



College Station, TX

City Hall
1101 Texas Ave
College Station, TX 77840

Meeting Agenda

Planning and Zoning Commission Workshop

The City Council may or may not attend the Planning & Zoning Commission Workshop Meeting.

Thursday, September 18, 2014

6:30 PM

City Hall Council Chambers

1. Call the meeting to order.
2. Discussion of consent and regular agenda items.
3. **14-689** Discussion of Minor and Amending plats approved by Staff.
 - * Final Plat ~ Minor Plat ~ Castlegate II Section 200 ~ 2 lots Case # 14-00900163 (M. Hitchcock)
 - * Final Plat ~ Minor Plat ~ Willow Run Phase 3A Lot 57R Case # 14-00900180 (J. Cuarón)
4. Discussion of new development applications submitted to the City.
New Development Link: www.cstx.gov/newdev
5. **14-694** Presentation, possible action, and discussion regarding the status of items within the 2014 P&Z Plan of Work (see attached). (J. Schubert)

Attachments: [2014 P&Z Plan of Work](#)
6. **14-695** Presentation, possible action, and discussion regarding an update on the following item:
 - * A rezoning of approximately 71 acres located at 8601 Rock Prairie Road from R Rural to E Estate. The Planning & Zoning Commission heard this item on August 21 and voted 6-0 to recommend approval. The City Council heard this item on September 11 and voted 6-0-1 to approve the request.
7. **14-688** Presentation, possible action, and discussion regarding the P&Z Calendar of Upcoming Meetings.
 - * Monday, September 22, 2014 ~ City Council Meeting ~ Council Chambers ~ Workshop 6:00 p.m. and Regular 7:00 p.m.
 - * Thursday, October 2, 2014 ~ P&Z Meeting ~ Council Chambers ~ Workshop 4:00 p.m. and Regular 7:00 p.m.
8. Discussion, review and possible action regarding the following meetings: Design Review Board, BioCorridor Board, BioCorridor Plan Process, and Zoning District Subcommittee.

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.

The Commission may adjourn into Executive Session to consider any item listed on this agenda if a matter is raised that is appropriate for Executive Session discussion. An announcement will be made of the basis for the Executive Session discussion.

APPROVED

City Manager

Notice is hereby given that a Workshop Meeting of the Planning & Zoning Commission of the City of College Station, Texas will be held on September 18, 2014 at 6:30 p.m. at the City Hall Council Chambers, 1101 Texas Avenue, College Station, Texas. The following subject will be discussed to wit: See Agenda

Posted this 12th day of September 2014 at at 5:00 p.m.

City Secretary

I, undersigned, do hereby certify that the above Notice of Meeting of the Governing Body 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 September 12, 2014 at 5:00 p.m. and remained so posted continuously for at least 72 hours proceeding the scheduled time of said meeting.

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. Council meetings are broadcast live on Cable Access Channel 19.



Legislation Details (With Text)

File #: 14-689 **Version:** 1 **Name:** Minor and Amending Plats
Type: Updates **Status:** Agenda Ready
File created: 9/10/2014 **In control:** Planning and Zoning Commission Workshop
On agenda: 9/18/2014 **Final action:**
Title: Discussion of Minor and Amending plats approved by Staff.
* Final Plat ~ Minor Plat ~ Castlegate II Section 200 ~ 2 lots Case # 14-00900163 (M. Hitchcock)
* Final Plat ~ Minor Plat ~ Willow Run Phase 3A Lot 57R Case # 14-00900180 (J. Cuarón)

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Discussion of Minor and Amending plats approved by Staff.
* Final Plat ~ Minor Plat ~ Castlegate II Section 200 ~ 2 lots Case # 14-00900163 (M. Hitchcock)
* Final Plat ~ Minor Plat ~ Willow Run Phase 3A Lot 57R Case # 14-00900180 (J. Cuarón)



Legislation Details (With Text)

File #: 14-694 **Version:** 1 **Name:** 2014 P&Z Plan of Work
Type: Updates **Status:** Agenda Ready
File created: 9/11/2014 **In control:** Planning and Zoning Commission Workshop
On agenda: 9/18/2014 **Final action:**
Title: Presentation, possible action, and discussion regarding the status of items within the 2014 P&Z Plan of Work (see attached). (J. Schubert)
Sponsors:
Indexes:
Code sections:
Attachments: [2014 P&Z Plan of Work](#)

Date	Ver.	Action By	Action	Result
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Presentation, possible action, and discussion regarding the status of items within the 2014 P&Z Plan of Work (see attached). (J. Schubert)

2014 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, Eastgate, Southside Area, Wellborn Community, and South Knoll Area neighborhood plans, and Bicycle, Pedestrian & Greenways, Parks and Recreation, Water, Waste Water, Medical District, and Economic Development master plans.</p>	<p>Project Dates:</p> <p>June 2014: Entered into a contract with Freese and Nichols, Inc to complete update of Water Master Plan model by May 2015.</p> <p>Sept. 2014: Entered into contract with Kimley-Horn and Associates, Inc to look at updates to the Thoroughfare Plan.</p>
Staff Assigned: P&DS Staff	Anticipated Completion: On-going

Five-Year Comprehensive Plan Report	
<p>Summary:</p> <p>As called for in the Comprehensive Plan, complete a five-year evaluation and appraisal report to assess existing Plan and its success in achieving the community's goals.</p>	<p>Project Dates:</p> <p>7/16/14: Joint subcommittee meeting.</p> <p>8/22/14: Joint subcommittee meeting.</p> <p>9/18/14: Report presented to P&Z.</p> <p>9/22/14: Report presented to Council.</p>
Staff Assigned: J. Prochazka	Anticipated Completion: September 2014

Five-Year Comprehensive Plan Report Implementation	
<p>Summary:</p> <p>Begin implementation of items and tasks identified in the Five-Year Comprehensive Plan Report.</p>	<p>Project Dates:</p>
Staff Assigned: P&DS Staff	Anticipated Completion: September 2014

Multi-Family & Mixed Use Zoning Districts	
<p>Summary:</p> <p>Create and adopt new zoning districts for Urban and Urban Mixed Use designations to implement these future land use and character designations identified in the Comprehensive Plan.</p>	<p>Project Dates:</p>
Staff Assigned: J. Prochazka	Anticipated Completion: Fall 2014

Walton Drive Commercial Overlay	
<p>Summary:</p> <p>Create and adopt a zoning overlay to address parking and other non-conformities for the commercial area at Walton Drive and Texas Avenue as identified in the Eastgate Neighborhood Plan.</p>	<p>Project Dates:</p> <p>12/11/13: Stakeholder meeting with property owners to introduce possible overlay concept.</p> <p>5/15/14: Presentation at P&Z Workshop.</p>
Staff Assigned: J. Schubert	Anticipated Completion: Fall 2014

Wellborn Zoning Districts	
<p>Summary:</p> <p>Create and adopt new or modified zoning districts as identified in the Wellborn Community Plan.</p>	<p>Project Dates:</p>
Staff Assigned: P&DS Staff	Anticipated Completion: Fall 2014

Research and Education

College Station Population	
<p>Summary:</p> <p>Overview of College Station's current population estimate and report on implications of exceeding the 100,000 mark.</p>	<p>Project Dates:</p> <p>5/1/14: Presentation at P&Z Workshop.</p>
Staff Assigned: M. Hester	Item Completed: May 2014

Easterwood Airport Master Plan	
<p>Summary:</p> <p>Report on Easterwood Airport Master Plan and consideration of potential implications of any future plans for expansion.</p>	<p>Project Dates:</p>
Staff Assigned: P&DS Staff	Anticipated Completion:

Non-Residential Architecture Standards	
<p>Summary:</p> <p>Review existing standards to evaluate if updates are needed to reflect current practices and allow more flexibility in design.</p>	<p>Project Dates:</p> <p>6/19/14: Presentation at P&Z Workshop. 7/17/14: Discussion of proposed amendment review at P&Z Workshop. 10/2/14: Stakeholder engagement meetings at P&Z Workshop. 11/20/14: P&Z Workshop follow up discussion.</p>
Staff Assigned: Jason Schubert	Anticipated Completion: Early 2015

Planning & Development Services Organizational Review Implementation	
<p>Summary:</p> <p>Continue implementation of the review by completing identified policy discussions, ordinance revisions, and process and service improvements.</p>	<p>Project Dates:</p>
Staff Assigned: P&DS Staff	Anticipated Completion:

Recently-Adopted Zoning Districts	
<p>Summary:</p> <p>Overview of the recently adopted zoning districts.</p>	<p>Project Dates:</p> <p>4/17/14: Presentation at P&Z Workshop.</p>
Staff Assigned: T. Rogers	Item Completed: April 2014

Review of Adopted Plans	
<p>Summary:</p> <p>This item includes after action review of Northgate, BioCorridor, and Medical Districts, update on Water/Wastewater Master Plan, and update on implementation of adopted neighborhood and small area plans.</p>	<p>Project Dates:</p> <p>6/5/14: Tour during P&Z Workshop to include sites in Northgate, BioCorridor, and Medical District.</p>
Staff Assigned: P&DS Staff	Anticipated Completion:

Sign Regulations	
<p>Summary:</p> <p>Evaluate sign regulations related to electronic message boards.</p>	<p>Project Dates:</p> <p>5/12/14: Presentation at Council Workshop to receive direction from Council.</p> <p>7/3/14: P&Z unanimously recommended approval of proposed sign ordinance.</p> <p>7/24/14: Council adopted proposed ordinance.</p>
Staff Assigned: M. Hester/J. Schubert	Item Completed: July 2014

Transportation Planning	
<p>Summary:</p> <p>Update regarding Metropolitan Planning Organization (MPO) transportation planning initiatives.</p>	<p>Project Dates:</p> <p>11/6/14: Presentation in P&Z Workshop.</p>
Staff Assigned: D. Singh	Anticipated Completion: November 2014



Legislation Details (With Text)

File #: 14-695 **Version:** 1 **Name:**

Type: Updates **Status:** Agenda Ready

File created: 9/12/2014 **In control:** Planning and Zoning Commission Workshop

On agenda: 9/18/2014 **Final action:**

Title: Presentation, possible action, and discussion regarding an update on the following item:
* A rezoning of approximately 71 acres located at 8601 Rock Prairie Road from R Rural to E Estate. The Planning & Zoning Commission heard this item on August 21 and voted 6-0 to recommend approval. The City Council heard this item on September 11 and voted 6-0-1 to approve the request.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Presentation, possible action, and discussion regarding an update on the following item:
* A rezoning of approximately 71 acres located at 8601 Rock Prairie Road from R Rural to E Estate. The Planning & Zoning Commission heard this item on August 21 and voted 6-0 to recommend approval. The City Council heard this item on September 11 and voted 6-0-1 to approve the request.



Legislation Details (With Text)

File #: 14-688 **Version:** 1 **Name:** Upcoming Meetings
Type: Updates **Status:** Agenda Ready
File created: 9/10/2014 **In control:** Planning and Zoning Commission Workshop
On agenda: 9/18/2014 **Final action:**
Title: Presentation, possible action, and discussion regarding the P&Z Calendar of Upcoming Meetings.
* Monday, September 22, 2014 ~ City Council Meeting ~ Council Chambers ~ Workshop 6:00 p.m. and Regular 7:00 p.m.
* Thursday, October 2, 2014 ~ P&Z Meeting ~ Council Chambers ~ Workshop 4:00 p.m. and Regular 7:00 p.m.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Presentation, possible action, and discussion regarding the P&Z Calendar of Upcoming Meetings.
* Monday, September 22, 2014 ~ City Council Meeting ~ Council Chambers ~ Workshop 6:00 p.m. and Regular 7:00 p.m.
* Thursday, October 2, 2014 ~ P&Z Meeting ~ Council Chambers ~ Workshop 4:00 p.m. and Regular 7:00 p.m.



College Station, TX

City Hall
1101 Texas Ave
College Station, TX 77840

Meeting Agenda Planning and Zoning Commission Regular

*The City Council may or may not attend the Planning & Zoning
Commission Regular Meeting.*

Thursday, September 18, 2014

7:00 PM

City Hall Council Chambers

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 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 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 14-690 Consideration, possible action, and discussion on Absence Requests from meetings.

*Jim Ross ~ September 18, 2014

Attachments: [Absence Request](#)

4.2 14-687 Consideration, possible action, and discussion to approve meeting minutes.

* September 4, 2014 ~ Workshop

* September 4, 2014 ~ Regular

Attachments: [Workshop](#)
[Regular](#)

4.3 14-693 Presentation, possible action, and discussion regarding a

Preliminary Plan for Indian Lakes Phases 19-23, consisting of 63 single-family lots on approximately 146 acres located at 3900 Mesa Verde Dr., generally located south and east of the eastern terminus of Mesa Verde Drive in the City's Extraterritorial Jurisdiction. Case #14-00900128 (J. Cuarón)

Attachments: [Staff Report](#)
 [Application](#)
 [Preliminary Plan](#)

Regular Agenda

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

6. **14-692** Public hearing, presentation, possible action, and discussion regarding a presentation of the Comprehensive Plan Five-Year Evaluation and Appraisal Report. (J.Prochazka)

Attachments: [Memo](#)
 [COMPLETE 9-11-14 draft.pdf](#)

7. 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.

8. Adjourn

The Commission may adjourn into Executive Session to consider any item listed on this agenda if a matter is raised that is appropriate for Executive Session discussion. An announcement will be made of the basis for the Executive Session discussion.

APPROVED

City Manager

Notice is hereby given that a Regular Meeting of the Planning & Zoning Commission of the City of College Station, Texas will be held on the 18th of September, 2014 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 12th day of September, 2014 at 5:00
p.m.

City Secretary

I, the undersigned, do hereby certify that the above Notice of Meeting of the Governing Body 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 September 12, 2014 at 5:00p.m. and remained so posted continuously for at least 72 hours proceeding the scheduled time of said meeting.

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Legislation Details (With Text)

File #: 14-690 **Version:** 1 **Name:** Absence Request
Type: Absence Request **Status:** Agenda Ready
File created: 9/10/2014 **In control:** Planning and Zoning Commission Regular
On agenda: 9/18/2014 **Final action:**
Title: Consideration, possible action, and discussion on Absence Requests from meetings.
*Jim Ross ~ September 18, 2014

Sponsors:

Indexes:

Code sections:

Attachments: [Absence Request](#)

Date	Ver.	Action By	Action	Result
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Consideration, possible action, and discussion on Absence Requests from meetings.
*Jim Ross ~ September 18, 2014



CITY OF COLLEGE STATION
Planning & Development Services

**Absence Request Form
For Elected and Appointed Officers**

Name Jim Ross

Request Submitted on 9/10/2014

I will not be in attendance at the meeting on 9/18/2014
for the reason specified: (Date)

Business out of town.

Signature Jim Ross



Legislation Details (With Text)

File #: 14-687 **Version:** 3 **Name:** P&Z Minutes
Type: Minutes **Status:** Agenda Ready
File created: 9/10/2014 **In control:** Planning and Zoning Commission Regular
On agenda: 9/18/2014 **Final action:**
Title: Consideration, possible action, and discussion to approve meeting minutes.
* September 4, 2014 ~ Workshop
* September 4, 2014 ~ Regular

Sponsors:

Indexes:

Code sections:

Attachments: [Workshop](#)
[Regular](#)

Date	Ver.	Action By	Action	Result
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Consideration, possible action, and discussion to approve meeting minutes.
* September 4, 2014 ~ Workshop
* September 4, 2014 ~ Regular

MINUTES
PLANNING & ZONING COMMISSION
Workshop Meeting
September 4, 2014, 6:30 p.m.
CITY HALL COUNCIL CHAMBERS
College Station, Texas

COMMISSIONERS PRESENT: Casey Oldham, Jerome Rektorik, Jane Kee, Jodi Warner, and Jim Ross

COMMISSIONERS ABSENT: Bo Miles and Rick Floyd

CITY COUNCIL MEMBERS PRESENT: John Nichols

CITY STAFF PRESENT: Lance Simms, Alan Gibbs, Jennifer Prochazka, Kevin Ferrer, Jessica Bullock, Jerry Cuaron, Mark Bombek, Adam Falco, Jeremy Alderete, Amy Esco, and Brittany Caldwell

1. Call the meeting to order.

Acting Chairperson Kee called the meeting to order at 6:32 p.m.

2. Discussion of consent and regular agenda items.

There was general discussion amongst the Commission regarding Regular Agenda Item 6.

3. Discussion of new development applications submitted to the City. New Development Link: www.cstx.gov/newdev

There was no discussion regarding new development applications submitted to the City.

4. Presentation, possible action, and discussion regarding the status of items within the 2014 P&Z Plan of Work (see attached). (J. Schubert)

Director Simms gave an update regarding the P&Z Plan of Work.

5. Presentation, possible action, and discussion regarding an update on the following items:

* A rezoning of approximately 2.6 acres located at 2315 and 2317 Texas Avenue South from GC (General Commercial) to R-4 (Multi-Family) and R-4 (Multi-Family). The Planning & Zoning Commission heard this item on July 17 and voted 7-0 to recommend approval. The City Council heard this item on August 14 and voted 7-0 to approve the request.

* An ordinance amending the Comprehensive Plan - Future Land Use & Character Map from Restricted Suburban to Suburban Commercial for approximately 2.2 acres for the property located at 3751 Rock Prairie Road, generally located at the southwest corner of Holleman Drive South and Rock Prairie Road West. The Planning & Zoning Commission heard this item on August 7 and voted 6-0 to recommend approval. The City Council heard this item on August 25 and voted 7-0 to approve the request.

Director Simms reviewed the above-mentioned items heard by City Council.

6. Presentation, possible action, and discussion regarding the P&Z Calendar of Upcoming Meetings.

* Thursday, September 11, 2014 ~ City Council Meeting ~ Council Chambers ~ Workshop 6:00 p.m. and Regular 7:00 p.m. (**Liaison - Warner**)

* Thursday, September 18, 2014 ~ P&Z Meeting ~ Council Chambers ~ Workshop 6:00 p.m. and Regular 7:00 p.m.

Acting Chairperson Kee reviewed the meeting dates with the Commission.

7. Discussion, review and possible action regarding the following meetings: Design Review Board, Joint Parks/Planning & Zoning Subcommittee, BioCorridor Board, BioCorridor Plan Process, 5-Year Comprehensive Plan Review Subcommittee, and Zoning District Subcommittee.

There was general discussion regarding the 5-Year Comprehensive Plan Review.

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.

There was no discussion regarding future agenda items.

9. Adjourn.

The meeting was adjourned at 6:47 p.m.

