/12: Strategic Plan policy discussion with Council.</p> <p>7/5/12: Economic Development Master Plan update at P&Z Workshop.</p> |
| Staff Assigned: P&DS Staff | Anticipated Completion: |

Housing

| Affordable Housing | |
|---|---|
| Summary: Discuss how housing affordability is measured and provide information on affordability of homes in the College Station and Bryan housing markets. | Project Dates: 3/1/12: Discussion at P&Z Workshop, led by Community Development Division. 8/2/12: Discussion of Community Development Action Plan at P&Z Workshop. 8/9/12: Community Development Action Plan for Council approval. |
| Staff Assigned: P&DS Staff | Anticipated Completion: |

| Role of Planning and Regulation | |
|--|-------------------------|
| Summary: Discuss role of planning and regulation on housing supply and value. | Project Dates: |
| Staff Assigned: P&DS Staff | Anticipated Completion: |

| Impact of Student Housing Market | |
|---|-------------------------|
| Summary: Discuss impact of single-family dwellings used for student rental purposes on the local housing market. | Project Dates: |
| Staff Assigned: P&DS Staff | Anticipated Completion: |



CITY OF COLLEGE STATION
Planning & Development Services

1101 Texas Avenue, PO Box 9960
College Station, Texas 77842
Phone 979.764.3570 / Fax 979.764.3496

MEMORANDUM

July 13, 2012

TO: Members of the Planning and Zoning Commission

FROM: Bob Cowell, AICP, CNU-A
Executive Director – Planning & Development Services

SUBJECT: **Street Connectivity and Block Length**

At the request of the Planning & Zoning Commission, staff will provide an overview of the City's current efforts and requirements associated with street connectivity, at the July 19th Planning & Zoning Commission Workshop. The objective of this workshop will be to provide the Planning & Zoning Commission an overview of the adopted City policies related to street design and connectivity, the basis for that policy, the current ordinances and standards currently in place to implement those policies, proposals for amendment to those ordinances and standards brought forward by development interests, and other information.

Some of the Planning & Zoning Commission may recall that this topic has been discussed among the Commissioners for a number of years with similar presentations conducted in 2004, 2009 and 2010. The current policy was discussed with and adopted by Council in 2009 with adoption of the City's Comprehensive Plan and then again in 2011 with adoption of the current ordinances.

I have attached a copy of the relevant section of the Comprehensive Plan for your reference and a copy of the current UDO requirements related to connectivity (block length, street projections, etc). Additional information will be provided at the workshop.

Attachments:

- 1) Chapter 6 "Transportation" of the College Station Comprehensive Plan
- 2) Unified Development Ordinance Section 8.2.G "Blocks", Section 8.2.E "Streets", Section 8.2.J "Access Ways", and Section 11.2 "Definitions" (applicable)

TRANSPORTATION

6

The economic vitality, character, and identity of College Station depend, in part, upon a well-connected transportation system. College Station requires a transportation system that provides mobility in the face of ever-increasing population and traffic. Residents seek a system that responds to this mobility challenge in an integrated and context sensitive manner. Facilities should accommodate automobiles, transit, bicycles, and pedestrians, furthering the City's efforts to promote positive community character and identity.



By living in a growing university community, College Station residents have mobility options beyond the private automobile, including designated bike routes, an extensive sidewalk network, and local transit services.

Residents have voiced their support for a transportation network that better manages congestion; offers more travel options and choices; and is sensitive to the neighborhoods, natural areas, and districts. The challenges facing the current transportation system demand strategic thought about how College Station plans land uses, designs projects, and makes the system more bike friendly and walkable. It is also necessary that significant expenditures be made to add capacity to our existing roadways and to build new streets. The City must also keep planning for to ensure adequate right-of-ways exist to accommodate the needs of future generations, while not compromising future transportation options. Developing a successful transportation plan requires a thorough understanding of current conditions, opportunities, challenges, and preferred outcomes.

PURPOSE

The purpose of this chapter is to ensure orderly and integrated development of the community's transportation network, considering not only facilities for automobiles, but also transit, bicycles, and pedestrians. This chapter includes the Thoroughfare Plan, identifying the network's roadway needs for the next 20 years. It also includes an overview of the planning considerations associated with the City's transportation needs and a discussion of context sensitive solutions. It also serves as the foundation for the Bicycle, Pedestrian, and Greenways Master Plan. Finally, there is the identification of strategies and action recommendations that will facilitate the development of the transportation system.

EXISTING MOBILITY

Street Network

The thoroughfare network in College Station and its Extraterritorial Jurisdiction consists of more than 200 miles of existing streets. The freeways and a

majority of the arterial streets are part of the Texas Department of Transportation system, with the remainder planned, built, and maintained by the City and Brazos County. Many of the freeway and arterial streets have seen dramatic increases in traffic volumes over the past decade, necessitating substantial capacity improvement projects, such as the widening of Texas Avenue, interchange improvement on State Highway 6, and improvements on Wellborn Road (FM 2154) and Harvey Mitchell Parkway (FM 2818). Current traffic counts on various roadways across the community are displayed in **Map 6.1, Existing Traffic Volumes**.

Increases in traffic volumes have resulted in peak hour congestion along certain corridors and at specific intersections. These hotspots are dispersed throughout the City, but tend to be found most often where two high-volume roadways intersect. In addition to increases in traffic volume, intersection design, traffic signal operations, driveway locations, and adjacent land uses each contribute to the decreased service levels in these hotspots. The *College Station: Existing Conditions* report, prepared to accompany this Plan, provides detailed information about the current thoroughfare network. The level of service on area roadways in 2007 is displayed in **Map 6.2, 2007 Level of Service**.

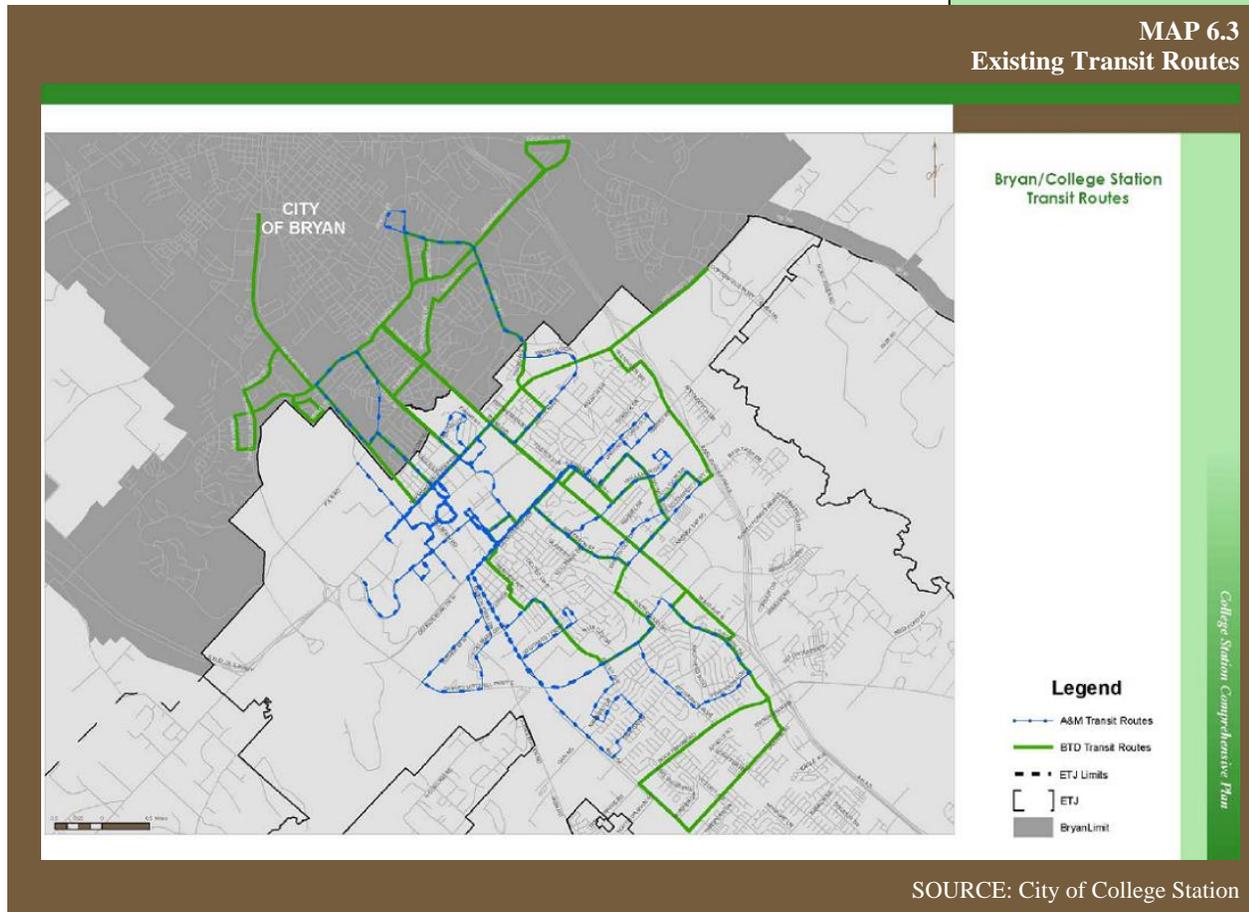
Transit

A variety of organizations provide transit service in College Station, with the primary provider being Texas A&M University. Other providers include The District and the Brazos Valley Area Agency on Aging. Additionally, the College Station Independent School District operates a large fleet of buses used to transport students to and from its schools.

Texas A&M University has operated a transit system for students, employees, and on-campus visitors since 1982. The system currently consists of 95 buses operating 13 off-campus routes in the cities of Bryan and College Station, every day of the week. In addition to these fixed off-campus routes, the system also includes seven on-campus routes, a door-to-door shuttle service for disabled students and employees, an airport shuttle between campus and Easterwood Airport, and charter services. During home football games, special game day transportation is provided, shuttling riders between the campus and park-and-ride lots located at Post Oak Mall. Based on the latest available data, the daily ridership on the fixed off-campus routes averaged more than 18,000 passengers and on-campus routes averaged nearly 15,000 passengers (2004).

The District, first established as the Brazos Transit System, has operated transit routes for the general public since 1982. Services extend across a 16-county area in southeastern Texas. The system currently operates eight fixed-routes in the cities of Bryan and College Station, Monday

through Friday. In addition to these fixed-routes, the system also includes limited door-to-door services for elderly and disabled residents and demand response (by schedule) door-to-door services, with a preference to persons with medical appointments. Based on the latest available data, the annual ridership for the system in the cities of Bryan and College Station was more than 270,000 passengers (2001). **Map 6.3, Existing Transit Routes**, displays the existing bus transit routes in College Station and Bryan.



The Brazos Valley Area Agency on Aging operates a demand response (by schedule) door-to-door service for elderly residents of College Station with a preference to persons with medical appointments. This service is coordinated through the Brazos Valley Council of Governments.

The College Station Independent School District operates a fleet of 48 buses, including eight buses designed and used for special needs. Currently, the system consists of 42 routes serving 12 schools and more than 2,500 of the 9,000 students enrolled in the district.

Bicycle and Pedestrian Facilities

College Station currently accommodates bicyclists by on-street bike lanes, off-street multi-use paths, and signed bicycle routes. Pedestrians

are accommodated by a network of sidewalks and multi-use paths. Over the past couple of decades, the City has adopted a series of master plans addressing the bicycle and pedestrian needs of the community. Each of these plans has initiated actions and funding approvals by residents, resulting in 32 miles of on-road bike lanes, three miles of off-road multi-use paths, 50 miles of signed bicycle routes, and 106 miles of sidewalks dispersed throughout the City. Texas A&M University has a similar network, facilitating bicycle and pedestrian movements on campus.

Aviation

Easterwood Airport connects the City of College Station to other metropolitan areas of Texas and the Nation. The airport has been owned and operated by Texas A&M University since 1938 and is served by two commercial airlines, as well as offering general aviation services. The airport encompasses nearly 700 acres, including three runways – one primary and two crosswind runways. The airport includes a passenger terminal constructed in 1990 and recently remodeled, as well as a general aviation terminal remodeled in 1994. Recent data (2005) indicates the airport had total aircraft operations of more than 60,000, with more than 60% of the operations involving general aviation aircraft. In 2008, the airport served more than 150,000 passengers through commercial operations, slightly fewer than the numbers served in the preceding year.

Pending Projects

The City of College Station and other regional transportation providers, through partnership with the Bryan-College Station Metropolitan Planning Organization, have identified transportation projects needed to meet increasing demands. These projects are identified in a number of plans and studies, but most important are those projects identified in the City's Capital Improvements Program, the City's most recent bond approval, the State's Transportation Improvement Program, and the Metropolitan Planning Organization's Transportation Improvement Program. These documents identify projects that have funding either authorized or appropriated for land acquisition, design, and construction, and are therefore imminent. Projects on these lists include the following:

- State Highway 6 ramp and interchange improvements;
- Barron Road - State Highway 6 interchange construction;
- Barron Road widening;
- William D. Fitch Parkway widening;
- FM 2154 and FM 2818 grade separation;
- Bee Creek Trail design and construction;

- Spring Creek Trail design and construction; and,
- Texas A&M University bus system improvements.

For a complete list and project details, consult the documents previously referenced.

PLANNING CONSIDERATIONS

Future Conditions

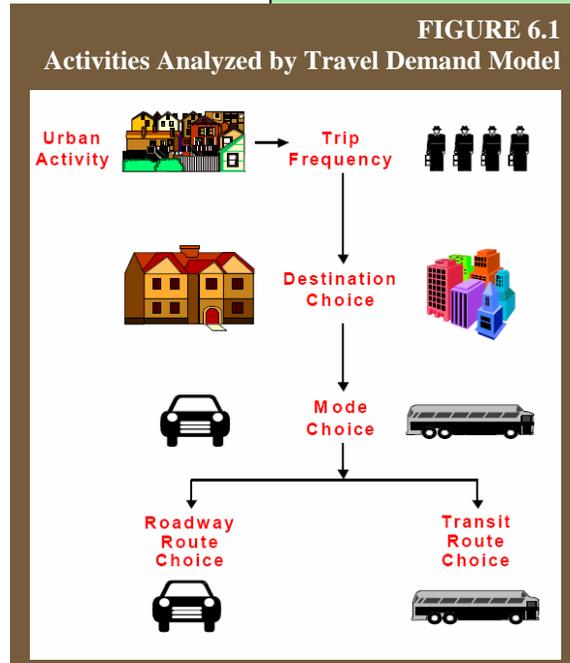
With the population projected to increase by approximately 40,000 persons by 2030, traffic, too, is expected to increase substantially. With increased traffic comes the potential for increased congestion and degradation of levels of service. However, this growth will also increase the demand for pedestrian, bicycle, and transit facilities.

A travel demand model was prepared for this Plan, in the manner depicted in **Figure 6.1, Activities Analyzed by Travel Demand Model**, using projected population and employment growth based on the Future Land Use & Character map. The model was used to aid in the determination of the transportation network needs, to refine the Future Land Use & Character map, and for identification and prioritization of the recommended capital expenditures.