Approved:

Attest:

Jane Kee, Acting Chairperson
Planning & Zoning Commission

Brittany Caldwell, Admin. Support Specialist
Planning & Development Services



MINUTES
PLANNING & ZONING COMMISSION
Regular Meeting
September 4, 2014, 7:00 p.m.
CITY HALL COUNCIL CHAMBERS
College Station, Texas

COMMISSIONERS PRESENT: Casey Oldham, Jerome Rektorik, Jane Kee, Jodi Warner, and Jim Ross

COMMISSIONERS ABSENT: Bo Miles and Rick Floyd

CITY COUNCIL MEMBERS PRESENT: John Nichols

CITY STAFF PRESENT: Lance Simms, Alan Gibbs, Jennifer Prochazka, Kevin Ferrer, Jessica Bullock, Jerry Cuaron, Mark Bombek, Adam Falco, Jeremy Alderete, Amy Esco, and Brittany Caldwell

1. **Call Meeting to Order**

Acting Chairperson Kee called the meeting to order at 7:00 p.m.

2. **Pledge of Allegiance**

3. **Hear Citizens**

No citizens spoke.

4. **Consent Agenda**

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

*Bo Miles ~ September 4, 2014

*Rick Floyd ~ September 4 & 18, 2014

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

* August 21, 2014 ~ Workshop

* August 21, 2014 ~ Regular

4.3 Presentation, possible action, and discussion regarding a Final Plat for Creek Meadows Phase 2 Section 5 consisting of single-family lots on approximately 7.764 acres located at 15726 Buffalo Creek Loop, generally located north of the intersection of Royder Road and Greens Prairie Trail in the Creek Meadows Subdivision. **Case #14-0090043 (J. Bullock)**

4.4 Presentation, possible action, and discussion regarding a Final Plat for Castlegate II Section 105 consisting of 40 single-family lots on approximately 8.6 located at 4200 Etonbury Avenue generally located south of William D. Fitch Parkway and east of FM 2154. **Case #14-00900175 (J.Bullock)**

4.5 Presentation, possible action, and discussion regarding a Final Plat for Duck Haven Subdivision Phase 6 consisting of three lots and one common area on approximately 10.021 acres located at 5200 Canvasback Cove, generally located southwest of Wellborn Road within the City's Extraterritorial Jurisdiction. **Case# 14-00900153 (M. Bombek)**

Commissioner Rektorik motioned to approve Consent Agenda Items 4.1 – 4.5. Commissioner Oldham seconded the motion, motion passed (5-0).

Regular Agenda

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

No items were removed from the Consent Agenda.

6. Public hearing, presentation, possible action, and discussion regarding an ordinance amending Chapter 12, "Unified Development Ordinance," Section 12-4.2, "Official Zoning Map," of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundaries from R Rural to GC Commercial and OV Corridor Overlay for approximately 0.5 acres being the remainder of a called 0.5187 acre tract as described by a deed to the state of Texas recorded in volume 863, page 231 of the Official Records of Brazos County, Texas, generally located at 960 William D Fitch Pkwy, southwest corner of William D. Fitch Parkway and State Highway 6. **Case # 14-00900187 (J. Bullock) (Note: Final action on this item is scheduled for the September 22, 2014 City Council meeting - subject to change)**

Staff Planner Bullock presented the rezoning and recommended approval.

Acting Chairman Kee opened the public hearing.

No one spoke during the public hearing.

Acting Chairman Kee closed the public hearing.

Commissioner Rektorik motioned to recommend approval of the rezoning. Commissioner Warner seconded the motion, motion passed (5-0).

7. 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.

There was no discussion regarding future agenda items.

8. Adjourn

The meeting was adjourned at 7:05 p.m.

Approved:

Jane Kee, Acting Chairperson
Planning & Zoning Commission

Attest:

Brittany Caldwell, Admin. Support Specialist
Planning & Development Services



Legislation Details (With Text)

File #: 14-693 **Version:** 1 **Name:** Indian Lakes Phases 19-23 Preliminary Plan
Type: Preliminary Plan **Status:** Agenda Ready
File created: 9/10/2014 **In control:** Planning and Zoning Commission Regular
On agenda: 9/18/2014 **Final action:**
Title: Presentation, possible action, and discussion regarding a Preliminary Plan for Indian Lakes Phases 19-23, consisting of 63 single-family lots on approximately 146 acres located at 3900 Mesa Verde Dr., generally located south and east of the eastern terminus of Mesa Verde Drive in the City's Extraterritorial Jurisdiction. Case #14-00900128 (J. Cuarón)

Sponsors:
Indexes:
Code sections:
Attachments: [Staff Report](#)
[Application](#)
[Preliminary Plan](#)

Date	Ver.	Action By	Action	Result
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Presentation, possible action, and discussion regarding a Preliminary Plan for Indian Lakes Phases 19-23, consisting of 63 single-family lots on approximately 146 acres located at 3900 Mesa Verde Dr., generally located south and east of the eastern terminus of Mesa Verde Drive in the City's Extraterritorial Jurisdiction. Case #14-00900128 (J. Cuarón)



CITY OF COLLEGE STATION

PRELIMINARY PLAN
for
Indian Lakes Phases 19 - 23
14-00900128

SCALE: 63 residential lots on 146 acres

LOCATION: Generally located south and east of Mesa Verde in the Indian Lakes Subdivision, approximately one mile southwest of State Highway 6 in the City's Extraterritorial Jurisdiction

ZONING: N/A (ETJ)

APPLICANT: Travis Martinek, Smiling Mallard Development, Ltd.

PROJECT MANAGER: Jerry Cuarón, Staff Planner
gcuaron@cstx.gov

RECOMMENDATION: Staff recommends approval of the Preliminary Plan.



PRELIMINARY PLAN
Case: 14-128

INDIAN LAKES PH 19-23

DEVELOPMENT REVIEW

DEVELOPMENT HISTORY

Annexation:	N/A (ETJ)
Zoning:	N/A (ETJ)
Master Planned:	The initial Master Plan was approved in 2002 for Indian Lakes. A large portion of this Preliminary Plan includes the Partners in Habitat Preservation Master Plan area approved in 2008. Subsequent preliminary plats and final plats have been approved every year since 2004.
Site development:	Vacant. 63 residential lots are proposed, ranging from 1 acre to 4.13 acres.

COMMENTS

Water:	Water service will be provided by Wellborn Special Utility District. These phases are subject to fire flow regulations with final platting.
Sewer:	Sanitary sewer service will be provided by private on-septic systems on each lot. These facilities will be permitted by the Brazos County Health Department.
Off-site Easements:	None at this time.
Drainage:	Drainage is generally to the north within the Peach Creek Drainage Basin.
Flood Plain:	There is no FEMA regulated floodplain located on the property.
Greenways:	N/A
Pedestrian Connectivity:	This site is located in the ETJ so sidewalks are not required.
Bicycle Connectivity:	This site is located in the ETJ and no specific facilities for bicycle connectivity are required.
Streets:	Access will be provided from Indian Lakes Phase 16 via Mesa Verde Drive.
Oversize Request:	N/A
Parkland Dedication Fees:	Both the Indian Lakes Master Plan and the Partners in Habitat Preservation Master Plan were approved in the ETJ prior to parkland dedication requirements being applicable in the ETJ. Therefore, no parkland dedication is required.
Impact Fees:	N/A

REVIEW CRITERIA

- 1. Compliance with Comprehensive Plan and Unified Development Ordinance:** The Comprehensive Plan designates this area as Rural. The City, however, does not have land

use authority in the ETJ. The proposed lots will have access through rural residential streets that connect to Mesa Verde Drive.

2. **Compliance with Subdivision Regulations:** The Preliminary Plan complies with the applicable Subdivision Regulations that were in effect at the time the master plans were approved.

STAFF RECOMMENDATION

Staff recommends approval of the Preliminary Plan.

SUPPORTING MATERIALS

1. Application
2. Copy of Preliminary Plan



FOR OFFICE USE ONLY	
CASE NO.:	_____
DATE SUBMITTED:	_____
TIME:	_____
STAFF:	_____

PRELIMINARY PLAN APPLICATION

MINIMUM SUBMITTAL REQUIREMENTS:

- \$932 Preliminary Plan Application Fee.
- \$233 Waiver Request to Subdivision Regulations Fee (if applicable).
- 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.
- Six (6) folded copies of plan. A revised mylar original must be submitted after approval.
- 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.
- Impact study (if oversized participation is requested).
- The attached Preliminary Plan checklist with all items checked off or a brief explanation as to why they are not.

Date of Optional Preapplication Conference N/A

NAME OF PROJECT Indian Lakes - Phases 19-23

ADDRESS North of Indian Lakes Drive, South of Mesa Verde Drive

SPECIFIED LOCATION OF PROPOSED SUBDIVISION:

North of Indian Lakes Drive, South of Mesa Verde Drive

APPLICANT/PROJECT MANAGER'S INFORMATION (Primary contact for the project):

Name Travis Martinek E-mail travis@clarkewyndham.com

Street Address 3608 East 29th Street, Suite 100

City Bryan State Texas Zip Code 77802

Phone Number (979) 846-4384 Fax Number (979) 846-1461

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

Name Smiling Mallard Development, Ltd. E-mail travis@clarkewyndham.com

Street Address 3608 East 29th Street, Suite 100

City Bryan State Texas Zip Code 77802

Phone Number (979) 846-4384 Fax Number (979) 846-1461

ARCHITECT OR ENGINEER'S INFORMATION:

Name McClure & Browne, Inc. E-mail jeffr@mcclurebrowne.com

Street Address 1008 Woodcreek Drive, Suite 103

City College Station State Texas Zip Code 77845

Phone Number (979) 693-3838 Fax Number (979) 693-2554

Total Acreage 146.02 Total No. of Lots 63 R-O-W Acreage 18.76

Number of Lots By Zoning District N/A / N/A N/A / N/A N/A / N/A

Average Acreage Of Each Residential Lot By Zoning District:

N/A / N/A N/A / N/A N/A / N/A N/A / N/A

Floodplain Acreage 0.00 AC

NOTE: Appropriate zoning for the proposed subdivision must be in place before this application can be considered complete.

Are you proposing to dedicate park land by acreage or fee in lieu of land? N/A

Are you proposing to develop the park dedicate the development fee? (Check one)

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: Indian Lakes / Partners in Habitat Preservation

City Project Number (in known): Unknown

Date / Timeframe when submitted: 2000 & 2007

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

N/A

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.

N/A

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

N/A

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.

N/A

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.

N/A

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:

N/A

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.

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.



Signature and title

8/12/14

Date

PRELIMINARY PLAN NOT FOR RECORD

OF
VILLAGES OF INDIAN LAKES
PHASES XIX - XXIII

146.02 ACRE TRACT - 63 LOTS

J. M. BARRERA SURVEY, A-69

BRAZOS COUNTY, TEXAS

SCALE: 1" = 550' AUGUST 11, 2014

SHEET 1 OF 3

OWNED AND DEVELOPED BY:

SMILING HALLARD DEVELOPMENT, LTD.
3608 EAST 29TH STREET, SUITE 100
BRYAN, TEXAS 77802
(979) 846-4382

PREPARED BY:
SMILING HALLARD DEVELOPMENT, LTD.
3608 EAST 29TH STREET, SUITE 100
BRYAN, TEXAS 77802
(979) 846-4382

ENGINEER/SURVEYOR:
MCCLURE & BROWNE ENGINEERING
1008 WOODCREEK DRIVE, SUITE 103
COLLEGE STATION, TEXAS 77845
(979) 693-5535

TOTAL LOT COUNT	16 LOTS
TOTAL LOT ACREAGE	19.53 AC
TOTAL H.O.A. COMMON AREA ACREAGE	8.83 AC
TOTAL RIGHT-OF-WAY ACREAGE	6.12 AC
TOTAL ACREAGE OF PHASE XIX	34.48 AC

ACREAGE CALCULATIONS - PHASE XIX

TOTAL LOT COUNT	9 LOTS
TOTAL LOT ACREAGE	11.31 AC
TOTAL H.O.A. COMMON AREA ACREAGE	1.29 AC
TOTAL RIGHT-OF-WAY ACREAGE	1.09 AC
TOTAL ACREAGE OF PHASE XX	13.69 AC

ACREAGE CALCULATIONS - PHASE XX

TOTAL LOT COUNT	12 LOTS
TOTAL LOT ACREAGE	14.78 AC
TOTAL H.O.A. COMMON AREA ACREAGE	5.59 AC
TOTAL RIGHT-OF-WAY ACREAGE	2.68 AC
TOTAL ACREAGE OF PHASE XXI	23.02 AC

ACREAGE CALCULATIONS - PHASE XXI

TOTAL LOT COUNT	12 LOTS
TOTAL LOT ACREAGE	15.03 AC
TOTAL H.O.A. COMMON AREA ACREAGE	10.32 AC
TOTAL RIGHT-OF-WAY ACREAGE	2.69 AC
TOTAL ACREAGE OF PHASE XXII	28.03 AC

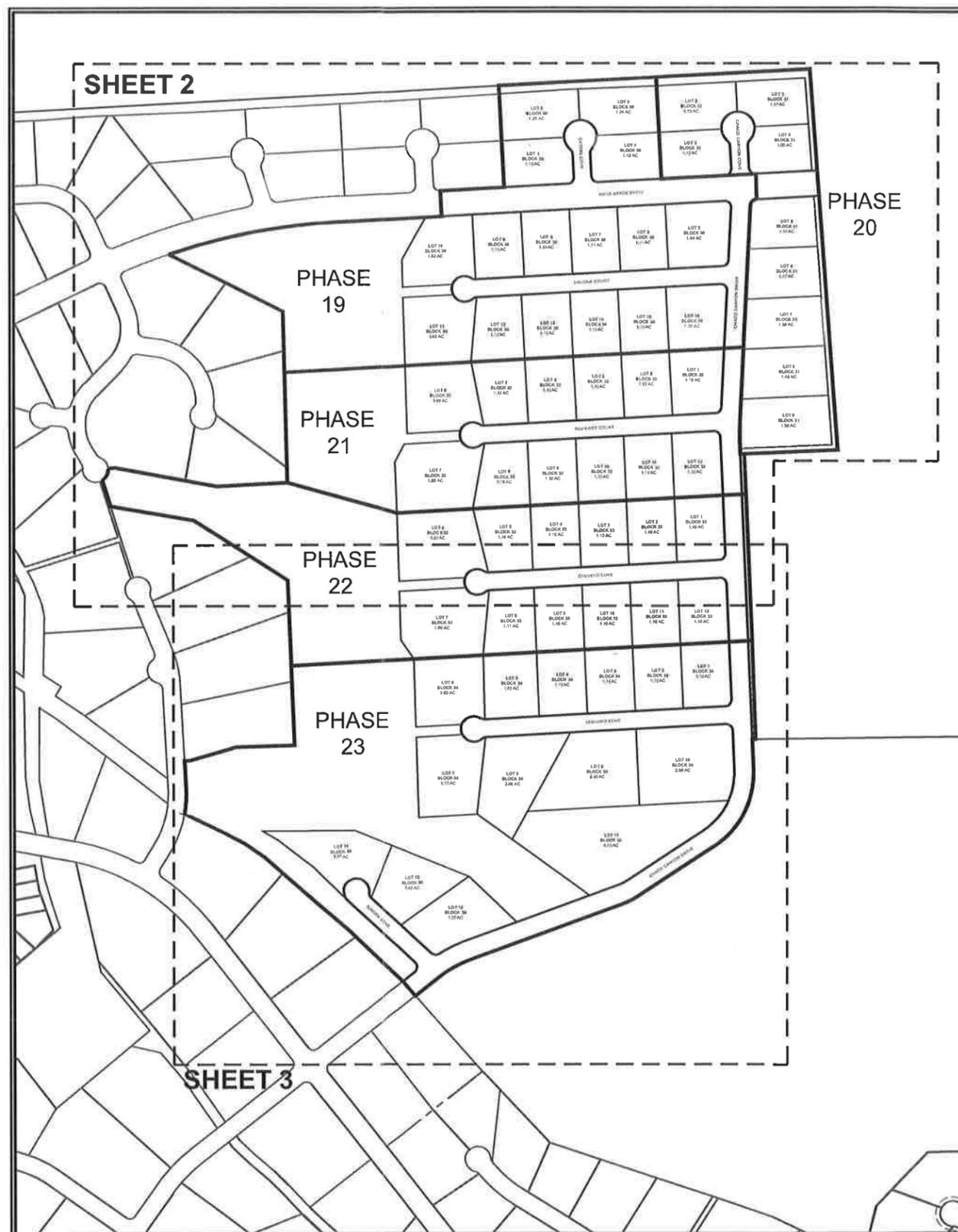
ACREAGE CALCULATIONS - PHASE XXII

TOTAL LOT COUNT	14 LOTS
TOTAL LOT ACREAGE	24.78 AC
TOTAL H.O.A. COMMON AREA ACREAGE	18.85 AC
TOTAL RIGHT-OF-WAY ACREAGE	6.21 AC
TOTAL ACREAGE OF PHASE XXIII	46.84 AC

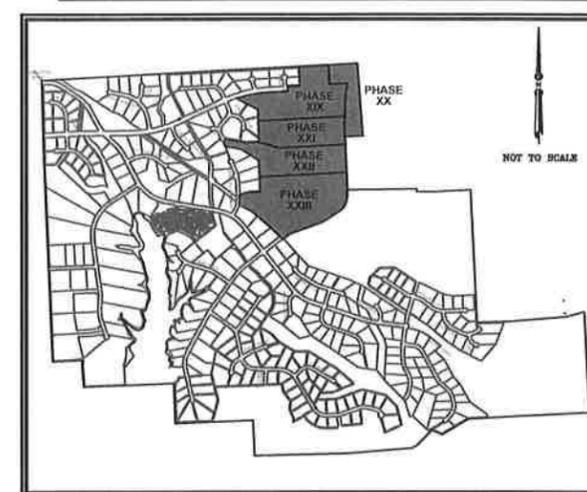
ACREAGE CALCULATIONS - PHASE XXIII

NOTES:

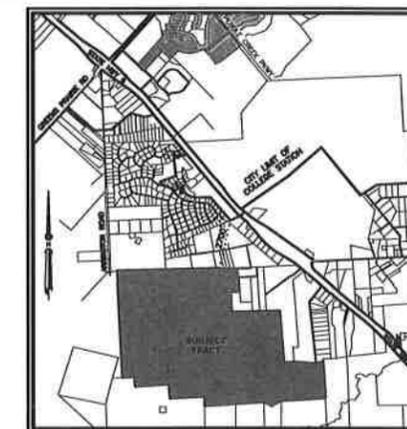
- BASIS OF BEARINGS IS TRUE NORTH OBTAINED BY SOLAR OBSERVATION.
- NO LOT LIES WITHIN THE ZONE "A" SPECIAL FLOOD HAZARD AREA INDICATED ON THE F.E.M.A. FLOOD INSURANCE RATE MAP FOR BRAZOS COUNTY, TEXAS AND INCORPORATED AREAS, COMMUNITY NO. 481195, MAP NO. 48041C0350E, EFFECTIVE DATE: MAY 16, 2012. BASE FLOOD ELEVATIONS ARE NOT DETERMINED FOR ZONE "A".
- THERE IS A 16' PUBLIC UTILITY EASEMENT AND A 10' HOMEOWNER'S ASSOCIATION EASEMENT ALONG THE RIGHT OF WAY FRONTAGE OF ALL LOTS.
- THERE IS A 20' PUBLIC UTILITY EASEMENT CENTERED ON ALL SIDE AND A 10' PUBLIC UTILITY EASEMENT ON ALL REAR LOT LINES.
- BUILDING LINE SETBACKS ARE AS FOLLOWS:
FRONT SETBACK: 50'
SIDE SETBACK: 15'
REAR SETBACK: 25'
- FRONT, REAR, AND SIDE SETBACKS SHALL CONFORM TO THE SPECIFICATIONS OF SUBDIVISION PLATS AS ESTABLISHED BY THE COMMISSIONERS COURT, BRAZOS COUNTY, TEXAS, FOR SUBDIVISIONS SITUATED OUTSIDE THE BOUNDARIES OF ANY INCORPORATED TOWN OR CITY IN BRAZOS COUNTY, TEXAS.
- CONTOURS BASED ON DATA PROVIDED BY THE CITY OF COLLEGE STATION.
- ALL LOTS ARE TO HAVE INDIVIDUAL ON SITE SEWAGE FACILITIES.
- ALL LOTS ARE SUBJECT TO THE REQUIREMENTS AND RESTRICTIONS DELINEATED IN THE COVENANTS, CONDITIONS, RESERVATIONS, AND RESTRICTIONS OF THE SUBDIVISION.
- THERE IS A MINIMUM 50' WIDE DRAINAGE BUFFER (25' ON EACH SIDE OF THE CENTERLINE OF ALL DRAINAGE WAYS). SEE THE DEED RESTRICTIONS OF THE SUBDIVISION FOR ADDITIONAL INFORMATION.
- H.O.A. EASEMENTS ALONG ALL STREETS RUN PARALLEL TO AND ADJACENT TO THE PUBLIC UTILITY EASEMENTS SHOWN HEREON. H.O.A. EASEMENT ACTIVITIES AND/OR INFRASTRUCTURE WILL BE RETAINED IN THE DEED RESTRICTIONS OF THE SUBDIVISION.
- NOTES FROM THE BRAZOS COUNTY HEALTH DEPARTMENT:
a.) ALL LOTS SERVED BY AN OSSF MUST COMPLY WITH COUNTY AND STATE REGULATIONS. NO OSSF MAY BE INSTALLED ON ANY LOT WITHOUT THE ISSUANCE OF AN "AUTHORIZATION TO CONSTRUCT" ISSUED BY THE BRAZOS COUNTY HEALTH DEPARTMENT 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. NO OSSF DRAIN FIELD IS TO ENCRUCH ON THE 100-FOOT SANITARY ZONE OF PRIVATE WATER WELLS OR 150 FEET OF PUBLIC WATER WELLS. A SANITARY ZONE MUST BE CLEARLY DELINEATED AROUND ALL EXISTING PUBLIC OR PRIVATE WELLS ON THE SUBDIVISION PLAT OR WITHIN 150 FEET OF THE SUBDIVISION BOUNDARY.
b.) ALL LOTS WILL BE REQUIRED TO HAVE A SITE/SOIL EVALUATION ON FILE WITH THE BRAZOS COUNTY HEALTH DEPARTMENT BEFORE ON-SITE SEWAGE FACILITY MAY BE CONSTRUCTED.
c.) ON-SITE SEWAGE FACILITIES DISPOSAL AREAS SHALL NOT ENCRUCH THE 100 FOOT OR THE 150 FOOT SANITARY ZONE OF A PRIVATE OR PUBLIC WELL, RESPECTIVELY. A SANITARY ZONE MUST BE CLEARLY DELINEATED AROUND ALL EXISTING WELLS ON THE PLAT.
- WELLBORN SPECIAL UTILITY DISTRICT WILL PROVIDE WATER SERVICE FOR THE SUBDIVISION. BRYAN TEXAS UTILITIES WILL PROVIDE ELECTRIC SERVICE FOR THE SUBDIVISION.
- 1/2" IRON RODS SHALL BE SET AT ALL CORNERS UNLESS OTHERWISE INDICATED.
- EXISTING LAND USE: VACANT/AGRICULTURAL
PROPOSED LAND USE: SINGLE FAMILY RURAL RESIDENTIAL
- ALL LOTS ARE PREDOMINANTLY DENSE VEGETATION.
- ALL LOTS SHALL BE CONSTRUCTED WITHIN 600 FEET OF A FIRE HYDRANT AS MEASURED ALONG THE RIGHT-OF-WAY.



SHEET LAYOUT



LOCATION WITHIN INDIAN LAKES



VICINITY MAP

P.U.E. LINE	---
H.O.A. EASEMENT LINE	---
PROPOSED WATER LINE	-v-v-v-
PHASE LINE	---
PROPERTY LINE	---

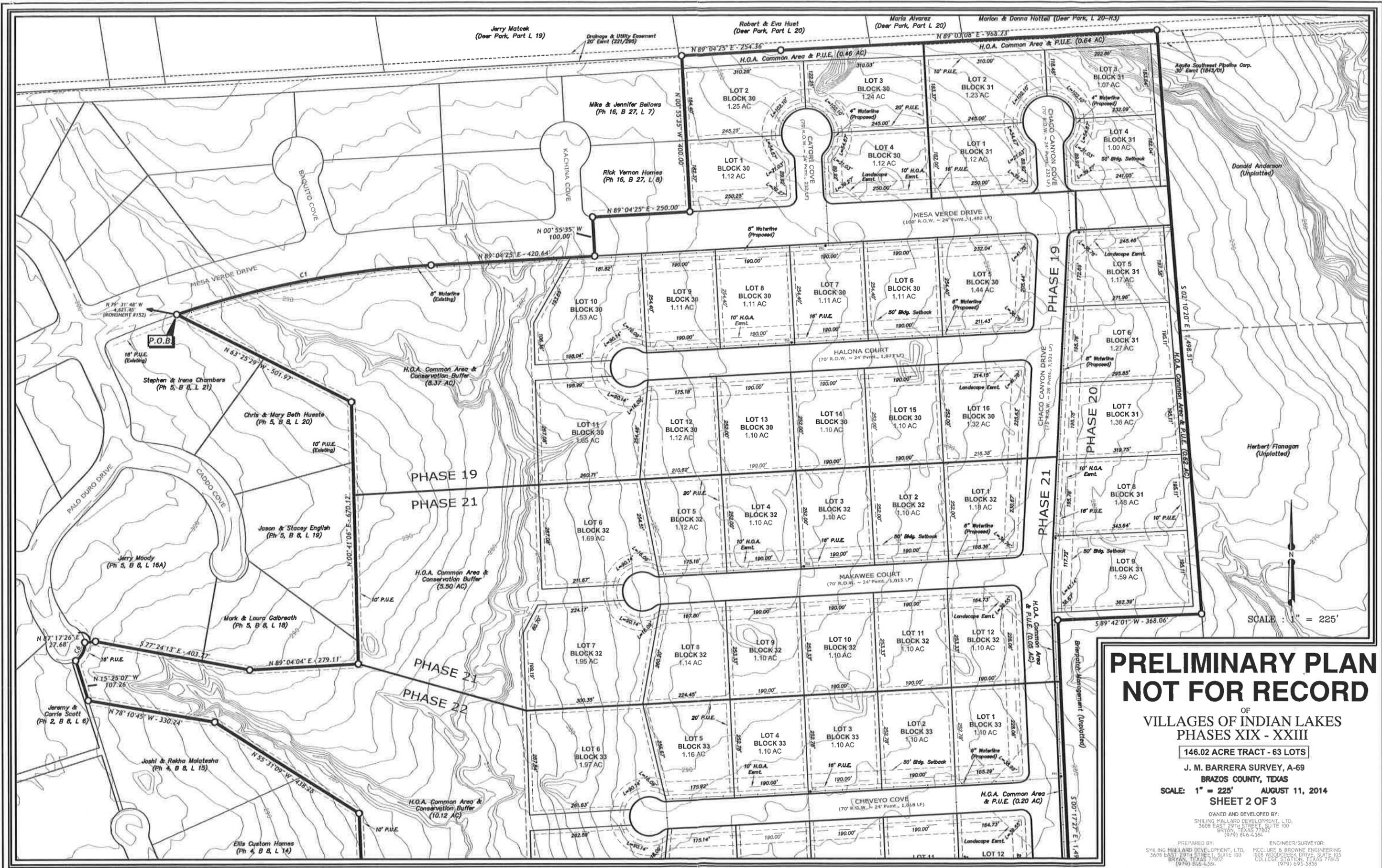
LEGEND

P.O.B.	POINT OF BEGINNING
P.U.E.	PUBLIC UTILITY EASEMENT
H.O.A.	HOME OWNERS' ASSOCIATION
ESMT.	EASEMENT
R.O.W.	RIGHT-OF-WAY
PMPT	PAVEMENT

ABBREVIATIONS

SCALE: 1" = 550'

14.128
8.14.14
3:20
R/K



**PRELIMINARY PLAN
NOT FOR RECORD**

OF
**VILLAGES OF INDIAN LAKES
PHASES XIX - XXIII**

146.02 ACRE TRACT - 63 LOTS

J. M. BARRERA SURVEY, A-69

BRAZOS COUNTY, TEXAS

SCALE: 1" = 225' AUGUST 11, 2014

SHEET 2 OF 3

OWNED AND DEVELOPED BY:

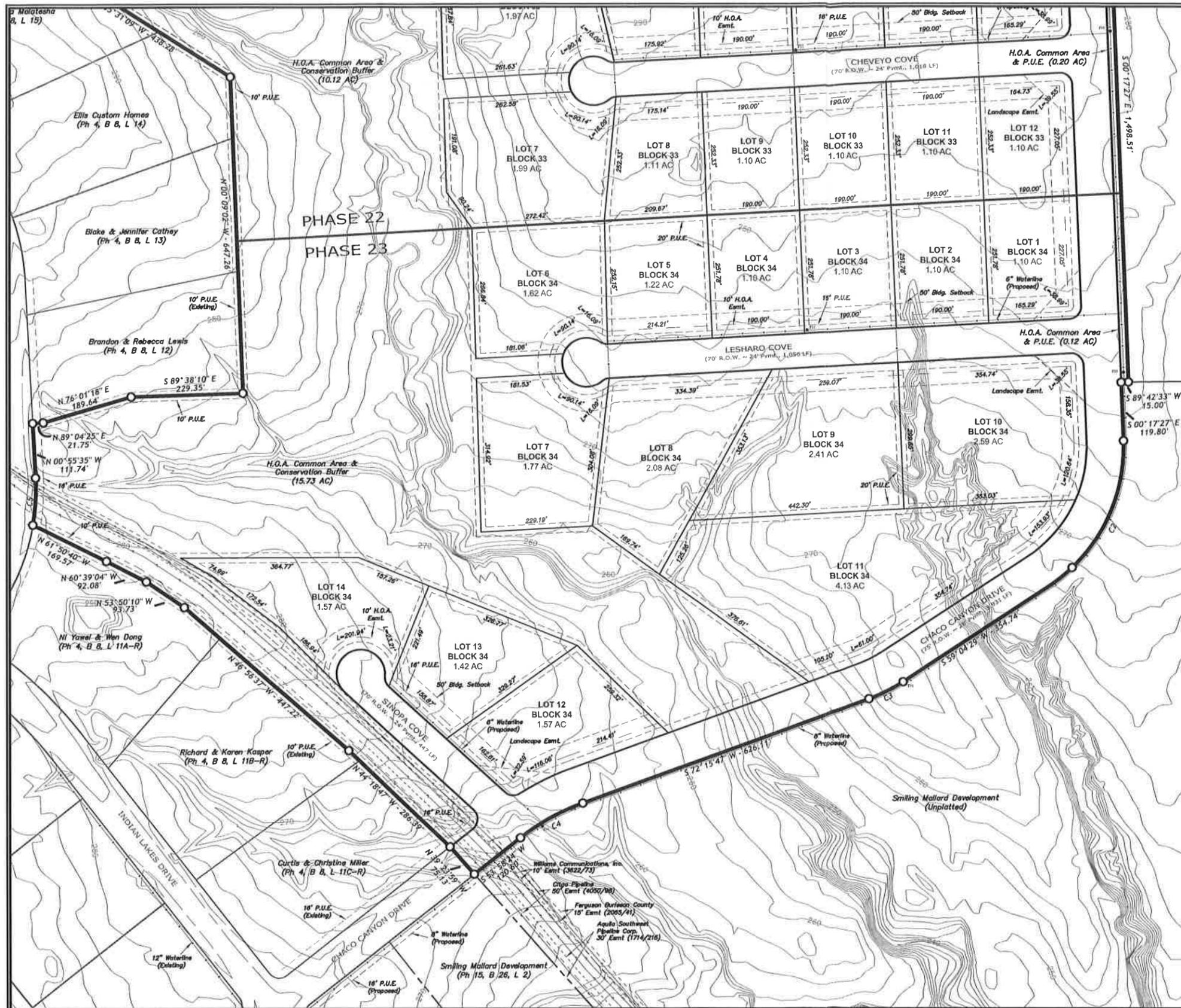
SMILING MALLARD DEVELOPMENT, LTD.
5608 EAST 29TH STREET, SUITE 100
BRYAN, TEXAS 77802
(979) 826-4384

PREPARED BY:

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ENGINEER/SURVEYOR:

MCCURE & BROWNE ENGINEERING
1008 WOODCREEK DRIVE, SUITE 103
COLLEGE STATION, TEXAS 77845
(979) 693-3638



SCALE : 1" = 225'

CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD BEARING	CHORD
C1	15° 36' 45"	2,450.00'	667.56'	355.88'	N 81° 16' 23" E	665.53'
C2	59° 13' 25"	340.00'	352.28'	192.35'	S 29° 23' 31" W	336.73'
C3	13° 11' 16"	340.00'	78.28'	78.28'	S 85° 40' 06" W	78.09'
C4	18° 17' 23"	460.00'	146.84'	74.05'	S 83° 07' 06" W	146.22'
C5	12° 44' 48"	435.00'	98.78'	48.59'	N 05° 26' 49" E	96.58'
C6	83° 07' 31"	50.00'	54.99'	30.85'	N 28° 47' 41" E	52.29'

PRELIMINARY PLAN

**PRELIMINARY PLAN
NOT FOR RECORD**

OF
**VILLAGES OF INDIAN LAKES
PHASES XIX - XXIII**

146.02 ACRE TRACT - 63 LOTS

J. M. BARRERA SURVEY, A-69
BRAZOS COUNTY, TEXAS

SCALE: 1" = 225' AUGUST 11, 2014
SHEET 3 OF 3

OWNED AND DEVELOPED BY:
SMILING MALLARD DEVELOPMENT, LTD.
3608 EAST 29TH STREET, SUITE 100
BRYAN, TEXAS 77802
(979) 846-4361

PREPARED BY:
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BRYAN, TEXAS 77802
(979) 846-4361

ENGINEER/SURVEYOR:
MCCLURE & BROWNE ENGINEERING
1008 WOODCREST DRIVE, SUITE 103
COLLEGE STATION, TEXAS 77845
(979) 693-3635



Legislation Details (With Text)

File #: 14-692 **Version:** 1 **Name:** Comprehensive Plan Five-Year Evaluation and Appraisal Report

Type: Report **Status:** Agenda Ready

File created: 9/10/2014 **In control:** Planning and Zoning Commission Regular

On agenda: 9/18/2014 **Final action:**

Title: Public hearing, presentation, possible action, and discussion regarding a presentation of the Comprehensive Plan Five-Year Evaluation and Appraisal Report. (J.Prochazka)

Sponsors:

Indexes:

Code sections:

Attachments: [Memo](#)
[COMPLETE 9-11-14 draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Public hearing, presentation, possible action, and discussion regarding a presentation of the Comprehensive Plan Five-Year Evaluation and Appraisal Report. (J.Prochazka)



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

MEMORANDUM

September 10, 2014

TO: Members of the Planning & Zoning Commission
FROM: Jennifer Prochazka, AICP, Principal Planner
SUBJECT: Comprehensive Plan Five-Year Evaluation and Appraisal Report

Item: Public hearing, presentation, possible action, and discussion regarding a presentation of the Comprehensive Plan Five-Year Evaluation and Appraisal Report.

Summary: The City's Comprehensive Plan was adopted in 2009 and calls for an evaluation and appraisal every five years. The purpose of the Comprehensive Plan Five-Year Evaluation and Appraisal Report is to serve as a "check-up" on the Comprehensive Plan by identifying its successes and shortcomings, considering changing conditions, and recommending appropriate modifications to the Plan. As part of the development of the Report, a joint subcommittee - comprised of three Planning & Zoning Commissioners and three City Council members- was formed to guide the process and evaluate the Comprehensive Plan. The resulting Report includes recommendations for modification to the Plan. Public outreach included an on-line survey, a public open house meeting, focus group meetings, and a public review of the draft Report.

Attachments:

- 1) Comprehensive Plan Five-Year Evaluation & Appraisal Report

Comprehensive Plan Five-Year Evaluation & Appraisal Report

September 22, 2014

Places

Creating, Protecting, and Enhancing Places of Distinction

Comprehensive Plan
2009-2030



TABLE OF CONTENTS



Introduction	1
Vision Statement	2
Goals of the Comprehensive Plan	2
Changing Conditions	3
Plan Successes & Amendments in the Past Five Years	5
Neighborhood, District, Corridor Planning	5
Master Plans	5
Special Projects	6
Interim Comprehensive Plan Amendments	8
Text Amendments	8
Future Land Use & Character Amendments	8
Concept Map Amendments	8
Thoroughfare Map Amendments	8
Amendments to the Unified Development Ordinance	8
Sub-Committee Recommendations	13
Chapter 2 – Community Character	13
Chapter 3 – Neighborhood Integrity	16
Chapter 4 – Economic Development	16
Chapter 5 – Parks, Greenways & the Arts	17
Chapter 6 – Transportation	18
Chapter 7 – Municipal Services & Community Facilities	18
Chapter 8 – Growth Management & Capacity	19
Appendix A: 2013 Existing Conditions Report	
Appendix B: Implementation Progress Report	
Appendix C: Survey Results	
Appendix D: Open House Response	

EVALUATION & APPRAISAL



The College Station Comprehensive Plan: 2009-2030 is a statement of the community's vision for the future and provides strategic direction to guide change providing for growth while maintaining a high quality of life. The Plan is comprehensive in the true sense of the word. Every aspect of the City's planning strategy is tied closely to the Vision created through intensive community participation. This Vision guides the City's initiatives, organizational and departmental business plans, and the responsibilities of City personnel and appointed boards. The Comprehensive Plan is the guiding policy document for the decisions made on behalf of the community.