Without significant investments in new and expanded roadways, pedestrian and bicycle facilities, and transit, the estimated travel demand will result in increased congestion and a degradation of level of service in numerous locations. To be successful, transportation investments must be accompanied by significant increases in transit ridership and the reduction of vehicle trip and travel distance through better land use planning, increased use of bicycles, and improved walkability. **Map 6.4, 2030 Lanes with Programmed Projects**, displays the number of lanes required to accommodate the projected traffic volumes in 2030. **Map 6.5, 2030 Traffic Volumes with Programmed Projects**, displays the projected traffic volumes on College Station roadways in 2030.

Regional Transportation Network

The City of College Station is only one of many entities involved in the planning, construction, and operation of transportation facilities. The Bryan-College Station Metropolitan Planning Agency, the Brazos Valley Council of Governments, and the Texas Department of Transportation each have their own role in transportation planning, funding,



construction, and maintenance. The Metropolitan Planning Organization serves as the regional partnership that coordinates regional transportation planning and manages federal transportation funding that comes to the region. The Organization maintains the region's Metropolitan Transportation Plan and the Transportation Improvement Program.

The Brazos Valley Council of Governments is a regional partnership focused on a variety of topics of importance to its members. The Council is involved in planning for and operating transit services for the elderly through the Area Agency on Aging. The Council also assists the City in its involvement with the Texas High Speed Rail Initiative and the establishment of a regional mobility authority.

The Texas Department of Transportation is responsible for planning, constructing, and operating most of the City's primary mobility corridors, including State Highway 6, Harvey Road (State Highway 30), William D. Fitch (State Highway 40), Harvey Mitchell Parkway (FM 2818), Wellborn Road (FM 2154), and Texas Avenue. The Department also partners with the City to enhance landscaping within State highway rights-of-way, bicycle facilities funding, and railroad crossing safety improvements. It is critical that transportation planning in the City be coordinated with each of these partners so that the City's transportation system supports the mobility needs of the region.

Transit

Transit will need to play an increasing role in the City's transportation system in order to provide travel choices and minimize expenses in expanding roadway capacity. While providing valuable services and congestion relief today, the fragmented and limited system of current transit services will not be sufficient to meet future needs. The City is a partner in the Texas High Speed Rail Initiative which, if constructed, would provide high-speed commuter rail services to College Station, connecting it to the major metropolitan areas of eastern Texas.

Bicycle and Pedestrian Facilities

Expanded bicycle and pedestrian facilities, as part of an integrated multi-modal transportation network, needs to offer alternatives to vehicular travel and aid in reducing the vehicle miles traveled, and thus the costs associated with extensive roadway expansion.

Aviation

Continued modernization of Easterwood Airport and protection from incompatible land uses are essential to the long-term viability of airport operations. The presence of commercial airline service adds a critical and valuable element to both the City's transportation network and to its competitive advantage over other areas in the region.

Connectivity

Poor transportation connectivity can degrade the overall efficiency of the transportation network as the majority of trips are funneled to a few corridors. Connectivity in College Station is limited, especially where constrained by natural features, such as floodplains. Neighborhood opposition and development oriented around cul-de-sacs has limited connectivity in the City.

Future transportation system effectiveness necessitates improved connectivity to facilitate multiple routes to move traffic to and from destinations. Otherwise, traffic congestion will increase and will increasingly push additional traffic through neighborhoods. Increased connectivity must be balanced with resource protection and neighborhood concerns. Connectivity with and to each of the travel modes is crucial to future accessibility and mobility. Context sensitive design and traffic calming measures are essential components of any effort at increased connectivity.

Extraterritorial Jurisdiction

This Plan proposes a land use pattern and growth management efforts that, if successful, will minimize the amount and intensity of development occurring in the Extraterritorial Jurisdiction. Still, the Extraterritorial Jurisdiction will continue to see some level of development. It will also continue to expand in size through annexation and should therefore be connected to the rest of the planning jurisdiction. It is essential, though not currently necessary for capacity, that the Thoroughfare Plan in the Extraterritorial Jurisdiction ensure the reservation of adequate rights-of-way in a pattern that is dense enough to provide connectivity through the area beyond this planning horizon.

Relationship to Land Use Pattern

A very close relationship exists between the transportation network and the land use pattern. For example, high-volume six-lane roads, designed exclusively for the private automobile, tend to attract uses such as big-box retail and large apartment complexes, while repelling other land uses such as single-family homes. In a similar manner, land uses arranged in a mixed-use, dense pattern can reduce the frequency and length of vehicular trips, and if designed properly, can promote walking, biking, and transit use, therefore reducing the demand placed on the street network. The Concept Map and Future Land Use & Character map define an approach to land use planning and design that, when combined with the proposed context sensitive solutions approach, will strengthen the transportation-land use relationship in a positive manner.

Build-out Conditions

Though beyond the scope, the framework of this Plan must, consider the transportation needs of the community as it approaches build-out, that is, as it approaches the complete development of all developable land in the City. This is necessary to ensure that actions taken within this planning time-frame do not preclude future options. Even better, it is to ensure that actions taken within this planning time-frame actually offer more opportunities for future decision-makers. An example of this approach is ensuring that rights-of-way are reserved in the Extraterritorial Jurisdiction for a future street system, even though this capacity is not expected to be necessary within this planning timeframe.

This Plan projects a 2030 population of approximately 134,000. The Future Land Use & Character map contained in this Plan identifies land uses capable of accommodating an ultimate population of approximately 196,000 within the current City limits. Planning for land uses capable of accommodating a larger population than is projected for the City provides a margin of error and allows for market flexibility. The transportation network needed to serve the build-out population could differ considerably from that proposed to serve the projected 2030 population.

More efficient and higher capacity streets, increased access management along heavily traveled corridors, increased reliance on transit, bicycling, and walking, and the emergence of dense mixed-use development are just a few of the possible needs to serve the build-out population. This Plan must respond to this possible future by providing a high level of connectivity with and to each travel mode; ensuring that rights-of-way are appropriate to accommodate future roadway expansion; access management is employed where appropriate; street designs promote multi-modal solutions and allow expansion into services such as bus rapid transit; and land use designations enable dense mixed-use development where and when appropriate and necessary.

Bus Rapid Transit (BRT)

is a broad term given to a variety of transportation systems that, through improvements to infrastructure, vehicles and scheduling, attempt to use buses to provide a service that is of a higher quality than an ordinary bus line. The goal of such systems is to approach the service quality of rail transit, in terms of timeliness and amenities, while still enjoying the cost savings of bus transit relative to more capital intensive rail systems.

Context Sensitive

Solutions (CSS) is a different approach to the design and planning of transportation projects. It balances the competing needs of stakeholders early on in the decision making process. Its benefit comes from the flexibility in the application of projects based on different standards and different transportation modes.

CONTEXT SENSITIVE SOLUTIONS

This Plan proposes the use of context sensitive solutions to meet the City's transportation needs and support its land use and character objectives. Context sensitive solutions, as promoted by The Federal Highway Administration and the Institute of Transportation Engineers, is a way of planning and building a transportation system that balances the many needs of diverse stakeholders and offers flexibility in the application of design controls, guidelines, and criteria, resulting in facilities that are safe and effective for all users regardless of the mode of travel they choose. The basic principles of context sensitive solutions include (*Context Sensitive Solutions in Designing Major Urban*

Thoroughfares for Walkable Communities, ITE: 2006):

- Balance safety, mobility, community and environmental goals in all projects;
- Involve the public and stakeholders early and continuously throughout the planning and project development process;
- Use an interdisciplinary team tailored to project needs;
- Address all modes of travel;
- Apply flexibility inherent in design standards; and,
- Incorporate aesthetics as an integral part of good design.

The use of context sensitive solutions in transportation planning can help ensure projects respond to the community's transportation needs, values, and vision for the future, helping specific projects move from design to construction faster and with less objection.

This Plan includes the long-range planning of the transportation system, in which context sensitive solution facilitates the planning of a transportation network integrated into the long-range land use and character strategies of the City. This approach allows the City to define the mobility needs of each of the system users. The transportation network should ensure reservation of rights-of-way needed for the ultimate thoroughfare width based on long-term need. The spacing of thoroughfares should be standardized and support the strategies of the Plan. For example, arterials spaced as far as one-mile apart may carry the anticipated traffic but will likely require six lanes, which may be inappropriate for some contexts. Closer spacing of arterials could carry the same volume of traffic but reduce the number of lanes necessary. Likewise, collectors spaced close together (one-eighth mile) result in lower block lengths and promote greater pedestrian and bicycling activities. Local streets should connect as frequently as practical to the collector network to keep block lengths short and to promote connectivity throughout the system.

In general, context sensitive solutions are focused on streets that play the most significant roles in the local transportation network and that offer the greatest multi-modal opportunities – arterials and collectors. Primary mobility routes or freeways, such as State Highway 6, are generally intended to move very high volumes of high-speed traffic through College Station, providing connections to the larger region. These streets should be the focus of their own unique planning and design process and are discussed elsewhere in this chapter. Similarly, local or residential streets are generally not the focus of context sensitive solutions, while they should be designed to accommodate bicycles and pedestrians and should be interconnected to one another and into the larger transportation network.

THOROUGHFARE PLAN

The Thoroughfare Plan is based on the projected transportation demand resulting from the anticipated growth in population and employment and is guided by the proposed Future Land Use & Character map. In the development of the Thoroughfare Plan, a travel demand model was used to project the increase in vehicle trips. This information was used to identify the purpose of the various transportation corridors – that is what they need to function as, such as an arterial or collector. This information also aided in identifying the location of new roads needed either for capacity enhancements or to provide connectivity, as well as the number of lanes needed for each of the streets in the network.

Three transportation network scenarios were developed based on results from the travel demand model. Each of these scenarios were tested against the community's goals and preferences identified in the development of this Plan. This testing resulted in the selection of a preferred scenario adopted as part of this Plan. Each of the scenarios considered is briefly discussed in the following. The selected scenario is further described through the accompanying maps and graphics.

Current-Network Option

This scenario would focus future efforts on maintaining the streets and lanes currently in place, with the additional construction of new streets to serve private development. This scenario would result in increased congestion and degradation of levels of service in some of the busiest areas. Although some locations may experience unacceptable levels of congestion and delay, much of the network will likely continue to function at acceptable levels of service. It is also possible that the scenario would promote a greater reliance on transit or alternative modes of travel, though without the construction of additional facilities, the success of even these options is questionable. Though offering some advantages, such as more efficient use of some of the road corridors, affordability, and increased use of alternative modes of travel, this scenario was rejected due to the increase in unacceptable levels of congestion, which conflicts with the community's desire to manage and reduce congestion.

Programmed-Project Option

This scenario focuses future efforts on expanding the capacity of existing streets, adding new streets and increasing multi-modal facilities and options as currently programmed – that is projects that have funding authorized or appropriated. This scenario would result in the construction of more than 130 lane miles in addition to the construction of local streets necessary to serve private development, several miles of off-street multi-use paths, and continued maintenance of the existing

transit system. It is anticipated this scenario would require more than \$200 million (in 2009 dollars) in public funds, as well as expenditures by development interests on streets serving private development.

This scenario accommodates the projected increase in vehicle miles; however it also results in a slight increase in congestion and degradation of levels of service in specific areas along the network. This scenario is dependent on an increase in the use of alternative modes of travel, which could be encouraged through multi-modal design with the new construction. A modified version of this scenario has been selected as the preferred scenario due to its fiscal practicality, its ability to support expansion of multi-modal opportunities, and its response to the community desire to manage and reduce congestion.

This option necessitates land use planning that promotes alternative modes of transportation and reduces the frequency and length of vehicular trips. Additionally, the selected option requires an increased investment in transit and enhancement of the Thoroughfare Plan in the Extraterritorial Jurisdiction to reserve rights-of-way for future needs and facilitates connectivity.

Congestion-Reduction Option

This scenario focuses future efforts on substantial expansion of roadway capacity and the construction of new streets. This scenario would result in the construction of more than 440 lane miles in addition to the construction of local streets necessary to serve private development, several miles of off-street multi-use paths, and continued maintenance of the existing transit system. It is anticipated this scenario would require more than \$650 million (in 2009 dollars) in public funds, as well as expenditures by development interests on streets serving private development.

This scenario accommodates the projected increase in vehicle miles, with a decrease in congestion and maintenance or improvement in levels of service throughout the network. This scenario is dependent on an increase in the use of alternative modes of travel, though the general lack of congestion and abundance of six-lane streets could reduce the likelihood of this occurring. Though meeting the community's desire to reduce congestion, this option was rejected due to its high-costs and incompatibility with other community goals and strategies.

Preferred Scenario

A modified version of the Programmed-Project Option is the preferred scenario based on its multi-modal cost-effective approach to managing increasing transportation demands balanced with other community goals and objectives. The preferred scenario includes

completion of all of the programmed projects. Additionally, the Thoroughfare Plan in the Extraterritorial Jurisdiction must be enhanced to reserve rights-of-way for future needs and promote connectivity. All new and expanded streets must meet the multi-modal objectives of this Plan. Additional funding must be provided for improvements and expansion to the bicycle, pedestrian, and transit systems in the City. Finally it is essential that all streets be designed to enhance their context.

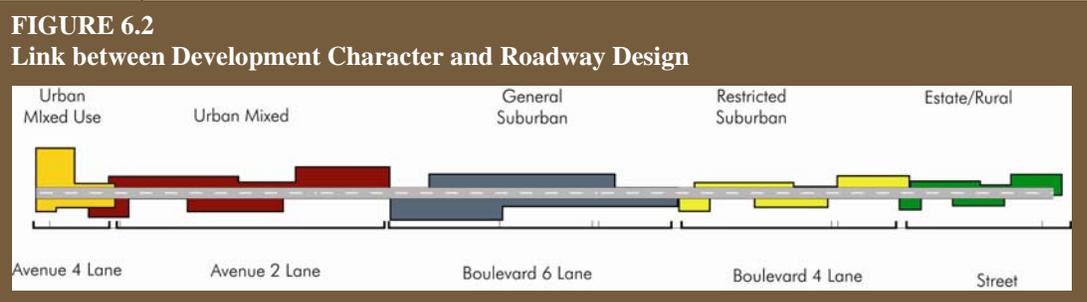
FUNCTIONAL CLASSIFICATION

Functional classification categorizes streets according to the category's traffic service function they are intended to provide. All streets are grouped into a class depending on the character of traffic and the degree of land access they allow. For the purposes of this Plan streets in College Station are divided into five classes: freeway/expressway; major arterial; minor arterial; collector; minor collector; and local or residential street. Freeways/expressways are intended to carry the highest volumes of traffic for the longest distances with the least amount of direct access. By contrast, local residential streets are intended to carry low volumes of traffic at slow speeds for short distances, offering the highest level of access and connectivity. Functional classification identifies the necessary right-of-way width, number of lanes, and design speed for the streets. **Map 6.6, Thoroughfare Plan - Functional Classification**, displays the functional classifications for current and future proposed roadways.