INTRODUCTION

College Station's Comprehensive Plan was adopted by the City Council in May of 2009. The Comprehensive Plan serves as a statement of the community's vision for the future and was the culmination of several years of work and a significant financial investment. As a long-range document with an anticipated life span of 20 years, the Comprehensive Plan provides strategic direction to guide the City's physical growth.

The Comprehensive Plan calls for an Evaluation and Appraisal Report to be prepared every five years by City staff with input from various City departments, the Planning and Zoning Commission, and other appropriate boards and commissions. The purpose of this Report is to serve as a "check-up" on the Comprehensive Plan by identifying successes and shortcomings of the Plan, considering changing conditions, and recommending appropriate modifications. The Report and its associated appendices provides a review of the basic conditions and assumptions related to College Station's growth. It also evaluates implementation progress related to goals, strategies, and action recommendations.

A subcommittee of City Council Members and Planning & Zoning Commissioners met over several months, reviewed the Comprehensive Plan and made recommendations for modification. Mayor Nancy Berry, Councilwoman Blanche Brick, Councilwoman Julie Schultz, P&Z Chairman Bo Miles, P&Z Commissioner Jane Kee, and P&Z Commissioner Jodi Warner served as members of the sub-committee. Public outreach included an on-line survey, a public open house meeting, and a public review of this Report.



Vision Statement

College Station, the proud home of Texas A&M University and the heart of the Research Valley, will remain a vibrant, forward-thinking, knowledge-based community which promotes the highest quality of life for its citizens by ...

- Ensuring safe, tranquil, clean, and healthy neighborhoods with enduring character;
- Increasing and maintaining the mobility of College Station citizens through a well-planned and constructed inter-modal transportation system;
- Expecting sensitive development and management of the built and natural environment;
- Supporting well planned, quality and sustainable growth;
- Valuing and protecting our cultural and historical community resources;
- Developing and maintaining quality cost-effective community facilities, infrastructure and services which ensure our City is cohesive and well connected; and,
- Pro-actively creating and maintaining economic and educational opportunities for all citizens.

College Station will continue to be among the friendliest and most responsive of communities and a demonstrated partner in maintaining and enhancing all that is good and celebrated in the Brazos Valley. It will continue to be a place where Texas and the world come to learn, live, and conduct business!

GOALS OF THE COMPREHENSIVE PLAN

Future Land Use and Character

To be a community with strong, unique neighborhoods, protected rural areas, special districts, distinct corridors, and a protected and enhanced natural environment.

Neighborhood Integrity

To protect the long-term viability and appeal of established neighborhoods.

Economic Development

A diversified economy generating quality, stable, full-time jobs; bolstering the sales and property tax base; and contributing to a high quality of life.

Parks

Diversity of parks, greenways and the arts for leisure and recreation as well as for entertainment, education and culture to achieve a high quality of life for all residents and visitors.

Mobility

Improved mobility through a safe, efficient, and well-connected multi-modal transportation system designed to be sensitive to the surrounding land uses.

Municipal Facilities & Community Services

Municipal facilities that meet community needs, contribute to community character, are sensitive to the surrounding land uses, and provide exceptional municipal services.

Growth Management

Ensure fiscally responsible and carefully managed development aligned with growth expectations and in concert with the ability to deliver infrastructure and services in a safe, timely, and effective manner.

CHANGING CONDITIONS

As a first step in the creation of the Evaluation and Appraisal Report, the City's Existing Conditions Report (Appendix A) was updated to provide a snapshot of the current conditions that exist in College Station. The Existing Conditions Report, originally created in 2008 and revised in 2010, provides a foundation on which to base future expectations, and includes a description of the following topics: context, demographics, economic development, land use, public facilities, and transportation.

The Comprehensive Plan was built on a set of basic conditions and assumptions including City demographics and projected growth rates as indicators of future population and associated land use needs. As a living document, the Comprehensive Plan should respond, as appropriate, to changing conditions.

In 2012, the Census Bureau reported College Station's 2010 population (as of April 1, 2010) as 93,857 residents, including University students living within the City limits, which includes Texas A&M's campus.





Population projections included in the 2009 Comprehensive Plan estimated a 2010 population (end-of-year) of 92,559 residents.

Again in 2013, the population projections included in the Comprehensive Plan estimated 98,891 residents. City staff's estimated the 2013 end-of-year population as 99,918 residents, or 1,027 more residents (about 1%). While the increasing numbers may seem insignificant over a one-year time period, the number will increase exponentially over the 20-year life of the Comprehensive Plan.

The rate at which growth and development is occurring is slightly faster relative to the projections put forward in the Plan. Changing assumptions that may continue to lead to increased population growth include:

- Texas A&M University's 50,000 student enrollment cap no longer exists; in fact, 53,786 students were enrolled in the Fall of 2013.
- Fall of 2013 saw an increase of 4% in new enrollment – this number has historically been closer to 1%. While the increased enrollment for 2013 may have been an anomaly, the University has seen several changes that may continue to contribute to higher enrollment growth rates, including its move into the Southeastern Conference (SEC) and the College of Engineering's 25 by 25 Plan, which strives to increase the College's enrollment to 25,000 students by the year 2025 – more than doubling its current enrollment.
- Blinn College is currently looking to locate a second campus in the Brazos Valley, with College Station as a possible location. Depending on Blinn's ultimate location, College Station could experience slightly faster population growth as it absorbs additional college-aged students into the City.
- College Station Independent School District (CSISD) saw 5.5% growth in student enrollment in the Fall of 2013.

Other changes have occurred over the past five years potentially altering the character of areas of College Station, including the following:

- A significant decrease in the percentage of the total platted lots being developed in the City's extra-territorial jurisdiction (ETJ). During 2000-2010, 18% of all platted lots were developed in the ETJ. During 2010-2013, only 7.5% of all lots were developed in the ETJ.
- Wellborn area annexation (approximately 649 acres), extending the area of the City from approximately 49 square miles to approximately 51 square miles.

- Increase in density of developments in the Northgate area.

PLAN SUCCESSES & AMENDMENTS IN THE PAST FIVE YEARS

Neighborhood, District, & Corridor Planning

The Neighborhood, District, & Corridor Planning program, called for in the Comprehensive Plan, produced several plans intended to serve as action plans for specific areas that focus on the particular needs identified by those that live and own property in those areas. Six plans have been developed since the adoption of the Comprehensive Plan in 2009. The plans and respective year of adoption are provided below:

- Central College Station Neighborhood Plan (2010)
- Eastgate Neighborhood Plan (2011)
- Southside Area Neighborhood Plan (2012)
- Medical District Master Plan (2012)
- Wellborn Community Plan (2013)
- South Knoll Area Neighborhood Plan (2013)

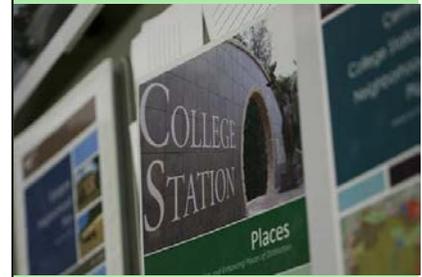
Neighborhood Plan implementation completed includes bike lanes, intersection improvements, sidewalks, bus shelters, street extensions, warrant studies, revised regulations, parking removal, single-family parking standards, street overlays, speed awareness programs, park improvements, Code Enforcement education, HOA educational seminars, community gardens, special studies, and the creation of new zoning districts.

Master Plans

The City has developed and adopted a number of specific master plans as amendments to the City's Comprehensive Plan. The master plans and respective years of adoption are provided below:

- Bicycle, Pedestrian and Greenways Master Plan (2010)
- Water Master Plan (2010)
- Wastewater Master Plan (2011)
- Recreation, Parks & Open Space Master Plan (2011)
- Economic Development Master Plan (2013)

Master Plan implementation includes items such as greenway acquisition, bike lanes, sidewalks, trails, adopt-a-greenway program,





water, wastewater and electric utility rehabilitations, park structure renovations and replacements, Lick Creek Nature Center concept, Lincoln Center concept, trail renovations, street rehabilitations and extensions.

Special Projects

Various projects, including special studies, reports, and ordinances have also been developed to implement the City's Comprehensive Plan. Special projects both underway and completed are listed below:

Community Development Master Plan (underway)

Staff is leading a master planning process to assess how the City can more effectively assist its residents most in need. The Plan will include an evaluation of current programs, identification of service gaps, and an implementation plan aimed at enhancing the City's tools for community development.

Storm Water Master Plan (underway)

The City's Storm Water Master Plan five year renewal is currently under review by the Texas Commission on Environmental Quality (TCEQ). The initial plan was adopted in 2009.

ADA Transition Plan (underway)

Under Title II of the Americans with Disabilities Act (ADA), the City is required to complete a Self-Evaluation and Transition Plan of its programs, services, and facilities to identify barriers and improve accessibility. A consultant has been retained to assist in this effort.

Rental Registration Amendments (2014)

After a series of stakeholder meetings, the Code of Ordinances was amended to include an administrative penalty provision and provide the City with additional lease information. Recommendations also included a communication/education plan aimed at increasing awareness about neighborhood integrity issues.

Annual Reviews (2010, 2011, 2012, 2013)

Each year City staff prepares a Comprehensive Plan Annual Report for the City Council to highlight implementation progress over the previous 12-month period. Annual Reviews have been created each year since adoption of the Plan.

Single-Family Parking Standards (2013)

In September 2013, a Joint Neighborhood Parking Task Force created an ordinance to address community concerns of neighborhood parking issues and emergency access.

Existing Conditions Report updates (2008, 2010, 2013)

The purpose of the Existing Conditions Report is to provide a snapshot of the current conditions that exist in the City. The report was originally created in 2008 and revised in 2010 and 2013 to monitor trends during the implementation of the Comprehensive Plan. The report includes descriptions of contexts, demographics, economic development, land use, public facilities, and transportation and is included as Appendix A to this Report.

New Zoning Districts (2012, 2013)

Staff worked with a sub-committee of the Planning and Zoning Commission to develop the concepts and language for new zoning districts based on direction in the Comprehensive Plan. New districts were created and existing districts were either renamed or retired.

- Non-Residential Zoning Districts (2012)
- One- & Two-Family Residential Districts (2013)
- Multi-Family & Urban Districts (underway)

Demographic Profile Report (2012)

The Demographic Profile Report summarizes the 2010 Census data for ease of access by residents, property owners, business owners, and policy makers.

BioCorridor Area PDD (2012)

In an effort to have unified land uses, development standards, and project review processes for the Joint BioCorridor Development Project with the City of Bryan, City staff and a sub-committee of both communities' Planning and Zoning Commissions prepared the Planned Development District (PDD) ordinance to implement the Master Plan prepared for the Research Valley Partnership (RVP) in 2010.

TMDL & Implementation Plan (2012)

The intent of the Total Maximum Daily Load and "I-Plan" is to determine the pollution reductions necessary to restore and maintain water quality in Carters Creek and Burton Creek. Both of these creeks were listed as impaired water bodies in the Texas Water Quality Inventory.

B/CS Design Guidelines (2012)

The B/CS Unified Design Guidelines were updated to reflect the right-of-way widths described in the Comprehensive Plan that would be needed to provide different elements of context sensitive roadway design.

Wellborn Area Annexation (2011)

Approximately 649 acres on the southwest side of the City was incorporated into the City limits through annexation of the Wellborn





area. Additionally, three non-annexation development agreements representing 35.9 acres were approved by the City.

Subdivision Regulations (2011)

The subdivision regulations were modernized to reflect current development practices and to implement the Comprehensive Plan. Generally, revisions either clarified or amended standards to meet the expected public infrastructure demand. The resulting subdivision regulations were included as an article of the Unified Development Ordinance.

Rezoning Review Criteria established (2009)

Staff created specific review criteria to be used to evaluate all rezoning requests based on direction from the Comprehensive Plan.

INTERIM COMPREHENSIVE PLAN AMENDMENTS

In the past five years the Comprehensive Plan has been amended through the creation and adoption of various master plans, neighborhood plans, and district plans. In addition, needed or desired amendments were also identified by City staff and/or property owner. The following interim Comprehensive Plan map and text amendments were approved:

Text Amendments

- Chapter 2 "Community Character," "Growth Areas" Growth Area IV and Growth Area V (October 2011)

Future Land Use and Character Map Amendments

- 301 Southwest Parkway (July 2010)
- Richards Subdivision (October 2011)
- 1600 University Drive East (November 2013)
- 2560 Earl Rudder Freeway S. (December 2013)
- 13913 FM 2154 (January 2014)
- 2021 Harvey Mitchell Parkway (January 2014)
- 1201 Norton Lane (February 2014)
- 3715 Rock Prairie Road West (August 2014)

Concept Map Amendments

- Growth Area IV (October 2011)
- Growth Area V (October 2011)

Thoroughfare Map Amendments

- Raintree Drive (October 2011)
- Birkdale Drive (October 2011)
- Corsair Circle (October 2011)
- Deacon Drive (October 2011)

- Dartmouth Drive (October 2011)
- Farm to Market 60 (October 2011)
- Southwest Parkway (October 2011)

AMENDMENTS TO THE UNIFIED DEVELOPMENT ORDINANCE

The Unified Development Ordinance has been modified to make the City's development regulations more clear and effective and to further the goals of the City's Comprehensive Plan.

Fuel Price Signs and Electronic Reader Board Signs (2014)

Increased allowed size of fuel price signs and increased frequency that an electronic message board sign may change its message.

Signs for Places of Worship Ordinance (2014)

Freestanding Signs permitted adjacent to Freeways/Expressways
Commercial Banners and Attached Signs permitted in all zoning districts.

Process Improvements (2013)

In response to the 2013 review of Planning & Development Services, ordinances were amended to ease requirements for title reports and tax certificates, and allow broader use of administrative adjustments.

Block Length Ordinance Amendment (2013)

Maximum block lengths and cul-de-sac lengths increased for General Suburban and Restricted Suburban Areas.

New One- & Two-Family Zoning Districts (2013)

One new residential district created: RS Restricted Suburban.
All other one- & two-family residential districts renamed.

Single-Family Parking Ordinance (2013)

Requirements for number of parking spaces and maximum yard coverage amended. Parking tool box created for new single-family developments.

Micro-Industrial Use Ordinance Amendment (2013)

Micro-Industrial uses permitted in NG-1 and NG-2.

Airport Height Reference Ordinance Amendment (2013)

Cross references Easterwood Field Airport Zoning Ordinance.

Southside's "Area V" Ordinance Amendments (2013)

Revised replatting & parking standards for Area V as identified in the Southside Area Neighborhood Plan.

New Non-Residential Zoning Districts (2012)

Four new non-residential districts created:





- “NAP Natural Areas Preserved,”
- “SC Suburban Commercial,”
- “BP Business Park,” and
- “BPI Business Park Industrial.”

BioCorridor Ordinance Amendments (2012)

Unified Bryan/College Station land development standards and review process created for the BioCorridor.

Parkland Dedication Ordinance Amendment (2012)

Park land dedication fees reduced for single-family and multi-family units due to 2010 Census changing the average number of persons per household and a focus on community parks.

Sidewalk Ordinance Amendment (2012)

Sidewalks are no longer required on the bulb of the cul-de-sac nor along Freeway/Expressways.

Stormwater Regulation Ordinance Amendment (2012)

Added provisions related to stormwater management for construction and industrial activity.

NG-3 Residential Northgate Ordinance Amendment (2012)

Places of Worship in NG-3 do not have to provide a residential component and do not have to meet minimum area requirements.

Mobile Food Vendor Ordinance Amendment (2012)

Reduced buffer to existing restaurants to 100 feet and increased the number of hours per visit to five.

Northgate Outdoor Dining (2012)

Allows businesses to extend operations into the public sidewalk on College Main, University Drive, and Patricia Street Promenade.

Sign Ordinance Amendment (2011)

Allows signs attached to site lighting pole with a limited area.

Block length (2011—included in Subdivision Regulations update)

A “Public Way” is permitted to break block length in multi-family and commercial developments.

Micro-industrial Uses (2011)

Small-scale industrial uses, such as a micro-winery or micro-brewery permitted in commercial districts.

Mobile Food Vendors (2011)

Mobile food vendors permitted.

Corridor Overlay (OV) Signs (2011)

Removed the restriction on the number of fonts and colors for signs in the overlay.

Non-Residential Accessory Structures (2011)

Removed the requirement for architectural design elements for freestanding structures accessory to a primary use.

Sign Visibility Standards (2011)

Revise the size of fonts that are considered "visible" to correlate with the sign industry.

Color Palette (2011)

Allows a greater spectrum of colors for non-residential buildings.

Campus Wayfinding Signs (2011)

The sign regulations were amended to add campus wayfinding signs for larger developments.

Subdivision Regulations (2011)

Second phase of revisions to the subdivision regulations. Resulted in a major overhaul that aligned the regulations with the goals of the Comprehensive Plan.

Landscaping (2011)

Updated the College Station Plant List to include more species appropriate to the area.

Non-Conforming Lots in Newly Annexed Areas (2011)

Allows expansions of non-conforming businesses with administrative approval for the area annexed by the City in April 2011.

Permanent Storage Container Area Screening and Permitting (2010)

Screening requirements for permanent container areas and to allow a portable container to be located on residential property for 14 days without a permit.

Recreational Vehicle (RV) Parks (2010)

Allows RV parks in Rural and General Commercial zoning districts with a conditional use permit.

Sidewalk Fund (2010)

Allows a developer, with the P&Z's approval, to pay into a sidewalk fund in lieu of building a sidewalk during the platting process.





Institutional Building Height (2010)

Permits public, civic, and institutional uses to have a maximum height of 50 feet in residential districts provided they meet the 1:2 height to setback requirement.

School Facilities (2010)

Public and private school buffering requirements and outdoor lighting standards. Exemptions provided for school facilities from the non-residential architecture standards and most sign regulations.

Taxi Services as Home Occupations (2010)

Amendment clarified that taxicab services are restricted to two taxicab vehicles parked on- or off-street like other home occupations.

Bicycle, Pedestrian, and Greenways Advisory Board (2010)

Establishment of the Bicycle, Pedestrian, and Greenways Advisory Board to implement the Bicycle, Pedestrian, and Greenways Master Plan adopted in January 2010.

Non-Residential Architectural Standards for City Industrial Facilities (2010)

Municipal facilities of an industrial nature such as wastewater treatment plants or electrical substations are exempt from the Non-Residential Architectural (NRA) Standards.

Hotel as an Acceptable Use with a Country Club (2010)

Small hotel associated with a country club is permitted as conditional use within Rural zoning.

Planned Development District Restrictions Removed (2009)

Planned Development Districts (PDDs) can be used to guarantee specific building characteristics and apply additional development standards through the rezoning process.

Wolf Pen Creek Signage (2009)

Projection signs on light poles on private property and affixed to buildings in the Wolf Pen Creek District are permitted.

Commercial Amusements in Light Commercial Zoning Districts (2009)

Commercial Amusement allowed in a Light Commercial (C-3) zoning district with the approval of a Conditional Use Permit.

Outdoor Storage (2009)

Allows retailers flexibility in outdoor display areas.

Parking Lot Screening (2009)

Berms are required as parking lot screening for sites with more than 20,000 square feet of gross building area.

Landscaping and Tree Protection (2009)

New single-family and townhouse lots are required to plant two trees of two-inch caliper or larger in the front yard.

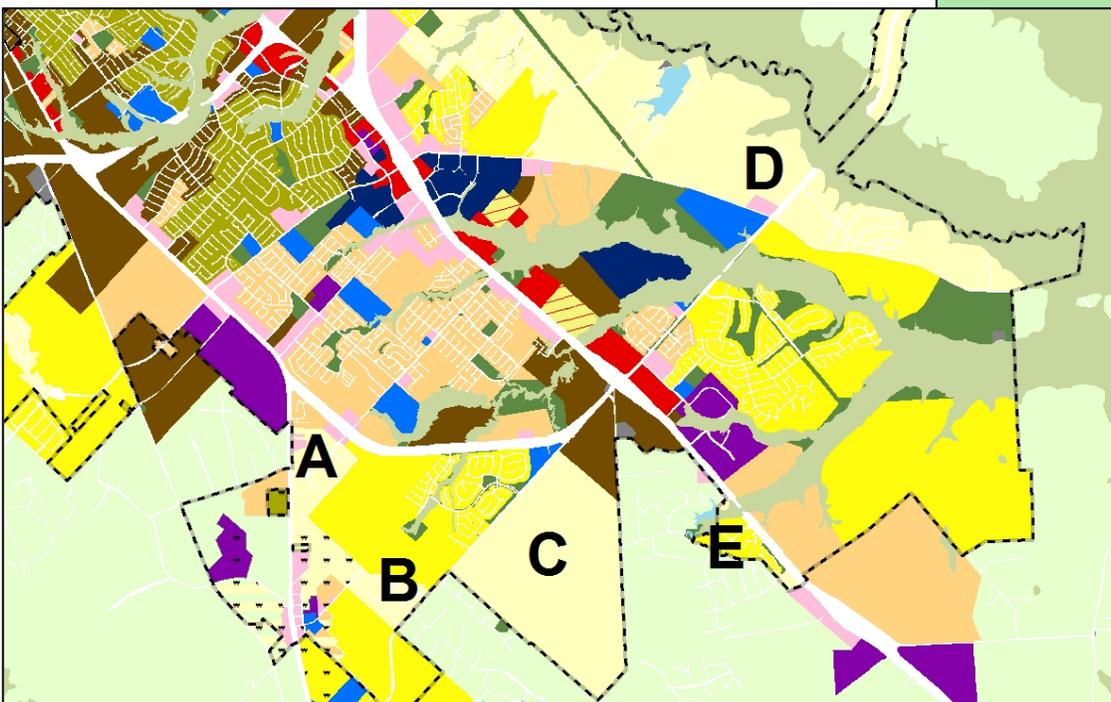
SUBCOMMITTEE RECOMMENDATIONS

The Comprehensive Plan Five-Year Evaluation & Appraisal Subcommittee met over several months to review the City's Comprehensive plan and make recommendations for modification. Discussions and decisions were guided by community input received through interviews, City board and commission discussions, a public open house meeting, an on-line survey, and several focus group meetings.

Chapter 2 – Community Character

Land Use and Character Recommendations

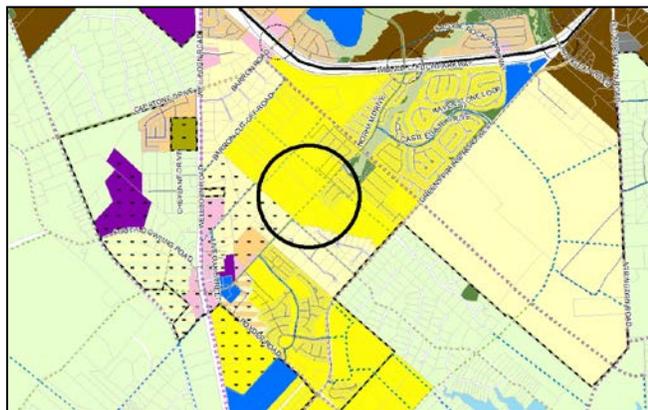
- Initiate work on the Harvey Mitchell District Plan to address needed street infrastructure, appropriateness of Future Land Use and Character, and floodplain. Staff will pursue funding through a Service Level Adjustment (SLA) in the future.
- Evaluate appropriateness of existing Future Land use and Character designations and recommend any necessary amendments in the following areas (as shown on the following maps):
 - (A) FM 2154 (Wellborn Road) at Baron Road;
 - (B) Greens Prairie Road at Greens Prairie Trail;
 - (C) Margraves Farm, south of Castlegate;
 - (D) Northeast corner of William D. Fitch Parkway and Rock Prairie Road; and
 - (E) Front portion of Nantucket, adjacent to State Highway 6.



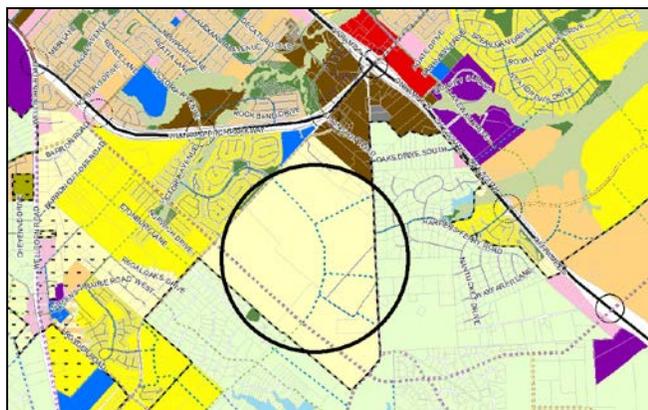
(A) FM 2154 (Wellborn Road) at Baron Road



(B) Greens Prairie Road at Greens Prairie Trail



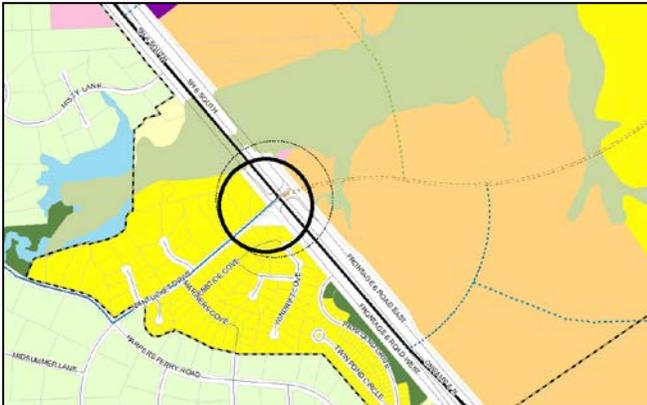
(C) Margraves Farm, south of Castlegate



(D) Northeast corner of William D. Fitch Parkway and Rock Prairie Road



(E) Front portion of Nantucket, adjacent to State Highway 6



- Evaluate the location and amount of Estate designated land on the City's Future Land Use and Character Map with the intent of identifying areas that may support higher density single-family housing.
- Update Future Land Use & Character Map based on FEMA/FIRM changes (MapMod) since the adoption of the Comprehensive Plan.
- Evaluate the appropriateness of the Natural Areas land use designation and the areas reserved for flood conveyance, trails, etc.
- Rename the "Urban" designation to reflect intended character – perhaps splitting areas intended for multi-family into one designation and areas intended for flexible uses into another designation.
- Maintain an up-to-date log of current percentages of available land and utilized land.



- Evaluate whether all of the City's housing needs are being met (e.g.: affordable housing, senior housing, available land for multi-family units, available land for single-family units)

Other Chapter 2 Recommendations:

- Review assumptions used to project future population numbers (e.g.: TAMU enrollment cap) and, if needed, increase the number of projected residents.
- Amend the 'Planning Considerations' section of the Community Character chapter to emphasize the need for infrastructure to support development.
- Explore opportunities to encourage or incentivize redevelopment and/or infill development where desired in the City.
- Explore opportunities to encourage curvilinear street design in new developments.
- Amend the Comprehensive Plan to remove references to "LEED," perhaps softening the language to "sustainable" or "green." The City should not provide incentives for private sector LEED practices.
- Explore opportunities to encourage the use of the floodplain as an amenity in private development.
- Amend the Plan to include a discussion of a potential future Blinn College campus somewhere in College Station.
- Identify impediments to development.

Chapter 3 – Neighborhood Integrity

- Explore opportunities to encourage or incentivize redevelopment and/or infill development where desired in the City.
- Update the Non-Residential Architecture standards contained in the Unified Development Ordinance to include additional options and provide greater flexibility.
- Continue to focus on attracting quality development.
- Note the Rental Registration item as "complete."
- Continue to explore ways to address parking issues in neighborhoods.
- Continue to explore opportunities to provide a greater focus on Neighborhood Integrity.

Chapter 4 – Economic Development

- REPLACE CHAPTER 4 with the newly adopted Economic Development Master Plan. Chapter 4 will be removed in its entirety.

Other Chapter 4 Recommendations:

- The City needs to intervene to promote reinvestment and/or Amend the Plan to include a discussion about emerging bio-focused industries.
- Amend the Plan to remove references of a “convention center” and instead refer to it as a “conference center” or “conference space,” including rentable public space.
- Amend the Plan to remove discussion of a “College Station Business Association.” The Research Valley Partnership (RVP) fills this role. The City has moved past the need for this as the attitude toward business has become more positive.
- Amend the Plan to remove the action item calling for a “signature event” in College Station.
- Partner with Texas A&M University, Blinn College, Brazos County, the City of Bryan, and College Station Independent School District for events and/or projects. The City should work to strengthen these partnerships and promote the relationships.

Chapter 5 – Parks, Greenways, and the Arts

- Amend the Plan to include information and links to the adopted Bicycle, Pedestrian and Greenways Master Plan and the Parks & Recreation Master Plan. Both Plans should be updated as stated in the plans.

Bicycle, Pedestrian & Greenways Master Plan:

- Amend the Plan to include discussion of the Texas A&M University Bike Plan and the City’s coordination.
- Evaluate the City’s current practices related to greenway purchases including the possibility of paying higher rates to preserve greenways.
- Explore alternative ways to obtain greenways for preservation, such as conservation easements.
- Explore opportunities to reduce or relax standards related to development within the City’s “Natural Corridors,” including development of the floodplain as the City’s developable land decreases.
- Explore the possibility of alternative “context sensitive” trail surfacing based on trail type and/or location.

Parks & Recreation Master Plan:

- Explore opportunities to be more creative with parks (e.g.: trails should count as parkland dedication).
- Explore additional developer incentives to develop parks.

Other Chapter 5 Recommendations:

- Amend the Plan to remove references to a “convention center” at the Chimney Hill shopping center.





- Amend the Plan to specify both school districts, City of Bryan, and Blinn College as potential partners in arts facility discussions.
- Amend the Plan to remove the action item related to promoting Northgate as a “live music district.” Northgate is self-promoting and sustained.

Chapter 6 – Transportation

- Update the Thoroughfare Plan based on new traffic counts and capacity data.
- Evaluate the Thoroughfare Plan in the ETJ – particularly as it relates to Bryan’s Thoroughfare Plan.
- Evaluate existing street section requirements and update street widths if necessary.
- Explore the possibility of alternative “context sensitive” trail surfacing based on trail type and/or location.
- Explore opportunities to provide transportation infrastructure ahead of (and to encourage) desired growth.
- Explore opportunities to proactively maintain streets to reduce large capital replacement costs in the future.
- Amend the Plan to change “participate” to “monitor” when talking about possibilities of commuter rail.
- Increase public awareness of existing mass transportation systems, including routes, bus stop locations, and general procedures in coordination with the District and Texas A&M University.

Chapter 7 – Municipal Services and Community Facilities

- Update the City’s utility master plans to reflect recent development densities and any changes to the Future Land Use and Character Plan that occur as a result of this study.
- Explore opportunities to proactively maintain streets to reduce large capital replacement costs in the future.
- Amend the Plan to include a statement related to the need to maintain the attractiveness of roadways/streets/transportation network with rehabilitation.
- Amend the Plan to state that the City’s priorities are water service, wastewater service, and streets.
- Amend the Plan to include a discussion related to City-wide wifi – include additional participants not already expressly stated, such as the Research Valley Partnership (RVP), the Council of Governments (COG), Brazos County, and Blinn College.
- Amend the Plan to remove references to “southern College Station” as a specific location for a satellite police station. The location should be more generic.

Chapter 8 – Growth Management and Capacity

Annexation

- Explore ways for the City to be more aggressive in annexation to stay in front of growth.
- Amend the Plan to update timing, priorities, and phasing of future annexations. Recommendations related to the timing of annexation should be more generic.
- Create a 3-Year ANNEXATION PLAN under the direction of a task force made up of staff and elected/appointed officials.

Other Chapter 8 Recommendations

- Development at the City's fringe is still a concern because of incompatible character and infrastructure constraints, including street infrastructure.
- Evaluate the benefits of growth vs. traffic congestion and loss of open space.
- Explore opportunities to reduce the cost advantages of ETJ development to encourage development within the City limits.
- Explore opportunities to meet the market need and/or allure of "country" living. The City needs to provide all housing opportunities so that developers and/or residents do not choose to develop / live in the ETJ.
- Amend the Plan to include a discussion of Municipal Management Districts (MMDs) and Municipal Utility Districts (MUDs) as growth management tools.
- Amend the Plan to include Blinn College in any discussion of interlocal cooperation.
- Amend the Unified Development Ordinance to remove the minimum age for Redevelopment zonings with the intent of revitalizing centers with high vacancy.
- The recommendation for City-wide Impact Fees should remain in the Comprehensive Plan to ensure it is an opportunity available in the future. Amend the Plan to change word "establish" to reflect that it is an available tool or opportunity.
- The recommendation to require Traffic Impact Analysis for residential developments should remain in the Comprehensive Plan. Thresholds for application will need to be carefully considered.



Appendix A – 2013 Existing Conditions Report Evaluation & Appraisal Report

2013 City of College Station Existing Conditions Report – Highlights

SECTION 1: CONTEXT

51 square miles

ETJ currently extends 3.5 miles

College Station – Bryan MSA 15th largest in Texas with 232,000 people

SECTION 2: DEMOGRAPHICS

Population

Current estimated population of 99,840 (October 2013)

Average annual growth rate of over 2.47% since over the past decade (includes 2013 ytd)

2030 population estimate is approximately 134,000, based on recent trends

Texas A&M University

Average 1% annual increase in enrollment

Fall 2013 saw a 4% increase

Fall 2013 student population is 53,786 at the College Station campus – record enrollment

Age Groups

Median age is 22.3, due mainly to the large number of college students

People aged 65 and older grew from 3.6% to 4.7% between 2000 and 2010.

Household Size and Composition

Average household size is 2.38 persons per household

Average family size is 2.97

Estimated 35,037 households

20.4% family households with children under 18 living with them

31.2% married couples living together

57.5% were non-family households

21.6% households with individuals under 18

8.7% households are residents 65 years of age or older living alone

Housing

Average of 488 new single-family units (attached and detached) added per year since 2009

Over 11,000 new housing units, including both single and multi-family, between 2000 & 2010

Average home price rose to over \$185,657 in 2013– up from \$118,400 in 2000

Median home price is \$158,214 in 2013

Average monthly inventory since 2000 is 4.9 months

Monthly inventory was 7.5 months in 2013

Total number of sales annually increased from 1,356 in 2000 to 2,361 annual sales in 2012

Average rent per square foot for multi-family units is \$0.88

Average rent per square foot for the Texas metro average is \$0.92

Age of Housing Stock

71% of housing units were built after 1980

Occupancy

Occupancy rate of 94.1% for all housing types

66.8% housing units in College Station are renter occupied

33.2% of units are owner-occupied

11% of the City's population resides in group quarters (including dorms)

6,928 single-family and duplex units registered as rental properties as of September 2013

Income

Per capita income in 2011 was \$18,232, down from the 2008 estimate of \$20,425

31.7% of household have an income greater than \$50,000

CSISD classifies 36.4% of students as "Economically Disadvantaged"

SECTION 3: ECONOMIC DEVELOPMENT

Major employers

- Texas A&M University,
- College Station Independent School District
- Bryan Independent School District
- Reynolds & Reynolds
- City of College Station
- Sanderson Farms
- St. Joseph Regional Hospital

Unemployment

Unemployment rate is 6.1% -lower than the Texas and national rates (6.7% and 10.3%, respectively) (July 2013)

Sales Tax

2.8% average increase in gross sales between 2002 and 2012

4.5% increase between 2011 and 2012

FY2013 sales tax revenues increased 7.3% over FY2012

Approximately 4.87 million square feet of retail space, 49.04 sq. ft. per capita – higher than the national average of 46.6

SECTION 4: LAND USE

49% of land area designated for residential uses in varying densities

33% of land currently developed as residential uses

9% of land area designated for commercial uses

6% of land currently developed as commercial uses
Over 9,000 lots platted between 2000 and 2010 (18% in the ETJ)
Over 1,700 lots platted between 2010 and 2013 (7.5% in the ETJ)

SECTION 5: PUBLIC FACILITIES

Infrastructure

CSU serves more than 36,300 customers electric service
Per capita water usage averages 151 gallons per day, per person

Police

133,538 police incidents in 2012
Major crime offences down 19% from 2011
Arrests down 4% from 2011

Fire

6,800 calls for service in 2012
EMS calls account for 68% of all calls
5.5 minute response time achieved 87% of the time

Parks and Recreation

57 parks which total 1,356 acres of park land - 39 neighborhood parks, 8 community parks, 7 mini-parks, 2 regional parks, and an arboretum
13.59 acres of parkland per 1000 residents

School District

The College Station Independent School District serves the majority of residents
8 elementary schools, 2 intermediate schools, 2 middle schools, 2 high schools, and 1 alternative campus.
11,639 students enrolled in CSISD schools during Fall 2013
Approximately 35% of all residential addresses in the City have CSISD students