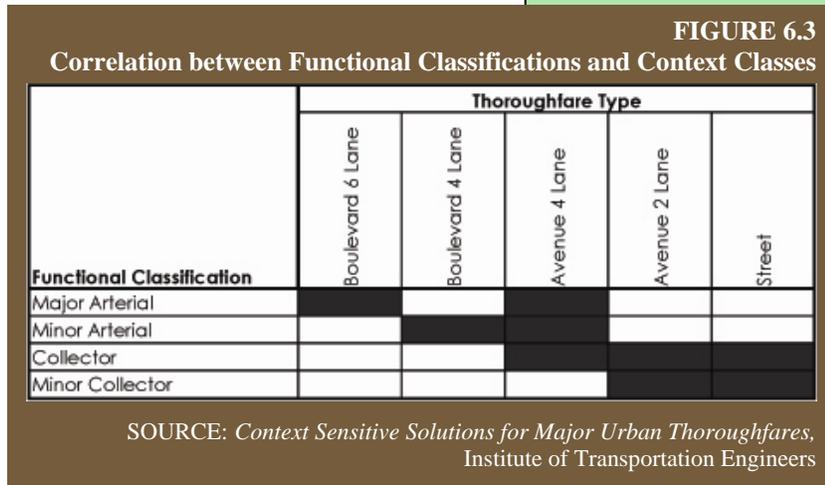
Context

The first step in determining the appropriate context sensitive solution for streets is to define the contexts through which they travel. This step is accomplished by evaluating the Future Land Use & Character map and defining the context of segments of the transportation corridor. For the purposes of this Plan, five context classes are used as listed below and illustrated in **Figure 6.2, Link between Development Character and Roadway Design**:

- Urban Mixed Use (an example is Northgate).
- Urban (an example is the area surrounding University Drive between Texas Avenue and State Highway 6).



- General Suburban (an example is the area surrounding Holleman Drive).
- Restricted Suburban (an example is the area surrounding Stonebrook Drive).
- Estate/Rural (an example of Estate is Foxfire Subdivision and an example of Rural is the area around Peach Creek).



Map 6.7, Thoroughfare Plan – Context Class, identifies the context class along each segment of major arterial, minor arterial, collector, and minor collector corridors in the City.

Thoroughfare Type

With the functional classification and context class defined, the thoroughfare type can be defined. There are three thoroughfare types: Boulevard, Avenue, and Street. The thoroughfare type is used to establish the design criteria of street. **Figure 6.3, Correlation between Functional Classifications and Context Classes**, displays one or more thoroughfare types for each functional classification. Specific cross-section designs for each of these thoroughfare types depend on the context class identified in Map 6.7. **Map 6.8, Thoroughfare Plan – Thoroughfare Type**, identifies the appropriate thoroughfare type for each of the functional classifications.

Design

Once the functional classification, context class, and thoroughfare type are known, the specific cross-section designs can be determined for the street or street segment. Context sensitive solutions divides the right-of-way into two design components – roadside and travelway. Each of these has

Boulevard
A high speed roadway that is capable of large traffic volumes. Speeds on boulevards do not exceed 40 miles per hour and can achieve volumes up to 50,000 vehicles per day. Boulevards generally carry long distance traffic. These road types are characterized by having a center median to allow for some elements of access management techniques to be implemented.



Avenue
Can be the most flexible of the three new road classes by integrating moderate traffic volume and speeds (not exceeding 35 miles per hour) with multi-modal transportation such as transit, bicycling and walking. Automobile capacity can vary from 1,000 vehicles per day in some suburban areas to 30,000 vehicles per day in busier areas of the City. Avenues are generally more walkable and allow for greater regional connectivity for bicycles because of the slower speeds.

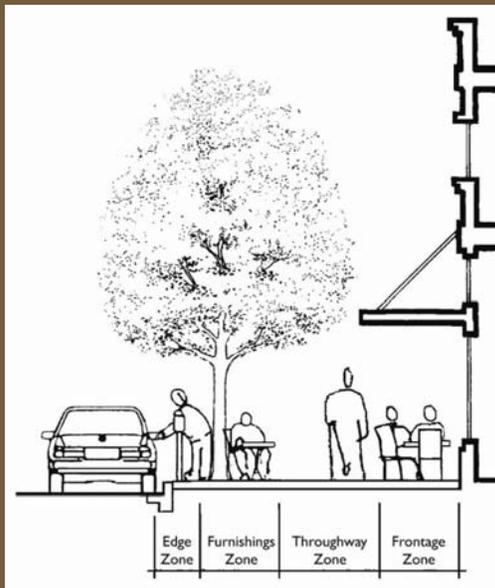


Street

Low speed, low volume roadways that have a great deal of access to surrounding land uses. Speeds do not exceed 30 miles per hour, and volume does not exceed 10,000 vehicles per day. Ideal for retail activities in urban areas and also can serve residential neighborhoods with little disturbance. Ideal for multi-modal activity since vehicle speeds are low.



FIGURE 6.4
Roadside Design



SOURCE: *Context Sensitive Solutions for Major Urban Thoroughfares*,
Institute of Transportation Engineers

specific sub-components as described through the following text and **Figure 6.4, Roadside Design**, and **Figure 6.5, Travelway Design**.

Sub-components of Roadside Design

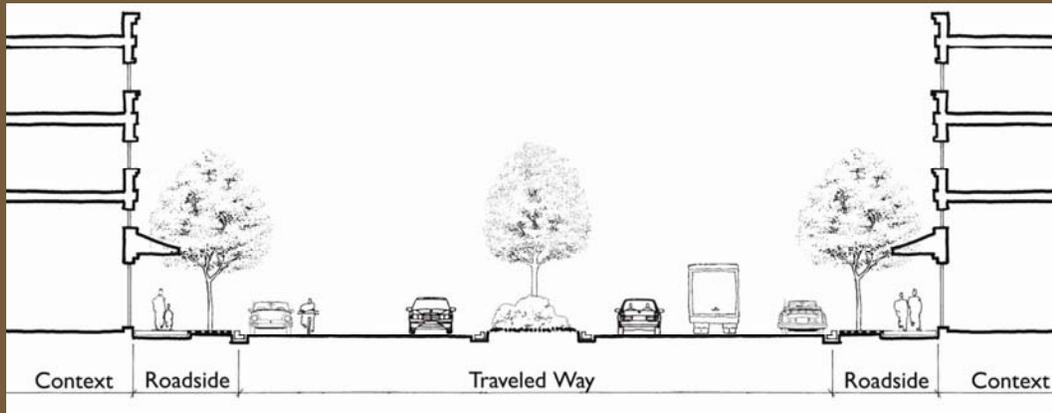
- **Edge Zone** - The space needed to accommodate opening and closing of car doors and overhanging vehicles.
- **Furnishings Zone** - The space needed to accommodate street trees, landscaping, and street furnishings. This space may also be used to accommodate utilities.
- **Throughway Zone** - The space needed to accommodate the uninterrupted flow of pedestrians. Sidewalks are located in the throughway zone and in urban contexts may extend into the furnishings and frontage zone as well. This space may also be used to accommodate utilities.
- **Frontage Zone** - The space between the throughway zone and the right-of-way line or building façade. This space may include sidewalks and in urban contexts may accommodate outdoor seating or merchandise displays. In suburban contexts this may also be used to accommodate utilities.

Sub-components of Travelway Design

The sub-components of the travelway may include on-street parking, bike lanes, travel lanes, or medians. Each of these sub-components of design has been incorporated into the cross-sections included in this chapter. Additional consideration must be given for access management, cross-walks, bus stops, transition between designs, pedestrian refuges, and intersections. Each of these is discussed further in this chapter.

The **Street Cross-Section Standards** (located at the end of this chapter) provide a preliminary set of design criteria for both the roadside and travelway design. Additional design criteria are provided within the City's Unified Development Ordinance and the Bryan-College Station Unified Design Guidelines.

FIGURE 6.5
Travelway Design



SOURCE: *Context Sensitive Solutions for Major Urban Thoroughfares*, Institute of Transportation Engineers

OTHER DESIGN CONSIDERATIONS

Context Transitions

When planning and designing a context sensitive transportation network, there will be the need to transition between street designs, from time to time. These transitions will most often involve a change in the right-of-way width, number of lanes and the character treatments found in the travelway or the roadside. Transitions may include traditional geometric design changes such as smooth tapers where lanes change and speed limit changes where design speeds change. Transitions in a context sensitive environment extend beyond geometric changes and include multi-modal considerations, as well as visual cues to the change in context. Transitions of these types can indicate that changes in the emphasis on pedestrians, the width of the street, or entering or leaving a special district or corridor. Transitions should, as with all other aspects of the context sensitive design, be guided by the principles found in the American Association of State Highway and Transportation Officials "Green Book," Geometric Design of Highways and Streets, the Manual on Uniform Traffic Control Devices and other approved design guides.

Intersections

In any street network the design and operation of intersections is significant. In context sensitive design the design and operation of intersections is critical. Multi-modal systems require the safe movement of vehicles, bicyclists, and pedestrians through the intersection. Intersection design encompasses the intersection itself and the approaches to the intersection, and may impact adjacent land uses. The Institute of Transportation Engineers publication, *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable*

Communities, identifies the following principles for the design and operation of intermodal intersections:

- Minimize conflicts between modes;
- Accommodate all modes with the appropriate levels of service for pedestrians, bicyclists, transit, and motorists;
- Avoid elimination of any travel modes due to intersection design;
- Provide good driver and non-driver visibility ;
- Minimize pedestrian exposure to moving traffic;
- Design for low speeds at critical pedestrian-vehicle conflict points;
- Avoid extreme intersection angles and break up complex intersections with pedestrian refuge islands; and,
- Ensure intersections are fully accessible to the disabled and the hearing and sight impaired.

As with other design considerations in the context sensitive design approach, accepted engineering guidelines should be used, with the aforementioned principles employed.

Other Design Components

In context sensitive design, consideration should be given to a number of design components that respond to the multi-modal nature of the system. These include, but are not limited to, access management and the placement and design of cross-walks, bus stops, curb extensions, and pedestrian refuges. The Institute of Transportation Engineers publication, *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, and the various American Association of State Highway and Transportation Officials guidance documents should be consulted for the proper and safe application of each of these components.

Rehabilitation Projects and Neighborhood Street Network

Much of this chapter has focused on the design and construction of new streets. In a number of instances, improvements may be necessary within established neighborhoods, involving either rehabilitation projects or possibly even new street construction. While the guidance provided in this chapter should serve as a foundation for projects in established neighborhoods, it is necessary to recognize the sensitivity of such projects. Projects in such areas often have to address constrained rights-of-way, the presence of mature vegetation, and resident preferences. It is proposed that, where possible, the identification of and design for

Public Role in CSS

The community involvement that occurred through the Comprehensive Plan process provided a solid foundation for establishing context sensitive design objectives for most streets across the City. City Council public hearings related to street projects provide another avenue for community input on design considerations. Primary mobility routes will have their own unique design and input process. Likewise, streets in established neighborhoods and districts will be evaluated in greater detail through the development of area-specific plans (or, in the interim, would receive official and public scrutiny through the Council-approved involvement process for specific street projects).

projects within established neighborhoods be guided by the neighborhood plan and direct public input unique to each project. A similar process is appropriate for the districts and corridors identified in the Future Land Use & Character map contained in this Plan.

Primary Mobility Corridors

The context sensitive solutions approach outlined in this chapter focuses primarily on arterials and collectors, due to their role in the transportation network and ability to serve multiple modes of travel. Streets classified as freeways or expressways serve primarily to move vehicles through the City and between distant locations within the City. State Highway 6 and sections of Raymond Stotzer Parkway (FM 60), William D. Fitch (State Highway 40), and Harvey Mitchell Parkway (FM 2818) are examples. For the purposes of this Plan, these streets are considered primary mobility corridors. While it may be possible that these corridors be designed to handle pedestrians and bicyclists, in general they will be designed to accommodate high volumes of vehicular traffic at high speeds (usually in excess of 45 mph). These corridors can also carry transit vehicles, though they are not likely to provide transit stops. Alternative parallel routes should be identified to accommodate the modes of travel that the primary mobility corridors cannot. The design of these corridors should be guided by their own unique requirements (both mobility and access and other contextual needs) and should include direct public input unique to each project.

Right-of-Way Constrained Projects

From time to time, the right-of-way for a public street project will be constrained due to a natural constraint, such as floodplain, or because of the proximity of existing development. In such instances, it is necessary to evaluate what can and cannot be accommodated within the available right-of-way. This evaluation should be guided both by the vehicular needs and the context of the street. A uniform process should be developed incorporating a "decision-matrix," such as the example shown in **Figure 6.6, Example of Constrained Right-of-Way Decision Matrix**, that will aid decision makers in such trade-offs. In some contexts it may be appropriate to eliminate parking lanes to accommodate wider sidewalks or planting areas. In other contexts it may be appropriate to use narrower sidewalks to accommodate both parking lanes and bicycle lanes. In still other contexts it may be appropriate to eliminate a travel lane or alter the design of travel lanes to accommodate parking lanes.

FIGURE 6.6
Example of Constrained Right-of-Way Decision Matrix

| CONTEXT OPTIONS | Collector Thoroughfares | | | | | | Arterial Thoroughfares | | | | | | |
|---|---------------------------------|-------------------|--------------------------|-------------------------|-----------------|-----------------|------------------------|--------------------------|----------------|-------------------------------------|----------------|-------------------------------------|--------|
| | Rural | | Suburban | | Urban | | Rural | | Suburban | | Urban | | |
| | Avenue | Street | Avenue | Street | Avenue | Street | Boulevard | Avenue | Boulevard | Avenue | Boulevard | Avenue | |
| Existing Traditional Classification (Functional Classification) | Rural Collector | Rural Residential | High Density Residential | Low Density Residential | Major Collector | Minor Collector | Minor Arterial Divided | Minor Arterial Undivided | Major Arterial | Minor Arterial Divided OR Undivided | Major Arterial | Minor Arterial Divided OR Undivided | |
| Right-of-Way (ROW), ft | 100 | 70 | 50 | 50 | 80 | 60 | 100 | 100 | 120 | 100 | 120 | 100 | |
| PRIORITY ELEMENTS | Travel Realm | | | | | | | | | | | | |
| | Number & width of travel lanes | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow |
| | Vehicular capacity | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow |
| | Design for large vehicles | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow |
| | Medians | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow |
| | Bicycle lanes | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow |
| | Multimodal intersection design | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow |
| | Pedestrian Realm | | | | | | | | | | | | |
| | Wide sidewalks with amenities | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow |
| | On-street parking | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow |
| | Transit priority operations | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow |
| | Context Realm | | | | | | | | | | | | |
| | High amenity transit facilities | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow |
| | Urban design features | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow |
| | Other Elements | | | | | | | | | | | | |
| Interconnected street system | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow | |
| Access management | Yellow | Yellow | Grey | Grey | Yellow | Yellow | Yellow | Grey | Yellow | Yellow | Yellow | Yellow | |

Downtown Zone
 Commercial Zone
 Urban Mixed Use Zone

Transit Corridor
 Industrial Zone
 Residential Neighborhood

High Priority
 Medium Priority
 Low Priority

GOAL, STRATEGIES, AND ACTIONS

College Station strives for **improved mobility through a safe, efficient, and well-connected multi-modal transportation system designed to be sensitive to the surrounding land uses.** Five strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the related strategy.