Higher Education- Texas A&M University

Texas A&M ranked among the nation's top 5 largest universities
Main campus enrollment is 53,672
Almost 16,000 new students for Fall 2013 semester

SECTION 6: TRANSPORTATION

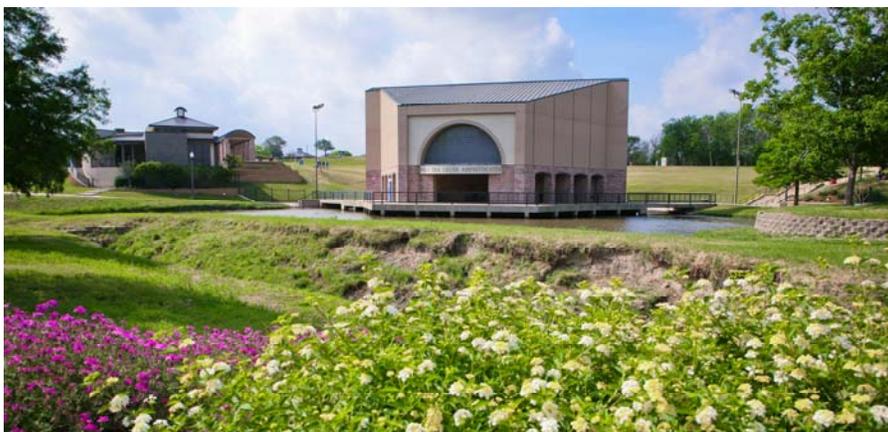
525 miles of existing and planned streets in the City and ETJ
44 miles of striped bike lanes
32 miles of existing bike routes
156 miles of existing sidewalks
12 miles of multi-use paths



CITY OF COLLEGE STATION
Home of Texas A&M University

2013

City Of College Station Existing Conditions Report



Prepared by:
City of College Station
Planning & Development Services
October 2013

Table of Contents

Introduction	1
Context	1
Location	1
Climate.....	3
Land	4
Water	4
History	4
Demographics	9
Population	9
Institutional Population	10
Ethnicity and Race	11
Age Groups.....	12
Household Size and Composition	12
Housing	13
Age of Housing Stock	15
Appraised Value	15
Occupancy and Tenure	15
Income	16
Economic Development	18
Employment	18
Unemployment.....	18
Travel Time	18
Property Tax	19
Sales Tax	19
Tourism.....	20
Land Use	22
Planned Land Uses.....	23
Existing Land Uses	24
Residential Uses.....	24
Commercial.....	25
Redevelopment	25
Comprehensive Plan Amendments	26
Platting Activity.....	27
Extraterritorial Jurisdiction	27
Annexation	28
Public Facilities	35
Arts	35

Infrastructure.....	35
Electric	35
Water	36
Landfill	37
Franchises	38
Police	39
Fire	40
K-12 Education.....	42
Higher Education	43
Transportation	51
Traffic Volumes.....	51
Mobility Improvements.....	51
Public Projects currently in design include:.....	53
Bicycle and Pedestrian Facilities	53
Bus and Transit Services	54
Air Travel.....	55
Rail	55

List of Figures

Figure 1: Texas Triangle & College Station	2
Figure 2: College Station City Limits and ETJ Boundaries Locations.....	6
Figure 3: Soil Survey	7
Figure 4: FEMA Designated 100-year Floodplain	8
Figure 5: Future Land Use and Character Map	30
Figure 6: Existing Land Uses	31
Figure 7: Platted Growth	32
Figure 8: Non-Annexation Development Agreements	33
Figure 9: ETJ Existing Land Uses	34
Figure 10: Water Certificates of Convenience and Necessity	44
Figure 11: Primary Police Beats	45
Figure 12: Traffic Accident Hot Spots	46
Figure 13: Fire Stations & Districts	47
Figure 14: City Parks	48
Figure 15: CSISD School Locations.....	49
Figure 16: CSISD School District Boundaries	50
Figure 17: Thoroughfare Plan Functional Classification	57
Figure 18: Traffic Volumes.....	58
Figure 19: Bicycle, Pedestrian & Greenways Master Plan – Bicycle Facilities.....	59
Figure 20: Bicycle, Pedestrian & Greenways Master Plan – Pedestrian Facilities.....	60
Figure 21: Transit Routes.....	61

List of Tables

Table 1: College Station Climate Average (1981-2010).....	4
Table 2: City of College Station Populations Growth (1940-2013).....	9
Table 3: City of College Station Projected Growth	9
Table 4: City of Bryan Growth (1990-2013).....	10
Table 5: Historic Enrollment, Blinn College (1980-2013)	10
Table 6: Historical Enrollment, Texas A&M University (1980-2013).....	11
Table 7: College Station Race and Ethnicity (2000 & 2010)	12
Table 8: Household Size and Composition, College Station (2000, 2010, 2011).....	13
Table 9: Housing Market, College Station-Bryan Area	14
Table 10: City of College Station Housing Stock by Age	14
Table 11: College Station Occupancy Rates – All Housing Types (1990, 2000, 2010, 2011).....	15
Table 12: College Station Population by Housing Type.....	15
Table 13: Household Income Distribution, College Station (2011)	16
Table 14: Total Non-Farm Employment (2003-2013).....	18
Table 15: Annual Employment, CS-B MSA (2003-2013).....	18
Table 16: Property Tax Rates (2003-2012).....	19
Table 17: Gross Sales Tax Per Capita, College Station (2002-2012)	19
Table 18: Sales Tax Revenue (2003-2015).....	20
Table 19: CS-B Travel Impacts (2002-2012).....	20
Table 20: Hotel Data College Station (2003-2012)	21
Table 21: Future Land Use & Character	22
Table 22: Existing Land Uses (June 2010).....	23
Table 23: Police Incidents, College Station (2011-2012).....	39
Table 24: College Station Independent School District Growth (1993-2013)	42

List of Graphs

Graph 1: College Station Age Distribution, 2008 and 2000.....	12
Graph 2: New Residential Units, Cities of Bryan & College Station (2001-2009).....	16

INTRODUCTION

As part of the implementation process of the Comprehensive Plan, it is important to have a foundation on which to base future expectations. The purpose of this report is to provide a snapshot of the current conditions that exist in the City of College Station. This report, originally created in 2008 and revised in 2010, is being updated to monitor trends while implementing the City of College Station's Comprehensive Plan.

This report includes descriptions of the following topics: context, demographics, economic development, land use, public facilities, and transportation. When all of these elements are considered holistically, appropriate expectations and a clear direction for further implementation of the Comprehensive Plan can be formulated and put into practice.

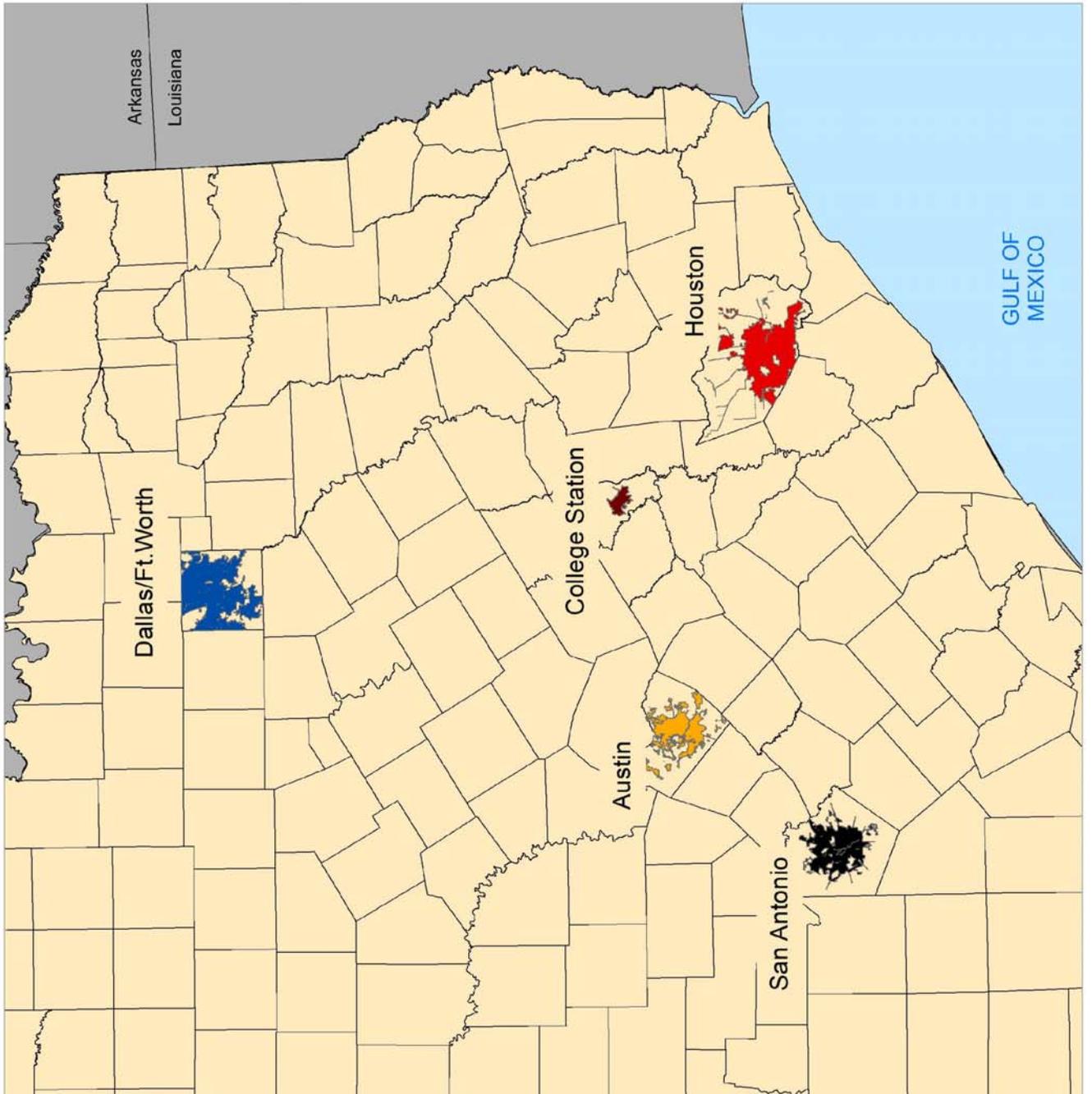
CONTEXT

Location

The City of College Station is located in Brazos County in the heart of central Texas. College Station is conveniently located in the middle of the Texas Triangle, which is made up of three of the ten largest cities in the United States; Houston, Dallas, and San Antonio (See Figure 1). Located 100 miles northwest of Houston, 170 miles southwest of the Dallas/Fort Worth metropolitan area, 100 miles northeast of Austin, and 170 miles northeast of San Antonio, College Station is within four hours driving time of more than 15 million people. As of October 2013, the City encompasses approximately 51 square miles and shares a portion of its northern City limit line with another incorporated municipality, the City of Bryan. Together with the City of Bryan, the two cities make up the College Station-Bryan Metropolitan Area, the fifteenth largest Metropolitan Area in Texas with around 232,000 people. Currently, College Station has an Extraterritorial Jurisdiction (ETJ) that expands three and a half miles from its City limits, except where it abuts the City of Bryan and where the two cities have negotiated their ETJ's. The City of College Station ETJ encompasses approximately 109 square miles (See Figure 2).

College Station is positioned along State Highway 6 running north and south, and in near proximity to State Highway 21 running west and east. Commuting to the larger cities (especially the Houston metro area) and/or telecommuting from College Station is an increasing reality.

Figure 1
The Texas Triangle &
College Station



2013 Existing Conditions Report

Travel and shipping options exist with Easterwood Airport, a regional airport, in College Station, nearby international airports, and the convenience of the Port of Houston. The City of College Station is included in a seven-county area that is collectively referred to as the "Research Valley."

The City of College Station is home to Texas A&M University, a major research and teaching university. Texas A&M is the oldest public institution of higher education in the State of Texas, and today, currently ranked among the nation's top five largest universities with a record enrollment of 58,809 students at its campuses. Main Campus (including the College Station Campus and the School of Law with 770 enrolled students), is also at an all time high at 53,672. Associated with the University, and further expanding research and educational opportunities, is the George Bush Presidential Library, also located in College Station. The George Bush Presidential Library and Museum, is one of the region's most popular tourist attractions with approximately 700,000 visitors annually. Blinn College also contributes to the educational amenities of the area through their campus in the City of Bryan.

College Station ranked number three on Kiplinger magazine's list of "10 Great Places to Live in 2013." It has also been recognized as one of the nation's best places for business, jobs, families and retirees. In 2010, Forbes Magazine ranked the City of College Station as the top city in Texas and fifth nationally for projected job growth and 20th in the Nation in their "Best Small Places for Businesses and Careers." In 2009, U.S. News & World Report ranked College Station as the ninth best "Good Value in America in terms of Cost of Living."

Climate

The City of College Station has a temperate climate with warm summers and mild winters. The mean annual temperature over the past 30 years (between 1981 and 2010) was 69°F. The average high and average low during that same time frame was 79.2°F and 58.8°F respectively. The hottest month on average is August, with an average maximum temperature of 96.2°F (1981 to 2010). The coldest month is typically January with an average low temperature of 41.2°F (See Table 1).

Annual occurring precipitation averages over 40 inches a year, with the most rainfall occurring during June and October, which have averaged 4.45 inches and 4.91 inches, respectively (1981-2010).



Photo Credit: Sarowens from www.flickr.com

Table 1: College Station Climate Averages (1981-2010)

	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Average High (°F)	79.2	61	64.8	71.7	78.9	85.8	91.7	94.8	96.2	90.5	81.4	71	62.3
Average Low (°F)	58.8	41.2	44.4	51	58.1	66.6	72.7	74.6	74.5	69.4	60.3	50.5	42.2
Mean Temp (°F)	69	51.1	54.6	61.4	68.5	76.2	82.2	84.7	85.3	80	70.8	60.8	52.2
Total Precipitation (inches)	40.06	3.24	2.85	3.17	2.66	4.33	4.45	2.14	2.68	3.18	4.91	3.22	3.23

Source: National Climatic Data Center, <http://www1.ncdc.noaa.gov>, Normals Based on 30 year period 1981-2010

Land

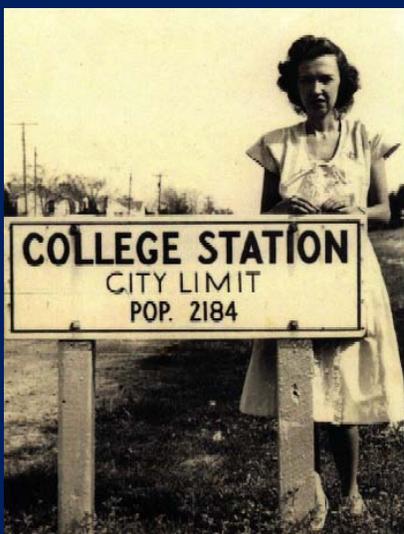
College Station is relatively flat, with an elevation range of 200 feet to 366 feet above sea level. According to the United States Department of Agriculture’s 2008 (spatial) and 2012 (tabular) Soil Survey of Brazos County, Texas, its soils are affected by post oak savannah (creating light and sandy soil with dense clay subsoil less than a foot under the surface) and prairie vegetation (creating dark loams and clays). The majority of the City is comprised of loamy soil that has high shrink-swell, potentially creating challenges to foundation work necessary for urban development. Land around the floodplains is predominantly sandy and loamy, also impacting the shrinking and swelling of the soil. The floodplains consist of loamy and clayey soils that are not considered appropriate for urban development (See Figure 3).

Water

A network of waterways exists throughout College Station. The largest is Carter Creek, with Wolf Pen Creek, Bee Creek, Lick Creek, Spring Creek, and Alum Creek running into it. There are approximately 4,198 acres of floodplain in the City limits associated with these waterways. Currently, 2,173 acres of floodplains are preserved in College Station through Rural zoning. The City of College Station owns 1,073 acres of floodplain in the City limits (See Figure 4).

History

The City of College Station is a young municipality, with its beginnings in the founding of Texas A&M College in 1876. Because of the school's isolation, school administrators provided facilities for those who were associated with the College. The campus became the focal point of community development. The area was designated "College Station, Texas" by the Postal Service in 1877, who derived the name from the train station located to the west of the campus.



Highway 6 City limit line c.1940
Photo Source: City of College Station

2013 Existing Conditions Report

Growth of both the community and College influenced residents' desire to create a municipal government. The City of College Station was incorporated in 1938 as a result of a petition by 23 men representing on- and off-campus interests to the Board of Directors of Texas A&M College. The Board of Directors had no objection and suggested that a belt around the campus be included in the proposed city. While citizens attempted to incorporate College Station, the City of Bryan looked into annexing the same area. The City of Bryan never completed the annexation because of State statutes that limit the amount of land a city can annex in a single year.

Citizens voted 217 to 39 on October 19, 1938 to incorporate the City of College Station. The first City Council meeting was held on February 25, 1939 in the Administration Building on the A&M campus.

The Council became interested in adopting a governmental structure similar to the council-manager form of government. At the time of incorporation, State law did not allow a general law city to hire a city manager. As a result, College Station employed a business manager until 1943 when State law was changed to permit general law cities to make use of the council-manager form of government. College Station became the first general law city in the State of Texas to employ a city manager. In 1952, once College Station's population exceeded 5,000, College Station voters approved a home rule charter that provided for the council-manager form of government.

The oldest neighborhoods are those that were included in the belt around the campus - Northgate, Eastgate, and Southside. They contained the businesses that catered to the College and its employees and students, and housing- predominantly for those associated with the College.