Strategy 1: *Develop, implement and maintain, through regular review, a multi-modal transportation plan that supports the planned growth and development pattern.*

- **Thoroughfare Plan.** Adopt and implement the Thoroughfare Plan.
- **Future Planning.** Amend the Thoroughfare Plan as necessary as neighborhood, district, corridor, and master plans are adopted by the City.
- **Project Programming.** Maintain and amend as necessary the City's various programs (Bryan-College Station Metropolitan Planning Organization Transportation Improvement Program, Capital Improvements Program, etc.) used to fund projects.

- **Monitor Trends.** Continue to collect and monitor transportation data including vehicle miles traveled, traffic counts, levels of service, transit ridership, and pedestrian and bicycle facility usage, crashes.
- **Context Sensitive Solutions.** Amend as necessary, the various tools used to implement the Thoroughfare Plan to ensure context sensitive solutions are employed. These include the Unified Development Ordinance, the Bryan-College Station Unified Design Guidelines, and the City's project development process.

Strategy 2: Reduce and manage traffic congestion.

- **Thoroughfare Plan.** Adopt and implement the Thoroughfare Plan.
- **Monitor Trends.** Continue to collect and monitor transportation data including vehicle miles traveled, traffic counts, levels of service, transit ridership, and pedestrian and bicycle facility usage, crashes.
- **Access Management.** Promote access management strategies where appropriate to preserve modal efficiency throughout the thoroughfare system.
- **Traffic Control Technology.** Install a state-of-the-art computerized traffic control system including signal synchronization.
- **Travel Demand Management.** Develop and implement a travel demand management program including real-time traffic information, traffic incident alerts, ridesharing programs, promotion of flexible work schedules, and encouragement of dense mixed-use development.
- **Intersection Improvements.** Continue enhancements and upgrades at intersections to improve multi-modal efficiency.

Strategy 3: Develop and implement context sensitive transportation solutions.

- **Thoroughfare Plan.** Adopt and implement the Thoroughfare Plan.
- **Future Planning.** Amend the Thoroughfare Plan as necessary as neighborhood, district, corridor, and master plans are adopted by the City.
- **Context Sensitive Solutions.** Amend, as necessary, the various tools used to implement the Thoroughfare Plan to ensure context sensitive solutions are employed. These include the Unified Development Ordinance, the Bryan-College Station Unified Design Guidelines, and the City's project development process.
- **Bicycle and Pedestrian Planning.** Amend and implement the bicycle and pedestrian system master plans.

- **Transit.** Pursue opportunities with the current transit providers to expand and enhance transit services within and between activity centers and dense residential areas, concentrations of student housing, etc.
- **Project Programming.** Maintain and amend as necessary the City's various programs (Bryan-College Station Metropolitan Planning Organization Transportation Improvement Program, and Capital Improvements Program) used to fund projects.
- **Primary Mobility Corridors.** Adopt and implement the context sensitive approach identified in this Plan for identified primary mobility corridors.
- **Rehabilitation Projects.** Adopt and implement the context sensitive approach identified in this Plan for rehabilitation projects located within established neighborhoods or districts.
- **Right-of-way Constrained Projects.** Adopt and implement a context sensitive approach and decision matrix for City projects where the available right-of-way is constrained.

Strategy 4: Promote and invest in alternative transportation options.

- **Thoroughfare Plan.** Adopt and implement the Thoroughfare Plan.
- **Future Planning.** Amend the Thoroughfare Plan as necessary as neighborhood, district, corridor, and master plans are adopted by the City.
- **Context Sensitive Solutions.** Amend, as necessary, the various tools used to implement the Thoroughfare Plan to ensure context sensitive solutions are employed. These include the Unified Development Ordinance, the Bryan-College Station Unified Design Guidelines, and the City's project development process.
- **Bicycle and Pedestrian.** Amend and implement the bicycle and pedestrian system master plans.
- **Transit.** Pursue opportunities with the current transit providers to expand and enhance transit services within and between activity centers and dense residential areas, and concentrations of student housing.
- **Project Programming.** Maintain and amend as necessary the City's various programs (Bryan-College Station Metropolitan Planning Organization Transportation Improvement Program, and Capital Improvements Program) used to fund projects.
- **Commuter Rail.** Continue to participate in the Texas High Speed Rail Initiative and similar efforts to bring commuter rail services to the City.

Strategy 5: Balance changes in land use with the capabilities of the transportation system.

- **Use of Future Land Use & Character Map.** Adopt and implement the Future Land Use & Character map contained in this Plan.
- **Land Use and Development Review.** Continue to evaluate the capacity of the existing and proposed transportation system in Comprehensive Plan amendments, rezoning requests, and site plan reviews.
- **Traffic Impact Analysis.** Require traffic impact analyses for all development proposals anticipated to generate significant volumes of traffic.
- **Monitor Trends.** Continue to collect and monitor transportation data including vehicle miles traveled, traffic counts, levels of service, transit ridership, and bicycle and pedestrian facility usage, crashes.

Article 8 Subdivision Design and Improvements

8.2.G. Blocks.

1. Blocks for single-family, duplex, and townhouse lots shall be platted to provide two (2) tiers of lots with a utility easement or alley between them. A single tier of lots may be used if the lots back up to a thoroughfare, railroad, or floodplain.
2. In order to provide a public street network that is complimentary to the Thoroughfare Plan and that ensures uniform access and circulation to areas intended for similar land use contexts, block length shall not exceed the following dimensions based on the land use designation on the Future Land Use and Character Map in the adopted Comprehensive Plan in which the block is located:
 - a. Six hundred sixty (660) feet in Urban and Urban Mixed Use designations;
 - b. Nine hundred (900) feet in General Suburban, Suburban Commercial, and General Commercial designations;
 - c. One thousand two hundred (1,200) feet in Restricted Suburban and Business Park designations; and
 - d. One thousand five hundred (1,500) feet in Estate and Rural designations.
3. If a plat is not bounded by a public through street or other qualifying break to block length then the block length measurement shall continue to extend each way beyond the plat along the public through street until the nearest intersecting through street or qualifying break to the block is reached.
4. Block perimeter shall not exceed the following dimensions based on the land use designation provided in the adopted Comprehensive Plan:
 - a. One thousand six hundred (1,600) feet in Urban Mixed Use designations; and
 - b. Two thousand (2,000) feet in Urban designations.
5. In lieu of a public street, non-residential and multi-family developments may opt to construct a Public Way to satisfy block length and block perimeter requirements when the Public Way connects two (2) public streets. The plat shall dedicate a public access easement that covers the entire width of the private drive and sidewalks for the Public Way. The private drive and sidewalks may be constructed with the development of the property. A Public Way shall not substitute for a thoroughfare identified on the City's Thoroughfare Plan.
6. Block length or block perimeter shall not require a new street, Public Way, or Access Way to enter the face of a block when the surrounding area of the block is subdivided so that a through movement is not possible or a new block cannot be created.

8.2.E. Streets.

1. Streets on the Thoroughfare Plan.

Where a subdivision encompasses or is adjacent to a thoroughfare, as shown on the Thoroughfare Plan of the City, the thoroughfare shall be constructed and included in the

subdivision plat to maintain continuity in the approximate location as shown, and of the type indicated.

2. Relation to Adjoining Street System.

- a. Where there is an existing street adjacent to or through the area to be subdivided, the necessary street intersections to the existing street shall be constructed.
- b. Existing and planned streets and Public Ways in adjacent or adjoining areas shall be continued in alignment therewith.
- c. When land is subdivided into larger parcels rather than ordinary building lots, such parcels shall be arranged so as to allow for the opening of future streets and logical further subdivisions.

3. Street Projections.

- a. Where adjoining areas are not platted, the subdivision shall provide street projections to such areas by projecting a public street:
 - 1) In each cardinal direction around the proposed subdivision;
 - 2) At intervals no fewer than the maximum block length along the perimeter boundary of the subdivision; and
 - 3) To provide street connection or street frontage to land locked tracts that do not otherwise have frontage to a public street.
- b. In lieu of a public street, a Public Way may satisfy a required street projection when the Public Way is projected to future non-residential or multi-family development and can be continued through that development to a public street.

4. Adequate Street Access.

- a. One (1) external street connection is required for a street serving as roadway access for thirty (30) or fewer lots.
- b. When there are more than thirty (30) lots to be served by external street connections, a minimum of two (2) street connections to external paved public streets shall be required. The Commission may allow a Remote Emergency Access where development phasing or constraints of the land prevent the provision of a second street connection. Notwithstanding the foregoing, two (2) street connections to external paved public streets shall be required when one hundred (100) or more lots are served.
- c. Three (3) street connections to external paved public streets may be required by the Commission when two hundred (200) or more lots are served.
- d. Where more than one (1) external street connection is required, at least one (1) external street connection shall not be located over a potential hazard such as a high-pressure gas line or a creek where the one hundred-year floodplain overtops the street, regardless of its classification.

5. Intersections.

In addition to the B/CS Unified Design Guidelines, proposed street and alley intersections shall meet the minimum spacing and requirements of the Access Management and Circulation section in Article 7 General Development Standards of this UDO.

6. Dead-End Streets.

Dead-end streets shall be prohibited except short stubs to permit future extension. Temporary turnarounds shall be required for stubs in length of more than one-hundred (100) feet or the depth of one (1) lot, whichever is less.

7. Cul-de-Sac.

- a. The maximum length of a cul-de-sac is based on the land use designation on the Future Land Use and Character Map in the adopted Comprehensive Plan in which the cul-de-sac is located. The length of a cul-de-sac is measured along the centerline of the cul-de-sac street from the center of the bulb to the edge of the nearest intersecting through street right-of-way. Cul-de-sac shall not exceed the following lengths:
 - 1) Four hundred fifty (450) feet in General Suburban, Suburban Commercial, and General Commercial designations;
 - 2) Six hundred (600) feet in Restricted Suburban and Business Park designations; and
 - 3) Seven hundred fifty (750) feet in Estate and Rural designations.
- b. Cul-de-sac are not permitted in the Urban and Urban Mixed Use designations unless the proposed subdivision is surrounded by platted property and where a through street is not possible.
- c. Regardless of length, cul-de-sac shall have no more than thirty (30) lots.

8. Geometric Standards, Street Design Criteria.

- a. Streets and alleys shall be designed and constructed in accordance with the B/CS Unified Design Guidelines.
- b. Rural Residential subdivision streets may be constructed to either rural street standards or urban curb and gutter standards except that thoroughfares that continue beyond the boundary of a Rural Residential subdivision to an urban one shall be constructed to urban curb and gutter standards.

9. Existing Substandard Street Right-of Way.

- a. Whenever an existing right-of-way is within or adjacent to a proposed subdivision and such right-of-way width is substandard, the additional width for the street shall be dedicated. For development occurring on only one (1) side of such a roadway, the amount dedicated shall generally equal one-half ($\frac{1}{2}$) of the deficiency in width based on the classification and type of street, as measured from the existing centerline of the right-of-way. If the parcel(s) on the opposite side of the right-of-way previously dedicated a portion, the proposed plat shall dedicate the remaining width. If the opposite side of the right-of-way has a permanent constraint such as a railroad right-of-way or conservation easement, the full width of the deficiency may be required.
- b. The Administrator may reduce, increase, or eliminate the amount of right-of-way dedication based on design considerations, existing land uses, existing development on adjacent properties, and dimensions of the proposed subdivision or plat.
- c. Notwithstanding the foregoing, additional right-of-way dedication is not required for Amending Plats.

10. Street Names and Addresses.

- a. Proposed streets that are extensions of existing streets shall bear the name of the existing street, unless otherwise recommended by the Administrator.
- b. New streets shall be named to prevent conflict or confusion with identical or similar names in the City, Brazos County 911 district, or the City's Extraterritorial Jurisdiction (ETJ).
- c. Streets shall not be named after any living person.
- d. A proposed street name may be disapproved if it too closely approximates phonetically the name of an existing street, is too difficult to pronounce, or carries undesirable meanings or connotations.
- e. Street addresses shall be assigned by the Administrator.

Section 8.2.J Access Ways.

1. Existing and planned Access Ways in adjacent or adjoining areas shall be continued in alignment therewith.
2. In Blockfaces over nine hundred (900) feet in length, an Access Way shall extend across the width of the block near the center of the block.
3. To provide additional pedestrian and bicycle circulation, an Access Way shall be required on a cul-de-sac street to connect to existing or planned facilities in the vicinity such as schools, parks, transit stops, and multi-use paths.
4. An Access Way may be required to provide additional pedestrian and bicycle circulation within a subdivision, between subdivisions, between culs-de-sac, or to provide access to schools, parks, shopping centers, multi-use paths, transportation, and other community facilities in the vicinity.
5. If an Access Way is greater than three hundred (300) feet in length then an additional access point to the Access Way shall be provided.

Section 11.2 Definitions

Access Way: An Access Way consists of a minimum fifteen-foot wide public access easement or public right-of-way. A minimum five-foot sidewalk shall be constructed in the center of the Access Way, except where the Access Way provides connection to a multi-use path, a minimum eight-foot sidewalk shall be provided.

Block: A tract or parcel of designated as such on a duly recorded plat. Blocks are surrounded by streets or a combination of streets and other physical obstructions such as a railroad or 100-year floodplain.

Block Length: A measurement of the linear distance of land along a Blockface that is bounded on both ends by public through streets or by a combination of a public through street, Public Way, railroad, or one hundred-year floodplain. As such, gated streets, private streets, culs-de-sac, alleys, private driveways, or Access Ways do not divide land into separate Blockfaces.

Block Perimeter: A measurement of the linear distance of land around the outside edge of a block, which is a total of the Blockfaces for each block. For measurement, the point of origin and end point are the same location.

Public Way: A Public Way provides circulation and through movement similar to a public street but is a privately maintained drive, constructed to certain street standards, and granted unrestricted access via a public access easement. The drive shall be designed to the geometric design, construction standards, and driveway spacing of a Commercial Street according to the Bryan/College Station Unified Design Guidelines with the following modifications. A Public Way shall have a minimum pavement structure constructed to City's fire lane standards, a minimum drive width of twenty-four (24) feet back-to-back when no parking is provided, and a minimum horizontal curve radius of two hundred (200) feet. No head-in parking is permitted but parallel parking is allowed if the drive is widened an additional ten (10) feet for each row of parallel parking provided. Parking on the drive may count toward the minimum off-street parking requirements of this UDO. Five-foot sidewalks shall be provided on each side of the drive and placed a minimum three (3) feet from the back of curb. The public access easement shall be a minimum of forty (40) feet in width or wider to incorporate the entire width of the pavement section and sidewalks on each side.

Brittany Caldwell

From: Craig and Jean Hall [candjhall@gmail.com]
Sent: Thursday, July 05, 2012 5:59 PM
To: Brittany Caldwell
Subject: P&Z Mtg

I will not be at the July 19 mtg. I will be in Louisiana on family matters and some down time.

Thanks,
Craig Hall

MINUTES
PLANNING & ZONING COMMISSION
Workshop Meeting
July 5, 2012, 6:00 p.m.
City Hall Council Chambers
College Station, Texas

COMMISSIONERS PRESENT: Mike Ashfield, Craig Hall, Bo Miles, Jodi Warner, and James Benham

COMMISSIONERS ABSENT: Jim Ross and Jerome Rektorik

CITY COUNCIL MEMBERS PRESENT: None

CITY STAFF PRESENT: Bob Cowell, Molly Hitchcock, Carol Cotter, Jennifer Prochazka, Matt Robinson, Morgan Hester, Teresa Rogers, Erika Bridges, Danielle Singh, Joe Guerra, Adam Falco, Braxton Bragg, Randall Heye, Brittany Caldwell, and Christina Raeshler

1. Call the meeting to order.

Chairman Ashfield called the meeting to order at 6:00 p.m.

2. Discussion of consent and regular agenda items.

There was general discussion amongst the Commission regarding Consent Agenda Item 4.4.

Staff Planner Hester stated that there would be a condition on Regular Agenda Item 7 that was not included in the staff report. The condition is that a note would need to be included on the Plat stating that any structure that encroaches a setback be removed.

3. Presentation, possible action, and discussion regarding the status of items within the 2012 P&Z Plan of Work (see attached). **(JS)**

Executive Director Cowell gave an update on the 2012 P&Z Plan of Work.

4. Presentation and discussion regarding an update on the Wayfinding Program for Bryan/College Station. **(RH)**

Economic Development Analyst Heye gave an update on the Wayfinding Program for the Bryan/College Station area.

There was general discussion amongst the Commission regarding the Wayfinding Program.

5. Presentation, possible action, and discussion regarding an update on the Economic Development Master Plan. **(RH)**

Economic Development Analyst Heye gave an update on the Economic Development Master Plan.

There was general discussion amongst the Commission regarding the Plan.

6. Presentation, possible action, and discussion regarding an update on the following item:
 - A zoning request from A-0 Agricultural-Open and A-P Administrative Professional to C-1 General Commercial for a 0.85 acre tract located at 111 North Dowling Road, near the intersection of Harvey Mitchell Parkway South and Wellborn Road. The Planning & Zoning Commission heard this item on May 17 and voted 7-0 to recommend approval. The City Council heard this item on June 14 and voted 6-0 to approve the rezoning request.

There was no discussion.

7. Presentation, possible action, and discussion regarding the P&Z Calendar of Upcoming Meetings.
 - Tuesday, July 10, 2012 ~ Southside Neighborhood Plan Open House ~ Council Chambers ~ 6:00 p.m. to 8:00 p.m.
 - Thursday, July 12, 2012 ~ City Council Meeting ~ Council Chambers ~ Workshop 6:00 p.m. and Regular 7:00 p.m.
 - Thursday, July 19, 2012 ~ P&Z Meeting ~ Council Chambers ~ Workshop 6:00 p.m. and Regular 7:00 p.m.

Chairman Ashfield reviewed the upcoming meeting dates for the Planning & Zoning Commission.

8. Discussion, review and possible action regarding the following meetings: Design Review Board, Joint Parks / Planning & Zoning Subcommittee, Neighborhood Plan Stakeholder Resource Team, BioCorridor Committee, Lick Creek Nature Center Task Force, Zoning District Subcommittee, Joint Task Force on Neighborhood Parking Issues, and Wellborn District Plan Resource Team.

Commissioner Warner gave an update on the Joint Parks / Planning & Zoning Subcommittee and the Joint Task Force on Neighborhood Parking Issues.

9. Discussion and possible action on future agenda items – A Planning & Zoning Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

Commissioner Benham asked when the block length item would be brought to the Commission.

Executive Director Cowell said that the item is scheduled for the meeting on July 19.

10. Adjourn.

The meeting was adjourned at 6:52 p.m.

Approved:

Mike Ashfield, Chairman
Planning & Zoning Commission

Attest:

Brittany Caldwell, Admin. Support Specialist
Planning & Development Services

MINUTES
PLANNING & ZONING COMMISSION
Regular Meeting
July 5, 2012, 7:00 p.m.
City Hall Council Chambers
College Station, Texas

COMMISSIONERS PRESENT: Mike Ashfield, Craig Hall, Bo Miles, Jodi Warner, and James Benham

COMMISSIONERS ABSENT: Jim Ross and Jerome Rektorik

CITY COUNCIL MEMBERS PRESENT: None

CITY STAFF PRESENT: Bob Cowell, Molly Hitchcock, Carol Cotter, Jennifer Prochazka, Matt Robinson, Morgan Hester, Teresa Rogers, Erika Bridges, Danielle Singh, Joe Guerra, Adam Falco, Braxton Bragg, Randall Heye, Brittany Caldwell, and Christina Raeshler

1. **Call meeting to order**

Chairman Ashfield called the meeting to order at 7:05 p.m.

2. **Pledge of Allegiance**

3. **Hear Citizens**

No one spoke.

4. **Consent Agenda**

4.1 Consideration, discussion, and possible action on Absence Requests from meetings.

- Jerome Rektorik ~ July 5, 2012
- Jim Ross ~ July 5, 2012

4.2 Consideration, discussion, and possible action to approve meeting Minutes.

- June 21, 2012 ~ Workshop
- June 21, 2012 ~ Regular

4.3 Presentation, possible action, and discussion on a Final Plat for Saddle Creek consisting of 14 residential lots on approximately 19.8 acres located at 5449 Prairie Dawn Trail, generally located west of Duck Haven Subdivision, approximately one mile south of Greens Prairie Road in the City's Extraterritorial Jurisdiction (ETJ). **Case # 12-00500102 (TR)**

- 4.4 Presentation, possible action, and discussion on a Final Plat for Castlegate II Section 202 consisting of 38 single-family lots on approximately 11.9 acres generally located near Greens Prairie Road west of the Castlegate Subdivision. **Case # 12-00500105 (MR)**

Commissioner Benham motioned to approve Consent Agenda Items 4.1 – 4.4. Commissioner Warner seconded the motion, motion passed (5-0).

Regular Agenda

5. Consideration, discussion, and possible action on items removed from the Consent Agenda by Commission action.

No items were removed from the Consent Agenda.

6. Presentation, possible action, and discussion regarding a waiver request to Unified Development Ordinance Section 8.2.K “Sidewalks” and presentation, possible action, and discussion regarding a Final Plat for BVCOB Subdivision consisting of one lot on approximately 5 acres located at 13979 Wellborn Road, generally located south of the Southern Trace Subdivision. **Case # 12-00500106 (TR)**

Staff Planner Rogers presented the waiver request to not construct sidewalks and recommended approval of the Final Plat if the waiver request was approved. She said that the Bicycle, Pedestrian, and Greenways Advisory Board recommended approval of the waiver request.

Commissioner Miles motioned to approve the waiver request. Commissioner Warner seconded the motion, motion passed (5-0).

Commissioner Miles motioned to approve the Final Plat. Commissioner Warner seconded the motion, motion passed (5-0).

7. Presentation, possible action, and discussion regarding a waiver request to Unified Development Ordinance Section 8.2.H.2 “Platting and Replatting within Older Residential Subdivisions”, and public hearing, presentation, possible action, and discussion on a Final Plat for West Park Addition Lots 27R, 28R, 29R, and 30R, Block 9 being a Replat of West Park Addition, 25 feet of Lot 26, Lots 27, 28, and 29 and 25 feet of Lot 30, Block 9 consisting of four R-1 Single-Family Residential lots on approximately 0.7 acres located at 201 and 205 Grove Street. **Case # 12-00500113 (MTH)**

Staff Planner Hester presented the waiver request to lot size and lot width and recommended approval of the Replat if the waiver requests were approved and with the condition that a note be included on the plat stating that any structure that encroaches a setback be removed.

Chairman Ashfield opened the public hearing.

Sharon Menn, 200 Grove Street, College Station, Texas, asked the applicant questions regarding the type of structure he would be building.

The applicant stated that he may not be the person building the structures, but he would assume that the appearance would stay in line with the rest of the neighborhood.

Chairman Ashfield closed the public hearing.

Commissioner Warner motioned to approve the waiver requests. Commissioner Miles seconded the motion, motion passed (5-0).

Commissioner Warner motioned to approve the Replat with the condition that a note be included on the plat stating that any structure that encroaches a setback be removed. Commissioner Miles seconded the motion, motion passed (5-0).

8. Discussion and possible action on future agenda items – A Planning & Zoning Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

Commissioner Miles inquired when the BioCorridor item would be brought to the Commission.

Executive Director Cowell stated that the item is scheduled to be heard at the July 19 Planning and Zoning Commission meeting.

9. Adjourn.

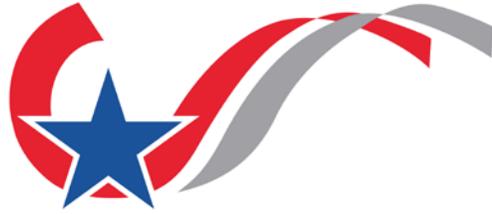
The meeting was adjourned at 7:25 p.m.

Approved:

Mike Ashfield, Chairman
Planning & Zoning Commission

Attest:

Brittany Caldwell, Admin. Support Specialist
Planning & Development Services



CITY OF COLLEGE STATION

**FINAL PLAT
for
Great Oaks Ph 1A
11-00500193**

SCALE: 3 lots on 3.95 acres

LOCATION: 11712 Great Oaks Drive

ZONING: A-OR Rural Residential Subdivision

APPLICANT: Indivisa Corporation

PROJECT MANAGER: Morgan Hester, Staff Planner
mhester@cstx.gov

RECOMMENDATION: Staff recommends approval of the Final Plat.



FINAL PLAT

Case: 11-193

GREAT OAKS PH 1A

DEVELOPMENT REVIEW



DEVELOPMENT HISTORY

| | |
|--------------------------|---|
| Annexation: | March 2008 |
| Zoning: | A-O Agricultural Open upon annexation in March 2008 A-OR Rural Residential Subdivision in May 2008 |
| Preliminary Plat: | The Preliminary Plat was approved in January 2011. |
| Site Development: | Vacant |

COMMENTS

| | |
|---------------------------------|---|
| Parkland Dedication: | This development was Master Planned in the City's Extraterritorial Jurisdiction prior to parkland dedication requirements and therefore no parkland dedication is required. |
| Greenways: | No greenway dedication is proposed or required. |
| Pedestrian Connectivity: | At the time when Great Oaks was master planned, the tract was located in the ETJ; therefore, no sidewalks are proposed or required. |
| Bicycle Connectivity: | At the time when Great Oaks was master planned, the tract was located in the ETJ; therefore, no bicycle facilities are proposed or required. |
| Impact Fees: | N/A |

REVIEW CRITERIA

Compliance with Subdivision Regulations: The Final Plat is in compliance with the Subdivision Requirements of the Unified Development Ordinance and approved Preliminary Plat.

STAFF RECOMMENDATIONS

Staff recommends approval of the Final Plat.

SUPPORTING MATERIALS

1. Application
2. Copy of Final Plat (provided in packet)



| | |
|----------------------------|-----------------|
| FOR OFFICE USE ONLY | |
| CASE NO.: | <u>11143</u> |
| DATE SUBMITTED: | <u>12/07/11</u> |
| TIME: | <u>9:50</u> |
| STAFF: | <u>JD</u> |

FINAL PLAT APPLICATION

(Check one) Minor (\$700) Amending (\$700) Final (\$932) Vacating (\$932) Replat (\$932)

Is this plat in the ETJ? Yes No Is this plat Commercial or Residential

MINIMUM SUBMITTAL REQUIREMENTS:

- \$700-\$932 Final Plat Application Fee (see above).
- \$233 Waiver Request to Subdivision Regulations Fee (if applicable).
- \$600 (minimum) Development Permit Application / Public Infrastructure Review and Inspection Fee. Fee is 1% of acceptable Engineer's Estimate for public infrastructure, \$600 minimum (if fee is > \$600, the balance is due prior to the issuance of any plans or development permit).
- Application completed in full. This application form provided by the City of College Station must be used and may not be adjusted or altered. Please attach pages if additional information is provided.
- Fourteen (14) folded copies of plat. (A signed mylar original must be submitted after approval.)
- Two (2) copies of the grading, drainage, and erosion control plans with supporting drainage report.
- Two (2) copies of the Public infrastructure plans and supporting documents (if applicable).
- Copy of original deed restrictions/covenants for replats (if applicable).
- Title report for property current within ninety (90) days or accompanied by a Nothing Further Certificate current within ninety (90) days. The report must include applicable information such as ownership, liens, encumbrances, etc.
- Paid tax certificates from City of College Station, Brazos County and College Station I.S.D.
- The attached Final Plat checklist with all items checked off or a brief explanation as to why they are not.

NOTE: A mylar of the approved preliminary plan must be on file before a final plat application will be considered complete. If the mylar is submitted with the final plat application, it shall be considered a submittal for the preliminary plan project and processed and reviewed as such. Until the mylar has been confirmed by staff to be correct, the final plat application will be considered incomplete.

Date of Optional Preapplication or Stormwater Management Conference _____

NAME OF PROJECT Great Oaks Phase 1A

ADDRESS _____

SPECIFIED LOCATION OF PROPOSED PLAT:
Near Phase 1 of Great Oaks Subdivision in west College Station

APPLICANT/PROJECT MANAGER'S INFORMATION (Primary contact for the project):
 Name SAME AS OWNER E-mail _____
 Street Address _____
 City _____ State _____ Zip Code _____
 Phone Number _____ Fax Number _____

PROPERTY OWNER'S INFORMATION (All owners must be identified. Please attach an additional sheet for multiple owners):

Name Indivisa Corporation E-mail lvanriet@comcast.net
Street Address 2121 Kirby Drive
City Houston State Tx Zip Code 77019
Phone Number 713-807-7576 Fax Number _____

ARCHITECT OR ENGINEER'S INFORMATION:

Name McClure & Browne Engineering/Surveying, Inc. (Jeff Robertson) E-mail jeffr@mcclurebrowne.net
Street Address 1008 Woodcreek Dr., Ste 103
City College Station State Tx Zip Code 77845
Phone Number 979-693-3838 Fax Number 979-693-2554

Do any deed restrictions or covenants exist for this property? Yes No

Is there a temporary blanket easement on this property? If so, please provide the Volume _____ and Page No. _____

Total Acreage 3.95 Total No. of Lots 3 R-O-W Acreage 0.025 acres

Existing Use Open Proposed Use Single Family Residential

Number of Lots By Zoning District 1 / A-OR _____ / _____ / _____

Average Acreage Of Each Residential Lot By Zoning District:
1 / A-OR _____ / _____ / _____

Floodplain Acreage 0

Is there Special Flood Hazard Area (Zone A or Zone AE on FEMA FIRM panels) on the property? Yes No

This information is necessary to help staff identify the appropriate standards to review the application and will be used to help determine if the application qualifies for vesting to a previous ordinance. Notwithstanding any assertion made, vesting is limited to that which is provided in Chapter 245 of the Texas Local Government Code or other applicable law.