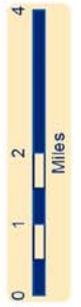
Texas A&M University and the City of College Station circa 1930



Photo courtesy of: Cushing Memorial Library and Archives, Texas A&M

Figure 2
City of College Station
City Limits & ETJ

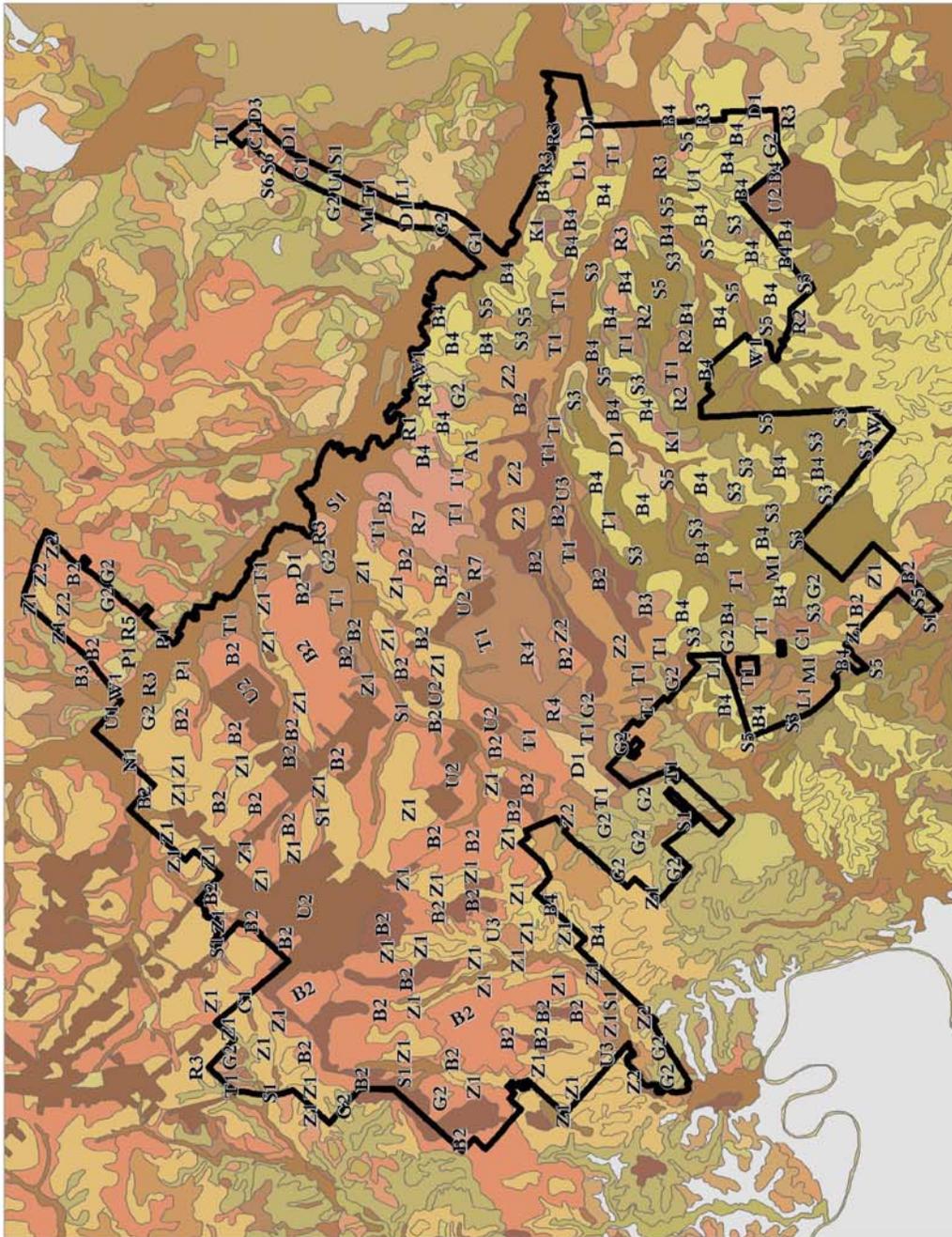
- Legend**
-  COCS City Limits
 -  COCS ETJ Limits
 -  Bryan City Limits
 -  Streets



Source: City of College Station



Figure 3
City of College Station
Soil Survey



Legend

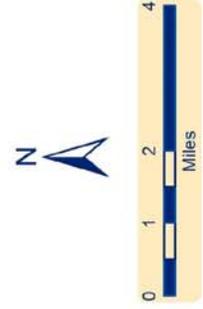
- | | | | | | |
|----------------|---------------------------|--------------|--------------------------|----------------|---------------------|
| A1 - Axtell | D1 - Derly-Rader | L1 - Lufkin | R2 - Rehburg | S4 - Silawa | U3 - Ustarents |
| B1 - Benchly | D2 - Desan | M1 - Mabank | R3 - Robco | S5 - Singleton | W1 - Weswood-Yahola |
| B2 - Boonville | D3 - Dutek | N1 - Navasan | R4 - Rosanky | S6 - Styx | Z1 - Zack |
| B3 - Burleson | G1 - Gladewater | P1 - Padina | S1 - Sandow | T1 - Tabor | Z2 - Zulch |
| B4 - Burlewash | G2 - Gredge | P2 - Pits | S2 - Shaiba-Rock outcrop | U1 - Uhland | |
| C1 - Chazos | K1 - Koether-Rock outcrop | R1 - Rader | S3 - Shiro | U2 - Urban | |



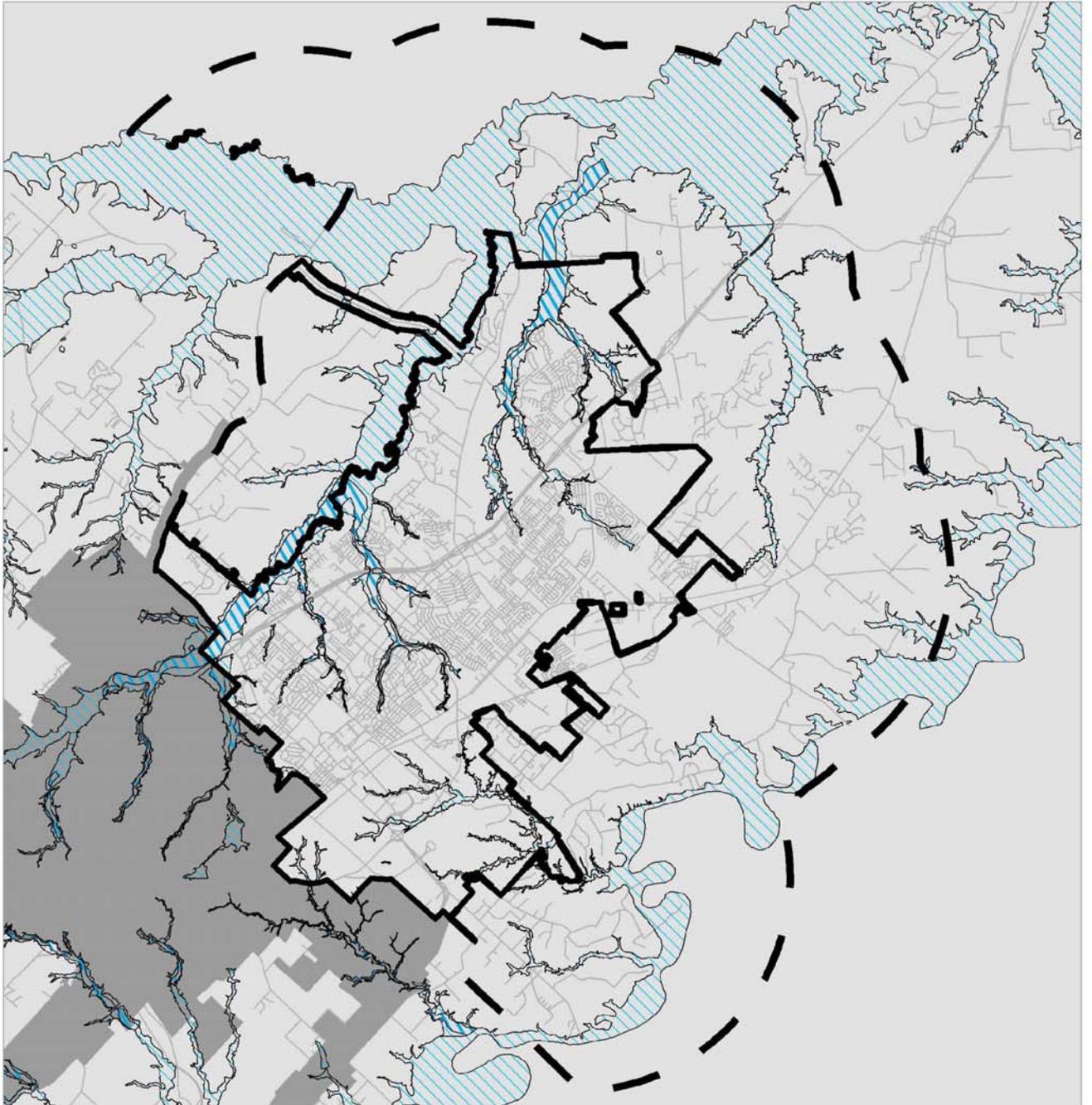
Source: United States
Department of Agriculture
and Natural Resources
Conservation Service 2012

Figure 4
City of College Station
FEMA Designated
100 Year Floodplain

- Legend**
- Flood Hazard Areas**
-  100 Year Floodway
 -  100 Year Floodplain
 -  COCS City Limits
 -  COCS ETJ Limits
 -  Bryan City Limits



Source: City of College Station
and Federal Emergency
Management Agency



DEMOGRAPHICS

Population

College Station’s current population estimate is 99,840 (October 2013), with a population density estimated at 1,965 persons per square mile. College Station’s population numbers include University students living within the City limits, which includes Texas A&M’s campus.

According to Census counts taken since 1950, College Station’s population has been steadily increasing. The City’s most prolific decade of growth was 1970-1980, increasing from 17,676 in 1970 to 37,272 in 1980. The population boom of the 1970s

continued into the 1980s with the City experiencing a 41% growth rate. College Station’s proximity to the University and to employment areas in the City of Bryan has had a significant influence on its growth.

College Station has continued to grow since the 1990 Census, although more modestly. The 1995 estimated

population was approximately 58,000 – an average annual growth rate of over 2.1% since 1990. Based on the 2010 Census, there were 93,857 people, 35,037 households and 14,889 families residing in the City. ‘City of College Station Population Growth’ details the growth from 1950 to 2013 (estimated).

Table 2: City of College Station Population Growth (1940-2013)

Year	Population	% Annual Increase	City Area (Sq Miles)	% Increase	Pop/Sq. Mile
1940	2,148	-	2.51	-	856
1950	7,925	269%	2.91	16%	2,723
1960	11,396	44%	6.34	118%	1,797
1970	17,676	55%	16.62	162%	1,064
1980	37,272	111%	24.02	45%	1,552
1990	52,456	41%	29.77	24%	1,762
1991	53,100	1%	29.77	0%	1,784
1992	53,742	1%	30.77	3%	1,747
1993	54,738	2%	31.83	3%	1,720
1994	57,043	4%	32.57	2%	1,751
1995	58,892	3%	38.17	17%	1,543
1996	60,440	3%	40.72	7%	1,484
1997	61,646	2%	40.72	0%	1,514
1998	63,852	4%	40.72	0%	1,568
1999	65,797	3%	40.72	0%	1,616
2000	67,890	3%	40.72	0%	1,667
2001	72,020	6%	40.72	0%	1,769
2002	75,752	5%	47.25	16%	1,603
2003	78,309	3%	47.25	0%	1,657
2004	80,214	2%	47.26	0%	1,697
2005	81,930	2%	47.26	0%	1,734
2006	84,116	3%	47.26	0%	1,780
2007	86,982	3%	47.26	0%	1,840
2008	90,897	5%	49.65	5%	1,831
2009	93,567	3%	49.65	0%	1,885
2010	94,817	1%	49.74	0%	1,906
2011	96,610	2%	50.77	2%	1,903
2012	97,929	1%	50.77	0%	1,929
2013*	99,840	**	50.77	0%	1,967

*Year-to-date (October 2013)

** Cannot be computed on mid-year estimate

Source: US Census and College Station Planning and Development Services Department

Table 3: City of College Station Projected Growth

Year	Population
2013	98,891
2014	101,001
2015	103,112
2016	105,223
2017	107,333
2018	109,444
2019	111,555
2020	113,665
2021	115,776
2022	117,887
2023	119,997
2024	122,108
2025	124,219
2026	126,329
2027	128,440
2028	130,551
2029	132,661
2030	134,772

Source: 2009 Comprehensive Plan, City of College Station Planning & Development Services

Table 4: City of Bryan Growth (1990-2013)

Year	Population	% Increase
1990	55,002	-
2000	65,660	-
2001	66,375	1.09%
2002	68,325	2.94%
2003	68,780	0.67%
2004	68,158	-0.90%
2005	69,624	2.15%
2006	70,452	1.19%
2007	73,565	4.42%
2008	74,115	0.75%
2009	74,394	0.38%
2010*	76,201	2.43%
2011	77,337	1.49%
2012	78,087	0.97%

* Based on 2010 Census

Source: Texas State Data Center

Comparatively, the City of Bryan's population has increased more moderately over the past decade, according to the Texas State Data Center annual population estimates. The City of Bryan population increased from 65,660 in 2000 to an estimated 78,087 in 2012

'City of College Station Projected Growth' projects the City's 20-year population based on trends and population estimates. The estimated population for 2030 is approximately 134,000.

Institutional Population

The City of College Station's growth is significantly impacted by the growth of Texas A&M University. In the 1960s, Texas A&M University began accepting women and minorities. This change accounts for a significant increase in student enrollment that has only increased steadily since then. Although not as large, Blinn College, a two-year junior college, also contributes to the student population in College Station.

Fall 2013 enrollment for Texas A&M Main Campus (including the College Station Campus and the School of Law with 770 enrolled students) is 53,672

and Blinn's Bryan Campus is 12,771,

both record enrollments for the institutions. Texas A&M's enrollment increased 7% over Fall 2012 and Blinn's Bryan Campus enrollment increased 4% over Fall 2012.

At the time that the City's

Comprehensive Plan was created and adopted, Texas A&M University had an established

enrollment capacity of 50,000 students. Since that time, the enrollment cap has been removed. Additionally, the '25 by 25' initiative, a plan to grow the

Table 5: Historic Enrollment, Blinn College (Bryan Campus) (1996-2013)

Year	Blinn Enrollment*	% Increase	City Population	% Increase
1996	6,925	-	60,440	-
1997	7,323	6%	61,646	2%
1998	7,531	3%	63,852	4%
1999	7,984	6%	65,797	3%
2000	8,649	8%	67,890	3%
2001	9,180	6%	72,020	6%
2002	10,103	10%	75,752	5%
2003	10,328	2%	78,309	3%
2004	10,421	1%	80,214	2%
2005	10,535	1%	81,930	2%
2006	10,189	-3%	84,116	3%
2007	10,563	4%	86,982	3%
2008	11,408	8%	90,897	5%
2009	12,429	9%	93,450	3%
2010	12,821	3%	94,817	1%
2011	12,342	-4%	96,610	2%
2012	12,269	-1%	97,929	1%
2013**	12,771	4%	99,755	2%

* Based on Fall Semester data

**Based on September population estimate

Source: Blinn College, US Census Bureau, City of College

2013 Existing Conditions Report

Table 6: Historic Enrollment, Texas A&M University (1980-2013)

Year	TAMU Enrollment*	% Increase	City Population	% Increase
1980	33,499	-	37,272	-
1981	35,146	5%	-	**4%
1982	36,127	3%	-	**4%
1983	36,846	2%	-	**4%
1984	36,827	0%	-	**4%
1985	35,675	-3%	-	**4%
1986	36,570	3%	-	**4%
1987	39,079	7%	-	**4%
1988	39,163	0%	-	**4%
1989	40,492	3%	-	**4%
1990	41,171	2%	52,456	**4%
1991	40,997	0%	53,100	1%
1992	41,710	2%	53,742	1%
1993	42,524	2%	54,738	2%
1994	42,018	-1%	57,043	4%
1995	41,790	-1%	58,892	3%
1996	41,892	0%	60,440	3%
1997	41,461	-1%	61,646	2%
1998	43,389	5%	63,852	4%
1999	43,442	0%	65,797	3%
2000	44,026	1%	67,890	3%
2001	44,618	1%	72,020	6%
2002	45,083	1%	75,752	5%
2003	44,811	-1%	78,309	3%
2004	44,435	-1%	80,214	2%
2005	44,578	0%	81,930	2%
2006	45,380	2%	84,116	3%
2007	46,542	3%	86,982	3%
2008	48,039	3%	90,897	5%
2009	48,702	1%	93,450	3%
2010	49,129	1%	94,817	1%
2011	49,861	1%	96,610	2%
2012	50,227	1%	97,929	1%
2013**	53,786	7%	99,755	2%

* Based on Fall Semester data

** Average annual Increase based on 1980 and 1990 Census

***Based on September population estimate

Source: Texas A&M University, US Census Bureau, City of

College of Engineering's enrollment to 25,000 students (currently 11,000) by 2025, was announced earlier this year. The University's growth is greater than was projected in the 2009 Comprehensive Plan.

Ethnicity and Race

The City of College Station has a relatively homogenous population in regards to racial diversity and ethnicity (See 'City of College Station Race and Ethnicity' (2000 and 2010)). The majority of the people in College Station consider themselves to be Caucasian. That percentage has remained steady according to the most current available data from the US Census Bureau's 2000 and 2010 estimates. The most notable boost in population representing a race was that of the Asian and Hispanic demographic. Due to changes in the Census, it is difficult

Table 7: City of College Station Race and Ethnicity (2000 & 2010)

Race/Ethnicity	2000	2010	Numerical Change	Percent Change
White	54,673	72,502	17,829	24.6%
Black	3,968	6,383	2,415	37.8%
Asian	4,951	8,576	3,625	42.3%
Hispanic	6,759	13,165	6,406	48.7%
All other races	3,672	4,361	689	15.8%

Source: US Census Bureau - 2000 and 2010 Census

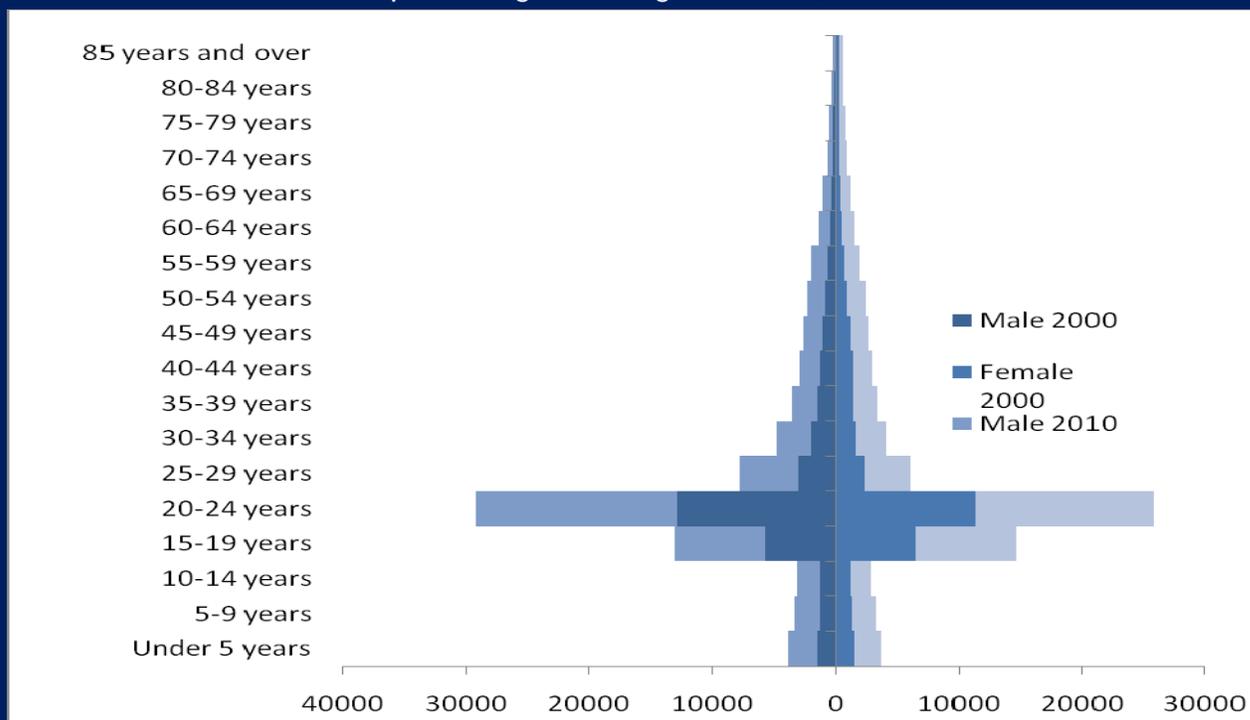
reporting for persons with multiple race backgrounds, therefore, this comparison has not been included.