Is this application a continuation of a project that has received prior City platting approval(s) and you are requesting the application be reviewed under previous ordinance as applicable?

Yes

No

If yes, provide information regarding the first approved application and any related subsequent applications (provide additional sheets if necessary):

Project Name: Great Oaks

City Project Number (in known): _____

Date / Timeframe when submitted: Jan 2007 - Master Plan, Dec 2011 - Preliminary Plan

A statement addressing any differences between the Final Plat and Preliminary Plan (if applicable):

Requested waiver to subdivision regulations and reason for same (if applicable):

Regarding the waiver request, explain how:

1. There are special circumstances or conditions affecting the land involved such that strict application of the subdivision regulations will deprive the applicant of the reasonable use of his land.

2. The waiver is necessary for the preservation and enjoyment of a substantial property right of the applicant.

3. The granting of the waiver will not be detrimental to the public health, safety, or welfare, or injurious to other property in the area, or to the City in administering subdivision regulations.

4. The granting of the waiver will not have the effect of preventing the orderly subdivision of other land in the area in accordance with the provisions of the Unified Development Ordinance.

Fee in lieu of sidewalk construction is being requested because of the following condition (if applicable):

1. An alternative pedestrian way or multi-use path has been or will be provided outside the right-of-way;
2. The presence of unique or unusual topographic, vegetative, or other natural conditions exist so that strict adherence to the sidewalk requirements of the UDO is not physically feasible or is not in keeping with the purposes and goals of the UDO or the City's comprehensive Plan;
3. A capital improvement project is imminent that will include construction of the required sidewalk. Imminent shall mean the project is funded or projected to commence within twelve (12) months;
4. Existing streets constructed to rural section that are not identified on the Thoroughfare Plan with an estate / rural context;
5. When a sidewalk is required along a street where a multi-use path is shown on the Bicycle, Pedestrian, and Greenways Master Plan;

- 6. The proposed development is within an older residential subdivision meeting the criteria in Platting and Replatting within Older Residential Subdivisions Section of the UDO; or
- 7. The proposed development contains frontage on a Freeway / Expressway as designated by Map 6.6, Thoroughfare Plan - Functional Classification, in the City's Comprehensive Plan.

Detailed explanation of condition identified above:

NOTE: A waiver to the sidewalk requirements and fee in lieu of sidewalk construction shall not be considered at the same time by the Planning & Zoning Commission.

Requested Oversize Participation _____

| | |
|---|---|
| <p style="text-align: center;">Total Linear Footage of Proposed Public:</p> <p>_____ Streets</p> <p>_____ Sidewalks</p> <p>_____ Sanitary Sewer Lines</p> <p>_____ Water Lines</p> <p>_____ Channels</p> <p>_____ Storm Sewers</p> <p>_____ Bike Lanes / Paths</p> | <p>Parkland Dedication due prior to filing the Final Plat:</p> <p>ACREAGE:</p> <p>_____ No. of acres to be dedicated + \$ _____ development fee</p> <p>_____ No. of acres in floodplain</p> <p>_____ No. of acres in detention</p> <p>_____ No. of acres in greenways</p> <p>OR</p> <p>FEE IN LIEU OF LAND:</p> <p>_____ No. of SF Dwelling Units X \$ _____ = \$ _____</p> <p>_____ (date) Approved by Parks & Recreation Advisory Board</p> |
|---|---|

NOTE: DIGITAL COPY OF PLAT MUST BE SUBMITTED PRIOR TO FILING.

The applicant has prepared this application and certifies that the facts stated herein and exhibits attached hereto are true, correct, and complete. IF THIS APPLICATION IS FILED BY ANYONE OTHER THAN THE OWNER OF THE PROPERTY, this application must be accompanied by a power of attorney statement from the owner. If there is more than one owner, all owners must sign the application or the power of attorney. If the owner is a company, the application must be accompanied by proof of authority for the company's representative to sign the application on its behalf. LIEN HOLDERS identified in the title report are also considered owners and the appropriate signatures must be provided as described above.

Steven T. Van Pelt Trustee
Signature and title

12-6-2011
Date

CERTIFICATIONS REQUIRED FOR ALL DEVELOPMENT

Owner Certification:

1. No work of any kind may start until a permit is issued.
2. The permit may be revoked if any false statements are made herein.
3. If revoked, all work must cease until permit is re-issued.
4. Development shall not be used or occupied until a Certificate of Occupancy is issued.
5. The permit will expire if no significant work is progressing within 24 months of issuance.
6. Other permits may be required to fulfill local, state, and federal requirements. Owner will obtain or show compliance with all necessary State and Federal Permits prior to construction including NOI and SWPPP.
7. If required, Elevation Certificates will be provided with elevations certified during construction (forms at slab pre-pour) and post construction.
8. Owner hereby gives consent to City representatives to make reasonable inspections required to verify compliance.
9. If, stormwater mitigation is required, including detention ponds proposed as part of this project, it shall be designed and constructed first in the construction sequence of the project.
10. In accordance with Chapter 13 of the Code of Ordinances of the City of College Station, measures shall be taken to insure that all debris from construction, erosion, and sedimentation shall not be deposited in city streets, or existing drainage facilities. All development shall be in accordance with the plans and specifications submitted to and approved by the City Engineer for the above named project. All of the applicable codes and ordinances of the City of College Station shall apply.
11. The information and conclusions contained in the attached plans and supporting documents will comply with the current requirements of the City of College Station, Texas City Code, Chapter 13 and associated BCS Unified Design Guidelines Technical Specifications, and Standard Details. All development has been designed in accordance with all applicable codes and ordinances of the City of College Station and State and Federal Regulations.
12. Release of plans to _____ (name or firm) is authorized for bidding purposes only. I understand that final approval and release of plans and development for construction is contingent on contractor signature on approved Development Permit.
13. I, THE OWNER, AGREE TO AND CERTIFY THAT ALL STATEMENTS HEREIN, AND IN ATTACHMENTS FOR THE DEVELOPMENT PERMIT APPLICATION, ARE, TO THE BEST OF MY KNOWLEDGE, TRUE, AND ACCURATE.

Steven J. Van Kiet Trunke

Property Owner(s)

12-6-2011

Date

Engineer Certification:

1. The project has been designed to ensure that stormwater mitigation, including detention ponds, proposed as part of the project will be constructed first in the construction sequence.
2. I will obtain or can show compliance with all necessary Local, State and Federal Permits prior to construction including NOI and SWPPP. Design will not preclude compliance with TPDES: i.e., projects over 10 acres may require a sedimentation basin.
3. The information and conclusions contained in the attached plans and supporting documents comply with the current requirements of the City of College Station, Texas City Code, Chapter 13 and associated BCS Unified Design Guidelines. All development has been designed in accordance with all applicable codes and ordinances of the City of College Station and State and Federal Regulations.
4. I, THE ENGINEER, AGREE TO AND CERTIFY THAT ALL STATEMENTS HEREIN, AND IN ATTACHMENTS FOR THE DEVELOPMENT PERMIT APPLICATION, ARE, TO THE BEST OF MY KNOWLEDGE, TRUE, AND ACCURATE.

[Signature]
Engineer

12/4/11
Date

The following CERTIFICATIONS apply to development in Special Flood Hazard Areas.

Required for Site Plans, Final Plats, Construction Plans, Fill / Grading Permits, and Clearing Only Permits:*

A. I, JEFFERY L. ROBERTSON certify, as demonstrated in the attached drainage study, that the alterations or development covered by this permit, shall not:

- (i) increase the Base Flood elevation;
- (ii) create additional areas of Special Flood Hazard Area;
- (iii) decrease the conveyance capacity to that part of the Special Flood Hazard Area that is not in the floodway and where the velocity of flow in the Base Flood event is greater than one foot per second. This area can also be approximated to be either areas within 100 feet of the boundary of the regulatory floodway or areas where the depth of from the BFE to natural ground is 18 inches or greater;
- (iv) reduce the Base Flood water storage volume to the part of the Special Flood Hazard Area that is beyond the floodway and conveyance area where the velocity of flow in the Base Flood is equal to and less than one foot per second without acceptable compensation as set forth in the City of College Station Code of Ordinances, Chapter 13 concerning encroachment into the Special Flood Hazard Area; nor
- (v) increase Base Flood velocities.

beyond those areas exempted by ordinance in Section 5.11.3a of Chapter 13 Code of Ordinances.

Jeffery L. Robertson
Engineer

12/6/11
Date

Initial

* If a platting-status exemption to this requirement is asserted, provide written justification under separate letter in lieu of certification.

Required for Site Plans, Final Plats, Construction Plans, and Fill / Grading Permits:

B. I, _____, certify to the following:

- (i) that any nonresidential or multi-family structure on or proposed to be on this site as part of this application is designed to prevent damage to the structure or its contents as a result of flooding from the 100-year storm.

Engineer

Date

Additional certification for Floodway Encroachments:

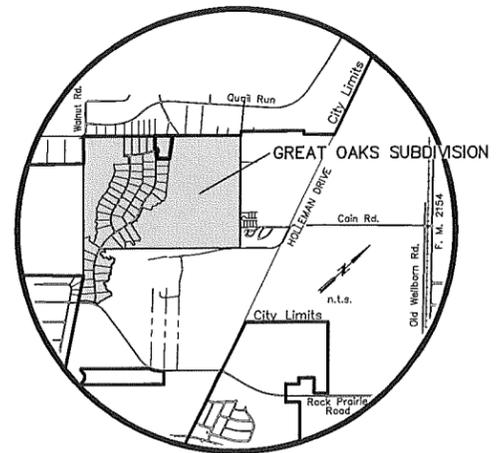
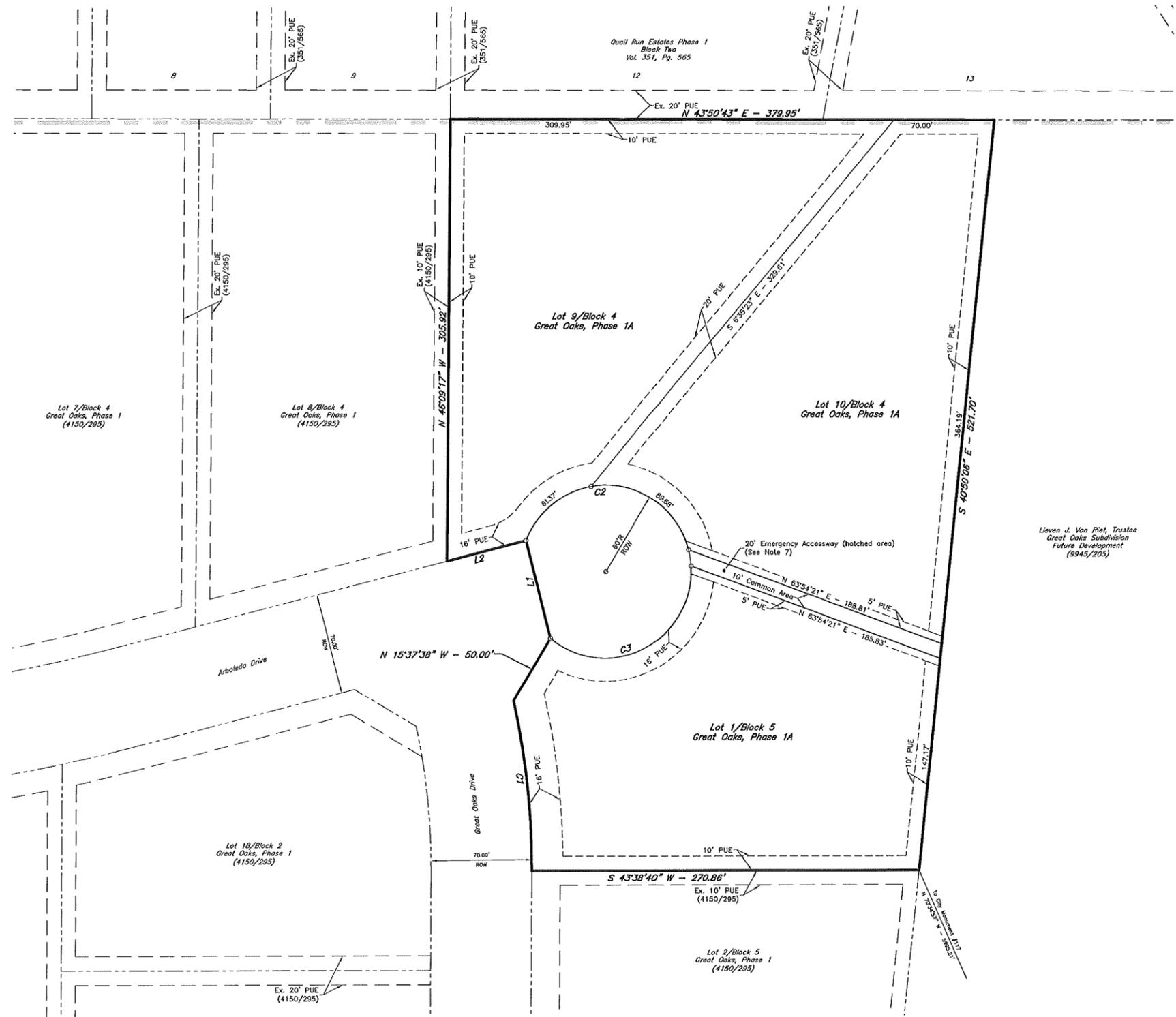
C. I, _____, certify that the construction, improvement, or fill covered by this permit shall not increase the base flood elevation. I will apply for a variance to the Zoning Board of Adjustments.

Engineer

Date

| CURVE TABLE | | | | | | |
|-------------|------------|---------|---------|---------|---------------|-------------|
| CURVE | DELTA | RADIUS | LENGTH | TANGENT | CHORD BRG. | CHORD DIST. |
| C1 | 12°44'58" | 535.00' | 119.05' | 59.77' | N 52°43'49" W | 118.80' |
| C2 | 144°14'21" | 60.00' | 151.05' | 185.98' | S 46°59'27" W | 114.20' |
| C3 | 133°25'19" | 60.00' | 139.72' | 139.39' | N 16°47'22" E | 110.22' |

| LINE TABLE | | |
|------------|---------------|----------|
| LINE | BEARING | DISTANCE |
| L1 | N 60°48'51" W | 70.00' |
| L2 | S 29°11'09" W | 56.64' |



VICINITY MAP

Lieven J. Van Riel, Trustee
Great Oaks Subdivision
Future Development
(8945/205)

LEGEND

- - Indicates set 1/2-inch Iron Rod Monument for Reference.
- - PK Nail Control Monuments set in Asphalt Pavement. Monuments set at Intersection, Points of Curvature

GENERAL NOTES:

- Lienholder: None
- Area of Public Street R.O.W.: 0.25 Acres
- According to the FEMA Flood Insurance Rate Maps for Brazos County, Texas and Incorporated Areas, Map Numbers 48041C0182 C effective July 2, 1992, this property is not located in a 100-year flood hazard area.
- ORIGIN OF BEARING SYSTEM: Bearings shown on this plat are based on Texas State Plane, Central Zone, NAD-83 datum in accordance with City of College Station 1994 GPS Control Monument No. 117. Northing: 10191784.723 Easting: 3559915.379 Elevation: 321.83 (N.G.V.D.)
- Unless otherwise indicated, all lot corners are marked with 1/2-inch iron rods.
- No private sewage facility may be installed on any lot in this subdivision without the prior issuance of a license by the Brazos County Health Unit under the provisions of the Private Sewage Facility Regulations adopted by the Commissioners' Court of Brazos County pursuant to the provisions of Section 21.084 of the Texas Water Code and 30 Texas Administrative Code 285.20 - 285.21.
- The emergency access shown between Lot 1, Block 5 and Lot 10, Block 4 is to provide access for future phases of the development. It will be constructed if needed during future phases of the development.
- Water service for this subdivision will be provided by Weiborn Special Utility District.
- Minimum Building Setback Requirements are as follows:
Front & Side Street: 50'
Side & Rear: 25'
- Abbreviations:
P.U.E. - Public Utility Easement
H.O.A. - Homeowners' Association
P.R.D.E. - Private Drainage Easement

CERTIFICATE OF OWNERSHIP AND DEDICATION

STATE OF TEXAS
COUNTY OF BRAZOS

Lieven J. Van Riel, Trustee, owner and developer of the land shown on this plat, and designated herein as GREAT OAKS, PHASE 1A addition to the City of College Station, Texas, and whose name is subscribed hereto, hereby dedicate to the use of the public forever, all streets, alleys, parks, easements, and public places thereon shown for the purpose and consideration therein expressed. All such dedications shall be in fee simple unless expressly provided otherwise.

Trustee: Lieven J Van Riel

STATE OF TEXAS
COUNTY OF BRAZOS

Before me, the undersigned authority, on this day personally appeared Lieven J. Van Riel, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given under my hand and seal on this ____ day of _____ 20__

Notary Public, Brazos County, Texas

APPROVAL OF PLANNING AND ZONING COMMISSION

I, _____, Chairman of the Planning and Zoning Commission of the City of College Station, hereby certify that the attached plat was duly approved by the Commission on the ____ day of _____ 20__.

Chairman:

CERTIFICATE OF THE COUNTY CLERK

I, Karen McQueen, County Clerk, in and for said County, do hereby certify that this plat together with its certificates of authentication was filed for record in my office the ____ day of _____ 20__ in the Official Records of Brazos County, Texas in Volume ____ Page ____.

Witness my hand and official Seal, at my office in Bryan, Texas.

County Clerk Brazos County, Texas

CERTIFICATE OF SURVEYOR

STATE OF TEXAS
COUNTY OF BRAZOS

I, Kevin R. McClure, Registered Professional Land Surveyor No. 5650, in the State of Texas, hereby certify that this plat is true and correct and was prepared from an actual survey of the property and that property markers and monuments were placed under my supervision on the ground.

Kevin R. McClure, R.P.L.S. No. 5650

CERTIFICATE OF CITY ENGINEER

I, _____, City Engineer of the City of College Station, Texas, hereby certify that this Subdivision Plat conforms to the requirements of the Subdivision Regulations of the City of College Station.

City Engineer
City of College Station

FINAL PLAT

GREAT OAKS
PHASE 1A
3.95 ACRES
ROBERT STEVENSON LEAGUE, A-54
COLLEGE STATION, BRAZOS COUNTY, TEXAS
Lots 9-10, Block 4 & Lot 1, Block 5

APRIL 2012
Scale: 1" = 40'

11-93
0.8510
9.53
MB

DATE: Lieven J. Van Riel, Trustee
2121 Kirby Drive
Houston, TX 77019
(713) 807-7576

SURVEYOR: McClure & Browne Engineering/Surveying, Inc.
1008 Woodcreek Dr., Suite 103
College Station, Texas 77845
(979) 693-3838



1101 Texas Avenue, PO Box 9960
College Station, Texas 77842
Phone 979.764.3570 / Fax 979.764.3496

MEMORANDUM

July 13, 2012

TO: Members of the Planning and Zoning Commission

FROM: Donald E. Harmon, Jr., PE, PMP
Assistant Director
Public Works Department

SUBJECT: **Capital Improvements Program Recommendation**

On an annual basis, the City of College Station prepares a five-year Capital Improvements Program (CIP). The CIP is presented for City Council review as part of the annual budget process. The program consolidates all anticipated capital needs for which funding authorization exists. With oversight of the Comprehensive Plan, the Planning and Zoning Commission makes a recommendation to the City Council regarding the proposed CIP. The proposed CIP will be presented at the meeting.



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College Station, Texas 77842
Phone 979.764.3570 / Fax 979.764.3496

MEMORANDUM

July 13, 2012

TO: Members of the Planning and Zoning Commission

FROM: David Schmitz, Director
Parks & Recreation Department

SUBJECT: **Ordinance Amendment to UDO Section 8.7 Requirements for Park Land Dedication Regarding Park Land Dedication Fees**

Compared to previous revisions to the Parkland Dedication Ordinance park calculations differ due to the census bureau only conducting a short form census and not being able to provide independent single family and multi-family person per household numbers. An overall person per household number was provided. Thus the calculations for single family and multifamily are the same in each; Neighborhood Park Land (fee in lieu), Community Park Land (fee in lieu) and Neighborhood Park Development.

The proposed Community Park Development fees were derived from giving developers a 75% discount on the single family community park development cost. The multi-family community park development fee was calculated using 50% of the community park development cost. The calculations reflect the new neighborhood and community park standards. Within the standards Neighborhood Parks have less intense development and Community Parks support more intense activity.

Overall fees went down, with single family seeing the most significant decrease.

Attachments

1. Park Land Dedication Fee Calculations and Comparison of Existing and Proposed Fees
2. Red-line of Appendix I in UDO Section 8.7 Requirements for Park Land Dedication

**City of College Station
Park Land Dedication Ordinance
Proposed Neighborhood Park Calculations**

Starting Point:

2012 population; 96,603

346.26 acres of neighborhood parks

$96,603/346.26 = 1$ acre of neighborhood park per 279 people

Land Donation:

Single Family- 279 people/ 2.38/PPH = 117 Dwelling Units per acre of donated land for neighborhood park

Multi Family- 279 people/2.38 PPH = 117 Dwelling Units per acre of donated land for neighborhood park

Land Acquisition:

$\$32,000/\text{acre}/117$ Dwelling Units = \$274 Single Family Land Acquisition Cost/Dwelling Unit

$\$32,000/\text{acre}/117$ Dwelling Units = \$274 Multi Family Land Acquisition Cost/Dwelling Unit

Park Development:

One neighborhood park serves 2,300 people (96,603 pop. / 42 neighborhood parks = 2,300 people)

Single Family Neighborhood Park Development Cost

$\$350,000/2,300 = \152.00 per person neighborhood park development cost

$\$152.00 \times 2.38$ PPH = \$361.76 = \$362.00 per Dwelling Unit

Multi Family Neighborhood Park Development Cost

$\$350,000/2,300 = \152.00 per person neighborhood park development cost

$\$152.00 \times 2.38$ PPH = \$361.76 = \$362.00 per Dwelling Unit

Total Neighborhood Park Parkland Dedication Fees per Dwelling Unit:

Single Family Neighborhood Park Fee=

$\$274$ (Land Acquisition) + $\$362.00$ (Park Development) = \$636.00 per Dwelling Unit

Multi Family Neighborhood Park Fee=

$\$274$ (Land Acquisition) + $\$362.00$ (Park Development) = \$636.00 per Dwelling Unit

**City of College Station
Park Land Dedication Ordinance
Proposed Community Park Calculations**

Starting Point:

2012 population; 96,603
316.31 acres of community parks (8 total parks)
 $96,603/316.31 = 1$ acre of community park per 305 people

Land Donation:

Single Family- 305 people/ 2.38/PPH = 128 Dwelling Units per acre of donated land for community park
Multi Family- 305 people/2.38 PPH = 128 Dwelling Units per acre of donated land for community park

Land Acquisition:

$\$32,000/\text{acre}/128$ Dwelling Units = \$250 Single Family Land Acquisition Cost/Dwelling Unit
 $\$32,000/\text{acre}/128$ Dwelling Units = \$250 Multi Family Land Acquisition Cost/Dwelling Unit

Park Development:

One community park serves people 12,075 (96,603 pop. / 8 community parks = 12,075 people)

Single Family Community Park Development Cost
 $\$1,900,000/12,075 = \157.35 per person community park development cost
($\$7,600,000$ Community Park development cost average X 75% discount)
 $\$157.35.00 \times 2.38$ PPH = \$374.49 = \$375.00 per Dwelling Unit

Multi Family Community Park Development Cost
 $\$3,800,000/12,075 = \314.70 per person community park development cost
($\$7,600,000$ Community Park development cost average X 50% discount)
 $\$314.70 \times 2.38$ PPH = \$748.99 = \$750.00 per Dwelling Unit

Total Community Park Parkland Dedication Fees per Dwelling Unit:

Single Family Community Park Fee=
 $\$250$ (Land Acquisition) + $\$375$ (Park Development) = \$ 625.00 per Dwelling Unit

Multi Family Community Park Fee=
 $\$250$ (Land Acquisition) + $\$750$ (Park Development) = \$1,000.00 per Dwelling Unit

Comparison: Current Ordinance (2009) VS Proposed Ordinance (2012)

| | <u>Current</u> | <u>Proposed</u> |
|--------------------------------------|----------------|-----------------|
| Neighborhood Park Land (fee in lieu) | | |
| Single Family (SF) | \$ 314 | \$ 274 |
| Multi-Family (MF) | \$ 256 | \$ 274 |
| Community Park Land (fee in lieu) | | |
| Single Family (SF) | \$ 305 | \$ 250 |
| Multi-Family (MF) | \$ 248 | \$ 250 |
| Neighborhood Park Development | | |
| Single Family (SF) | \$ 764 | \$ 362 |
| Multi-Family (MF) | \$ 622 | \$ 362 |
| Community Park Development | | |
| Single Family (SF) | \$ 638 | \$ 375 |
| Multi-Family (MF) | \$ 520 | \$ 750 |

SUMMARY

Single Family Neighborhood Park Fee
 \$274 (Land Acquisition) + \$362.00 (Park Development) =\$636.00 per Dwelling Unit

Single Family Community Park Fee=
 \$250 (Land Acquisition) + \$375 (Park Development) =\$ 625.00 per Dwelling Unit

Multi Family Neighborhood Park Fee
 \$274 (Land Acquisition) + \$362.00 (Park Development) =\$636.00 per Dwelling Unit

Multi Family Community Park Fee=
 \$250 (Land Acquisition) + \$750 (Park Development) =\$1,000.00 per Dwelling Unit

| | <u>Current</u> | <u>Proposed</u> |
|---------------------------------|----------------|-----------------|
| <u>Total</u> Single Family (SF) | \$2,021 | \$1,261 |
| Multi-Family (MF) | \$1,646 | \$1,636 |

PARKLAND TOTAL

| | <u>#Parks</u> | <u>#acres</u> | <u>#acres/1000 pop.</u> |
|---|---------------|---------------|-------------------------|
| Neighborhood Parks | 42 | 346.26 | 3.58 |
| Community Parks | 8 | 316.31 | 3.27 |
| Regional Parks (Veteran's Park, Lick Creek Park) | 2 | 665.54 | 6.89 |
| TOTAL | 52 | 1,328.11 | 13.75 |

(as of 1-1-2012)

Article 8. Subdivision Design and Improvements

8.7 Requirements for Park Land Dedication

APPENDIX I

PARK LAND DEDICATION AND DEVELOPMENT FEES

A. Neighborhood and Community Parks

A. Dedication Requirements for Neighborhood Parks

1. Land dedication per Dwelling Unit (DU)
Single Family: One (1) Acre per ~~102-117~~ DUs
Multi-Family: One (1) Acre per ~~125-117~~ DUs
2. Fee in lieu of land dedication per Dwelling Unit (DU)
Single Family: \$~~314-274~~ per DU
Multi-Family: \$~~256-274~~ per DU
3. Park development fee per Dwelling Unit (DU)
Single Family: \$~~764-362~~ per DU
Multi-Family: \$~~622-362~~ per DU
4. Total neighborhood park fees per Dwelling Unit (DU)
Single Family: \$~~1,078,636~~ per DU
Multi-Family: \$~~878-636~~ per DU

B. Dedication Requirements for Community Parks

1. Land dedication per Dwelling Unit (DU)
Single Family: One (1) Acre per ~~105-128~~ DUs
Multi-Family: One (1) Acre per ~~129-128~~ DUs
2. Fee in lieu of land dedication per Dwelling Unit (DU)
Single Family: \$~~305-250~~ per DU
Multi-Family: \$~~248-250~~ per DU
3. Park development fee per Dwelling Unit (DU)
Single Family: \$~~638-375~~ per DU
Multi-Family: \$~~520-750~~ per DU
4. Total community park fees per Dwelling Unit (DU)
Single Family: \$~~943-625~~ per DU
Multi-Family: \$~~768-1,000~~ per DU



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MEMORANDUM

July 13, 2012

TO: Members of the Planning and Zoning Commission

FROM: Jason Schubert, AICP, Principal Planner

SUBJECT: **Ordinance Amendment to UDO Section 8.2.K Sidewalks**

The current Comprehensive Plan was adopted by City Council in May 2009. It contains a vision statement that served as a guide in the development of the plan and a basis for policy going forward. This vision statement has also been incorporated into the City's Strategic Plan 2010-2015 as the Community Vision. Portions of the vision statement are applicable when considering policy and ordinance requirements regarding sidewalks. The applicable statements include:

Increasing and maintaining the mobility of College Station citizens through a well planned and constructed inter-modal transportation system.

Developing and maintaining quality cost-effective community facilities, infrastructure and services which ensure our City is cohesive and well connected.

In addition, the City Council has established "Improve Multi Modal Transportation" as one of the five goals in their Strategic Plan.

When revisions to the subdivision regulations were adopted by City Council in January 2011, a number of various standards and procedures were amended. Included in these revisions were changes to sidewalks requirements. It is important to note that the applicability of when a sidewalk is required is contained in the subdivision regulations in the Unified Development Ordinance (UDO) while the standards and specific details for sidewalk width, placement, and construction are contained in the Bryan/College Station Unified Design Guidelines adopted jointly with the City of Bryan.

As background, prior to the revisions in January 2011, the ordinance required sidewalks to be placed on both sides of all thoroughfares, on one side of residential streets, and were not required on cul-de-sacs unless a pedestrian Access Way was provided through

the end of the cul-de-sac. With the adoption of the revisions, the standard increased to implement the Comprehensive Plan and adopted goals by requiring sidewalks on both sides of all streets, including residential streets and cul-de-sacs. When considering these revisions during their public hearing, the Planning and Zoning Commission recommended that a sidewalk also be required around the bulb of a cul-de-sac. As part of the revisions, several exemptions were added for rural roadways and existing residential streets unless planned on the Bicycle, Pedestrian, and Greenway Master Plan and more options were provided to permit the use of the sidewalk fund in lieu of sidewalk construction.

Over the last year, City management and staff have held regular meetings with the local home builders association and other development interests. The purpose of these meetings has been to discuss issues related to standards and practices in the development process. During these discussions, several items were identified related to current sidewalk requirements:

Developer's request:

- Not require sidewalks around the bulb of a cul-de-sac;
- Require sidewalks only on one side (not both sides) of residential and cul-de-sac streets; and
- Reduce the width of sidewalks:
 - on residential streets from 5 feet to 4 feet;
 - on thoroughfares sidewalks not located at the back of curb from 6 feet to 5 feet; and
 - on thoroughfare sidewalks located at the back of curb from 8 feet to 6 feet with the brick paver inlay along the back of curb not being required.

Staff has reviewed the existing ordinance and has discussed and negotiated through some of the requested items.

Staff recommendation:

- Remove the requirement for a sidewalk around the bulb of a cul-de-sac. This requirement was not proposed by staff with the revised ordinance, does not provide a substantial pedestrian facility, and would match the City of Bryan's current requirement. A sidewalk, however, would still be required in this area when a pedestrian Access Way is located out the end a cul-de-sac;
- Reduce the width of sidewalks on thoroughfares from 6 feet to 5 feet when an existing striped bike lane has been provided on the street. This reduction in width recognizes that some of the need for the larger sidewalk facility is being accommodated with bike lane and that the bike lane also helps serve as a buffer between pedestrians and vehicular traffic; and
- Remove the option to construct thoroughfare sidewalks back of curb on new streets. This would help implement the Comprehensive Plan which depicts street cross sections with sidewalks located away from the back of curb to provide additional roadside buffer between pedestrians and vehicular traffic. Sidewalks may be located at back of curb where specific design considerations warrant or conflicts exist.
- Based on recent action of the Planning & Zoning Commission, remove the requirement for sidewalks along streets classified as Freeway/ Expressway on

the City's Thoroughfare Plan. The current requirement exempts sidewalks along Freeways that do not have frontage roads though require them when a frontage road exists. A multi-use path would still be required along Freeways in the locations shown on the Bicycle, Pedestrian, and Greenways Master Plan.

Staff does not support the request to not require sidewalks on both sides of all applicable streets as this does not further the City's adopted goals to increase mobility and improve multi modal transportation facilities. Staff also does not support the reduction of the residential and cul-de-sac street sidewalk from 5 feet to 4 feet as adherence to ADA requirements becomes problematic and sidewalks become too narrow. Where the clear path of a sidewalk is less than 5 feet in width, a landing area that is 5 feet by 5 feet is required at least every 200 feet. This may be difficult to comply with this requirement with multiple driveways and various lot layouts. In addition, a 5-foot width provides a more superior facility for mobility for pedestrians to walk beside and past one another.

In revising and clarifying the standards, staff also proposes to allow the sidewalk fund option to be utilized when a multi-use path facility is located along or within their proposed development.

The above revisions and removal of the requirement for a sidewalk around the bulb of a cul-de-sac and along Freeways/Expressways are revisions to the UDO that require recommendations by the Bicycle, Pedestrian, and Greenways Advisory Board and the Planning and Zoning Commission and then final action by City Council. Other potential revisions to sidewalk width and placement are a policy discussion that will result in revisions to the Bryan/College Station Unified Design Guidelines that will be done administratively by staff in the future through a joint effort between engineering staff of the City of College Station and the City of Bryan.

The Bicycle, Pedestrian, and Greenways Advisory Board considered these revisions at their July 2nd meeting and recommended approval of the revisions as proposed by staff with the condition that a sidewalk be wrapped around the bulb of a cul-de-sac when the cul-de-sac is longer than 200 feet. After a public hearing and recommendation by the Planning and Zoning Commission, this item is tentatively scheduled for final consideration by City Council at their Regular meeting on August 9th.

Attachments

1. Draft Minutes for July 2nd Bicycle, Pedestrian, and Greenways Advisory Board
2. Red-line of UDO Section 8.2.K Sidewalks



DRAFT MINUTES
BICYCLE, PEDESTRIAN, AND GREENWAYS
ADVISORY BOARD
Monday, July 2, 2012 3:00 PM
City Hall Council Chambers
1101 Texas Avenue
College Station, Texas, 77840

MEMBERS PRESENT: Chairman Blanche Brick, Vice-Chairman Sherry Ellison, Greg Stiles, James Batenhorst, David Russell, and Marcy Halterman-Cox

MEMBERS ABSENT: Jeff Young

VISITORS PRESENT: None

STAFF PRESENT: Greenways Program Manager Venessa Garza, Executive Director Bob Cowell, Assistant Director Molly Hitchcock; Principal Planner Jennifer Prochazka, Senior Planner Matt Robinson, Staff Planner Teresa Rogers and Board Secretary Kristen Hejny

AGENDA ITEM NO. 1: Call to Order.

Chairman Brick called the meeting to order at 3:00.

AGENDA ITEM NO. 6: (Item was heard before agenda item No. 5) Presentation, possible action, and discussion regarding amendments to sidewalk requirements contained in the Unified Development Ordinance and Bryan/College Station Unified Design Guidelines.

Director Bob Cowell discussed the amendments to the sidewalk requirements contained in the Unified Development Ordinance.

There was general discussion.

Marcy Halterman-Cox left the meeting.

David Russell proposed an amendment stating that there be sidewalks on all streets on both sides with the addition that a sidewalk should wrap around the bulb of a cul-de-sac when it is longer than 200 feet.

A motion to approve staff's recommendations with Russell's amendment was made by James Batenhorst and seconded by David Russell. The motion was approved (5-0).

AGENDA ITEM NO. 9: Adjourn.

The meeting adjourned at 5:37 p.m.

Article 8. Subdivision Design and Improvements

8.2 General Requirements and Minimum Standards of Design for Subdivisions within the City Limits

K. Sidewalks

1. Policy

Sidewalks should be located and constructed so as to provide a safe and effective means of transportation for non-vehicular traffic.

2. Required Sidewalks

- a. Sidewalks shall be required on both sides of all streets, ~~including cul-de-sacs,~~ except as follows or as provided elsewhere in this UDO.
- b. Where a multi-use path is shown along a street on the Bicycle, Pedestrian, and Greenways Master Plan, the sidewalk may be incorporated as part of the multi-use path.

3. Sidewalk Exceptions

Sidewalks are not required:

- ~~a.~~ Around the bulb of a cul-de-sac unless an Access Way is provided through the cul-de-sac;
- ~~a-b.~~ Along a street classified on the Thoroughfare Plan as a Freeway/Expressway ~~that does not have frontage roads. Sidewalks, however, shall be provided along frontage roads of a Freeway/Expressway;~~
- ~~b-c.~~ Along streets identified on the Thoroughfare Plan with an Estate/Rural context;
- ~~e-d.~~ Along new or existing streets within a Rural Residential subdivision constructed to the rural section; or
- ~~d-e.~~ Along existing local/residential streets unless sidewalks have been identified in the Bicycle, Pedestrian, and Greenways Master Plan or in the applicable neighborhood, district, or corridor plan.

4. Standards

Sidewalks shall be constructed in accordance with the following criteria:

- a. The *B/CS Unified Design Guidelines* and all applicable state and federal requirements;
- b. Consistent with the minimum standards necessary to meet the projected non-vehicular traffic demand in the area;
- c. Sidewalks shall maintain a minimum clear width as set forth in the *B/CS Unified Design Guidelines*; and
- d. All sidewalks shall terminate into streets or driveways with ambulatory ramps.

5. Timing of Construction

Except as set forth below, all required sidewalks must be constructed concurrently with the street, or if the street is already constructed prior to acceptance of all public improvements.

a. Residential Subdivisions

At the time of final plat application, the subdivider may opt to defer the construction of sidewalks on residential streets along single-family, duplex, or

townhouse lots for up to one year from approval of the final plat when the subdivider provides a bond or surety in accordance with Section 8.6 Construction, Guarantee of Performance, and Acceptance of Public Infrastructure. The subdivider shall provide a sidewalk plan with the final plat construction documents and installation of the sidewalks shall comply with this plan. Notwithstanding the foregoing, this provision does not allow the deferment of the construction of sidewalks along thoroughfares, sidewalk ramps at all street intersections, and sidewalks along residential streets that are not adjacent to a residential lot such as along a common area, creek crossing, or park. Other pedestrian facilities such as Access Ways and multi-use paths shall be constructed at the same time as the public infrastructure of the plat.

b. Fee in Lieu of Construction

1) Fee in Lieu

Except for development located within the Northgate zoning districts, a developer may request to pay a fee in lieu of constructing the ~~required sidewalk(s) or multi-use path~~~~required in this Section~~ upon approval by the Planning and Zoning Commission as set forth below.

2) Amount of Fee

The amount of fee in lieu of sidewalk construction shall be a unit cost determined by the City Engineer based upon current estimated costs. The unit cost fee shall be kept on file in the Office of Planning and Development Services and made available to the public upon request. The unit cost fee calculation shall be reviewed at least annually by the City Engineer and adjusted as necessary.

3) Criteria to Allow Fee in Lieu

The Planning and Zoning Commission may authorize a fee in lieu of sidewalk ~~or multi-use path~~ construction when it determines that one or more of the following conditions exists:

- (a) An alternative pedestrian way or multi-use path has been or will be provided ~~outside the right-of-way~~;
- (b) The presence of unique or unusual topographic, vegetative, or other natural conditions exist so that strict adherence to the sidewalk requirements contained herein is not physically feasible or is not in keeping with the purposes and goals of this UDO or the City's Comprehensive Plan;
- (c) A capital improvement project is imminent that will include construction of the required sidewalk. Imminent shall mean the project is funded or projected to commence within twelve (12) months;
- (d) Existing streets constructed to rural section that are not identified on the Thoroughfare Plan with an Estate/Rural context;
- (e) When a sidewalk is required along a street where a multi-use path is shown on the Bicycle, Pedestrian, Greenways Master Plan;
- (f) The proposed development is within an older residential subdivision meeting the criteria in Section 8.2.H.2 Platting and Replatting within Older Residential Subdivisions of this UDO; or
- (g) The proposed development contains frontage on a Freeway/ Expressway as designated by Map 6.6, Thoroughfare Plan-Functional Classification, in the City's Comprehensive Plan.

4) Use of Fee

The City Council hereby establishes sidewalk zones as show in the map attached as Figure 1 of this section and which map shall be kept in the Office of Planning and Development Services and made available to the public upon request. Fees collected in lieu of sidewalk or multi-use path construction shall be expended in the sidewalk zone within which the proposed development is located. Fees collected in lieu of sidewalk construction shall be used only for construction, reconstruction, or land acquisition costs associated with sidewalks, multi-use paths, and other non-vehicular ways.

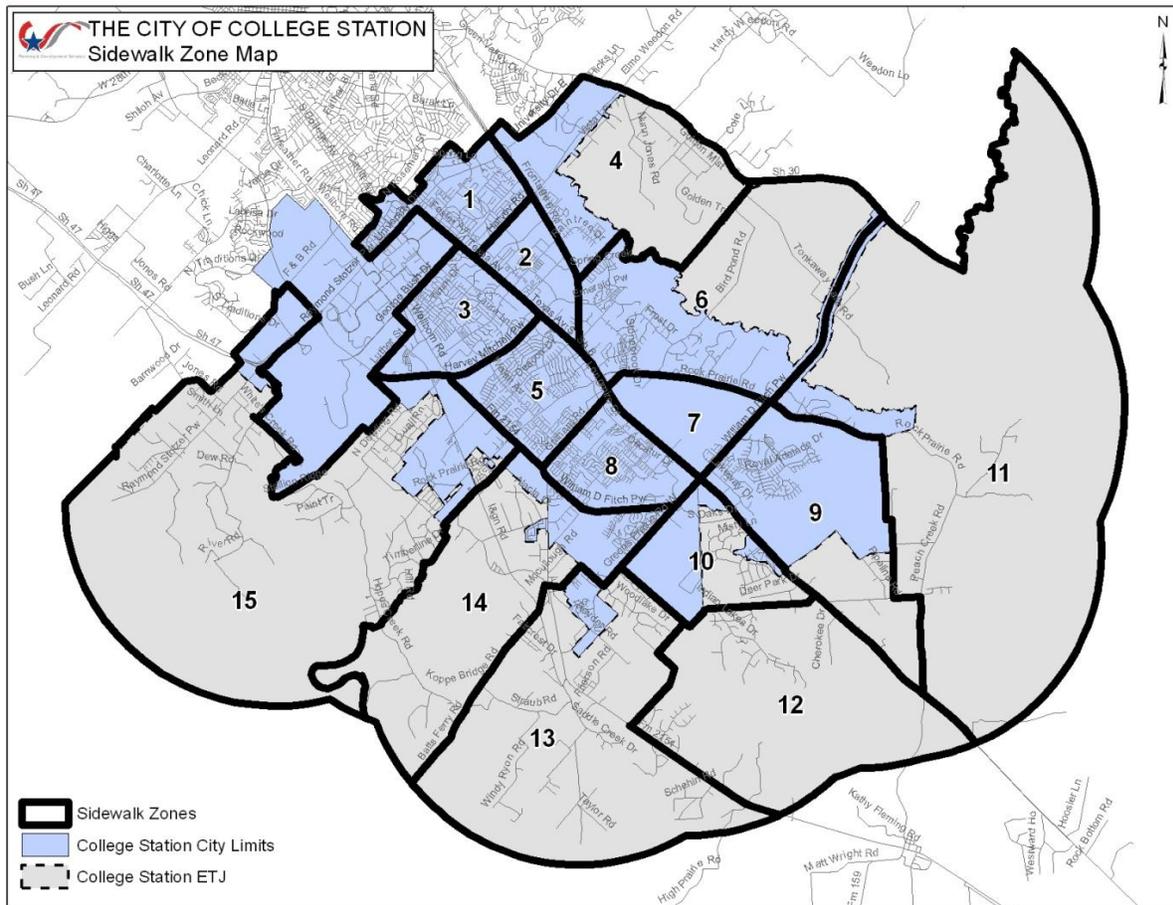


Figure 1 – Sidewalk Zone Map

5) Reimbursement

The City may, from time-to-time, acquire land for sidewalks or make sidewalk improvements related to actual or potential development. If this occurs, the City may require subsequent sidewalk obligations to be a fee rather than construction in order to reimburse the City for the cost associated with acquisitions or construction.

6) Fee Due

Fees paid pursuant to this Section shall be remitted to the City when the guarantee of construction of public improvements for the proposed development is due or upon commencement of construction, whichever occurs first.

7) Special Fund; Right to Refund

All fees received by the City in lieu of sidewalk or multi-use path construction shall be deposited in a fund referenced to the sidewalk zone to which it relates. The City shall account for all fees in lieu of sidewalk construction paid under this Section with reference to the individual development involved. Any fee paid for such purposes must be expended by the City within seven (7) years from the date received by the City. Such funds shall be considered to be spent on a first-in, first-out basis. If not so expended, the landowners of the property on the expiration of such period shall be entitled to a prorated refund of such sum. The owners of such property must request a refund within one (1) year of entitlement, in writing, or such refund will be barred.