Age Groups

The median age in the City of College Station is 22.3 years old according to the 2010 estimate from the US Census Bureau, (see College Station Age Distribution, 2010 and 2000) an increase of 0.4 years from the 2000 Census. The relatively young age of the City's population is due to the large number of college-aged students that live in the City. Comparatively, the median age in the City of Bryan is 29.4 years old. The

increase in the median age of College Station is most likely due to the increase in retirees relocating to College Station. The City's senior population (65 years and older) grew from 3.6% to 4.7% between 2000 and 2010 according to the Census. As the Baby Boomer generation continues to age, it is likely that the City of College Station will continue to see an increase in the population age 50 and older, while maintaining relatively stable school-aged and college-aged populations.

Graph 1: College Station Age Distribution, 2008 and 2000



Source: US Census 2000; 2010

Household Size and Composition

Based on 2010 Census data, the average household size in College Station is 2.38 people, an increase from the 2000 Census estimate of 2.32 persons per household. The 2010 estimated average family size is 2.97, a

2013 Existing Conditions Report

slight decrease from the 2000 Census estimate of 2.98. Based on the 2011 American Community Survey provided by the Census Bureau, the average household size for both Brazos County and Texas is 2.84.

In 2010, there were an estimated 35,037 households in College Station, out of which 20.4% were family households with children under 18 living with them, 31.2% were married couples living together, and 57.5% were non-families. Households with individuals under 18 made up 21.6% of all households and 8.7% were residents 65 years of age or older, living alone.

Table 8: Household Size & Composition College Station (2000, 2010, 2011)

Type	2000		2010		2011	
	Number	Percent	Number	Percent	Number	Percent
Total Households	24,691	100%	35,037	100%	31,743	100%
Family Households	10,368	42.0%	14,889	42.5%	14,897	46.9%
With own children under 18 years	5,192	21.0%	7,151	20.4%	8,469	26.7%
Married-couple family	7,954	32.2%	10,936	31.2%	10,673	33.6%
With own children under 18 years	4,043	16.4%	5,222	14.9%	6,019	19.0%
Male householder, no wife present	N	N	1,346	4.0%	1,320	4.2%
With own children under 18 years	N	N	394	1.2%	397	1.3%
Female householder, no husband present	1,678	6.8%	2,693	7.7%	2,904	9.1%
With own children under 18 years	967	3.9%	1,558	4.4%	2,053	6.5%
Nonfamily households	14,323	58.0%	20,148	57.5%	16,846	53.1%
Householder living alone	6,691	27.1%	9,642	27.5%	8,724	27.5%
Householder 65 years and older	589	2.4%	1,009	2.9%	996	3.1%
Households with individuals under 18 years	5,477	22.2%	7,585	21.6%	8,729	27.5%
Households with individuals 65 years and over	1,665	2.4%	3,031	8.7%	2,454	7.7%
Average household size	2.32		2.38		2.68	
Average family size	2.98		2.97		3.16	

Source: US Census Bureau - 2010 Census, 2011 American Community Survey

Housing

College Station has seen steady housing growth since 2000 (See Housing Market, College Station-Bryan Area). Single-family construction has been relatively constant since 2009, with an average of 488 new single-family units (attached and detached) added per year. The multi-family segment of the new housing stock has been much more variable with a high of 572 new multi-family units added in 2009 and a low of 32 units added in 2010 (see New Residential Units, Cities of Bryan & College Station (2001-2013)). Based on Census Bureau estimates, College Station added 11,172 housing units between 2000 and 2010. Comparatively,

Table 9: Housing Market, College Station-Bryan Area

Year	Total Sales	Average Price	Median Price	Average Listings/Month	Average Month's Inventory
2000	1,356	\$ 118,440	\$ 104,500	560	4.9
2001	1,458	\$ 131,125	\$ 117,400	710	6.1
2002	1,601	\$ 131,550	\$ 116,200	768	6.0
2003	1,876	\$ 135,958	\$ 124,000	992	7.0
2004	2,117	\$ 138,008	\$ 122,450	1,157	6.9
2005	2,221	\$ 144,867	\$ 132,100	1,165	6.4
2006	2,580	\$ 152,633	\$ 135,150	1,236	6.2
2007	2,514	\$ 160,900	\$ 138,900	1,228	5.7
2008	2,471	\$ 166,800	\$ 144,200	1,202	5.7
2009	2,184	\$ 168,200	\$ 149,500	1,212	5.7
2010	2,011	\$ 174,608	\$ 153,450	1,562	8.7
2011	2,009	\$ 161,250	\$ 151,417	1,606	9.8
2012	2,361	\$ 179,350	\$ 153,567	1,610	8.9
2013 (YTD)	1,820	\$ 185,657	\$ 158,214	1,563	7.5

Source: Texas A&M Real Estate Center

while the City of Bryan has also had a stable increase in the number of housing units added, it has been at a smaller scale than College Station. Between the 2000 and 2010, the City of Bryan added an estimated 4,879 new housing units. Like College Station, Bryan also experienced a spike in multi-family construction in 2011. In that year, College Station added 346 new multi-family units to the housing stock while Bryan added 339.

Based on August 2013 estimates, the average home price in the College Station/Bryan MSA has been steadily rising since 2000. In 2013, the average home price rose to over \$185,657 – up from \$118,400 in 2000. The 2013 median home price is \$158,214. The estimated monthly inventory, or the amount of time estimated to sell the existing stock, is 7.5 months; however, the average monthly inventory since 2000 is 4.9

months.

Table 10: City of College Station Housing Stock by Age

Year Built	Texas	%	Brazos County	%	College Station	%
Built 2005 or later	1,164,724	11.5%	9,579	12.1%	4,469	12.3%
Built 2000 to 2004	1,198,327	11.9%	12,645	16.0%	5,820	16.0%
Built 1990 to 1999	1,536,490	15.2%	17,009	21.5%	8,553	23.5%
Built 1980 to 1989	1,777,696	17.6%	14,433	18.3%	7,024	19.3%
Built 1970 to 1979	1,752,361	17.4%	13,227	16.7%	6,527	18.0%
Built 1960 to 1969	1,001,481	9.9%	4,855	6.1%	2,608	7.2%
Built 1950 to 1959	864,758	8.6%	4,086	5.2%	777	2.1%
Built 1940 to 1949	392,763	3.9%	2,033	2.6%	341	0.9%
Built 1939 or earlier	410,642	4.1%	1,203	1.5%	236	0.6%
Total	10,099,242	100.0%	79,070	100.0%	36,355	100.0%

Source: US Census Bureau - 2011 American Community Survey

With the growing housing market, the total number of sales annually has increased from 1,356 annual sales in 2000 to 2,361 annual sales in 2012. 2006 saw the highest annual sales at 2,580.

2013 Existing Conditions Report

Based on 2011 projections from the Texas A&M Real Estate Center, the average rent per square foot in College Station and Bryan multi-family units is \$0.88 compared to \$0.92 for the Texas metro average.

Age of Housing Stock

The City of College Station has a relatively new housing stock. Approximately 71% of housing units in College Station were built after 1980 compared to 68% in Brazos County and 56% for the State of Texas. See City of College Station Housing Stock by Age for a breakdown of current housing units by age.

Table 11: College Station Occupancy Rates—All Housing Types (1990, 2000, 2010, 2011)

	Occupancy	Occupied	Vacant	Total
2011	Number	31,743	4,612	36,355
	Percent	87%	13%	100%
2010	Number	33,477	2,578	36,055
	Percent	93%	7%	100%
2000	Number	24,691	1,363	26,054
	Percent	95%	5%	100%
1990	Number	17,878	1,967	19,845
	Percent	90%	10%	100%

Source: US Census Bureau - 1990, 2000, 2010 Census, 2011 American Community Survey

Appraised Value

The total appraised value for all property in the City of College Station is over \$7.3 billion (2013 Certified Tax Roll, Brazos County Appraisal District). Residential properties make up \$3.5 billion dollars in valuation while commercial properties make up the next largest segment of appraised property at \$2.3 billion. The remainder is largely made up of vacant and agricultural land valued at \$1.2 billion.

Table 12: College Station Population by Housing Type

Housing Type	2000		2010		2011	
	Number	Percent	Number	Percent	Number	Percent
Total Units	26,008	100.0%	36,055	100.0%	36,355	39.2%
Single-family detached	8,796	33.8%	15,038	41.7%	14,237	5.9%
Single-family attached	1,374	5.3%	2,674	7.4%	2,130	7.8%
2-4 units	5,694	21.9%	5,216	14.5%	6,708	18.5%
5-9 units	2,899	11.1%	2,867	8.0%	3,462	9.5%
10 or more units	6,776	26.1%	9,649	26.8%	4,262	11.7%
Mobile Home	469	1.8%	611	1.7%	946	2.6%

Source: US Census Bureau - 2000, 2010 Census and 2011 American Community Survey

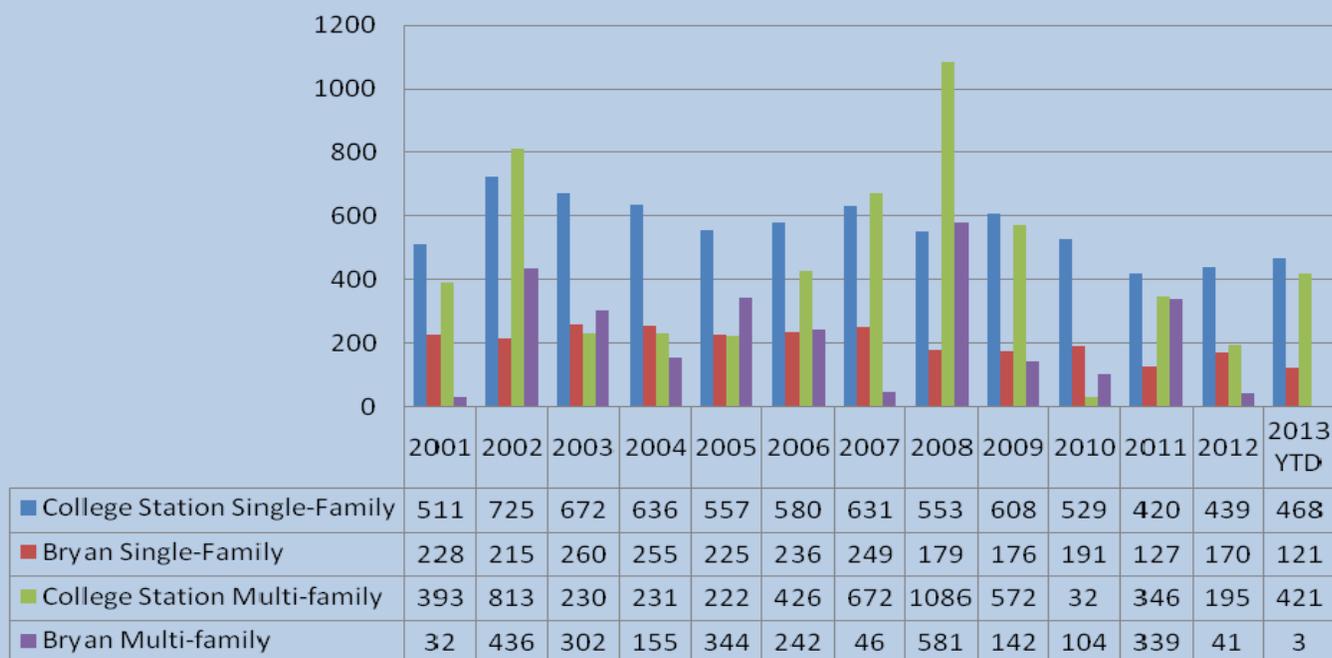
Occupancy and Tenure

The 2010 Census estimates the occupancy rate in College Station to be 94.1%, consistent with the 2000 estimate of 94.8%. Estimates for multi-family occupancy for the end of the 1st quarter in 2012, was 93.3% for all multi-family units (Texas Real Estate Center, 2012 College Station-Bryan Market Report).

According to 2010 Census data, approximately two-thirds of the occupied housing units in College Station are renter occupied (66.8%). Owner-occupied housing makes up a smaller percentage of the occupied housing stock (33.2%). Approximately 11% of the City's population lived in group quarters, including both public and private dormitories and Greek housing.

The City of College Station also tracks rental property through its Rental Registration program, which has 6,928 single-family and duplex units

Graph 2: New Residential Units, Cities of Bryan & College Station (2001-2013 YTD)



registered as of September 2013. The registered rental properties account for approximately 40% of the City of College Station’s single-family and duplex units based on 2011 American Community Survey data.

Income

Based on 2011 American Community Survey, (see Household Income Distribution, College Station (1990-2011)) the per capita income for the City of College Station in 2011 was \$18,232, down from 2008’s estimate of \$20,425. In 2008, the median family income was \$57,135 and the median household income was \$27,648. According to the 2011 American Community Survey, 31.7% of College Station households has an income of more than \$50,000.

Income statistics include University students that may have little or no income; because of this, median household income is very low. Similarly, the population reported below the poverty line is not likely representative because of the “low-income” University population. The College Station Independent School

Table 13: Household Income Distribution, College Station (2011)

Income	Number	Percent
Less than \$10,000	7,791	24.5%
\$10,000 to \$14,999	2,286	7.2%
\$15,000 to \$24,999	4,210	13.3%
\$25,000 to \$34,999	3,565	11.2%
\$35,000 to \$49,999	3,565	11.8%
\$50,000 to \$74,999	3,749	10.3%
\$75,000 to \$99,999	3,259	7.1%
\$100,000 to \$149,999	2,260	8.7%
\$150,000 to \$199,999	2,760	2.5%
\$200,000 or more	809	3.3%
Total	31,743	100.0%

Source: US Census Bureau - 2011 American Community Survey Data

2013 Existing Conditions Report

District classifies over 36.4% of their students as “Economically Disadvantaged” for the 2012-2013 school year, meaning they qualify for the “free and/or reduced lunch” program (CSISD). The percentage of students eligible for this program has increased from 31.4% in 2010.

ECONOMIC DEVELOPMENT

Employment

Table 14: Total Non-Farm
Employment, CS-B MSA
(2003-2013)

YEAR	EMPLOYMENT	% CHANGE
2003	96,120	
2004	97,790	1.7%
2005	98,748	1.0%
2006	98,345	-0.4%
2007	98,692	0.4%
2008	102,042	3.4%
2009	106,194	4.1%
2010	109,087	2.7%
2011	108,387	-0.6%
2012	107,740	-0.6%
2013*	107,541	-0.2%

Source: US Bureau of Labor Statistics

*As of July 2013

According to the 2011 American Community Survey, educational attainment in College Station is very high compared to State averages. Only 6.7% of the population 25 years and older did not have a high school degree, compared to 19.3% for the State of Texas. Additionally, over 51% of College Station's residents have a college degree. Employment in the College Station-Bryan Metropolitan Statistical Area (MSA) has been growing at an average of 1.3% over the past ten years. The growth was steady between 2003 and 2008, spiked in 2009 and has leveled off in the last few years (see Table 14). Texas A&M University, the College Station Independent School District, Bryan Independent School District, Reynolds & Reynolds, the City of College Station, Sanderson Farms, and St. Joseph Regional Hospital are the top employers located in College Station-Bryan MSA.

Unemployment

The most recent statistics available from the Texas Workforce Commission show an unemployment rate of 6.1% (July 2013) within the City of College Station-Bryan MSA and a median of 5.6% between January and July of 2013. This is up slightly from 2012, but continues to be lower than the Texas and National rates (6.7% and 10.3% in July 2013, respectively). Between 2003 and 2013, the rates have ranged between a low of 3.8% and a high of 6.1% (see Table 15). Unemployment in College Station is relatively low, in large part because of the significant role Texas A&M University plays in the local economy.

Travel Time

The average commute to work for College Station residents takes 17.1 minutes according to the 2012 American Community Survey. This is up fractionally from 2010 (17.0 minutes) and a jump from 2000 (14.5 minutes). However, this continues to be significantly less than the average commute to work (in 2012) in Texas (25.1 minutes) and nationally (25.7 minutes). In 2012, the percentage of College Station residents that had a commute time of less than 30 minutes increased 2.7% from 2010 to 89.2%. Only 5.5% of the College Station population experiences a commute time of 45 minutes or longer; a 0.7% increase

Table 15: Annual
Unemployment, CS-B
MSA (2003-2013)

YEAR	RATE	% CHANGE
2003	5.0%	
2004	4.5%	-10.0%
2005	4.2%	-6.7%
2006	4.1%	-2.4%
2007	3.8%	-7.3%
2008	4.1%	7.9%
2009	5.7%	39.0%
2010	6.6%	15.8%
2011	6.5%	-1.5%
2012	5.7%	-12.3%
2013*	6.1%	7.0%

Source: US Bureau of Labor
Statistics

*As of July 2013

2013 Existing Conditions Report

from 2010. Additionally, in 2012, College Station ranked second in the State of Texas in regards to people walking (5.2%) and biking (3.3%) to work.

Property Tax

The certified Taxable Assessed Values for 2013 are \$6.2 billion, a 4.82% increase over 2012. Taxable Assessed Value has steadily increased from \$2.7 billion to \$6.2 billion between 2003 and 2013, representing a 129% increase.

College Station's property tax rate is very competitive and among the lowest in the State for cities with a population between 50,000 and 100,000. The FY2014 property tax rate is set at 42.5958¢ per \$100 of assessed value, down 10.8% from FY2003 (See Table 16). By comparison, the property tax rate for the City of Bryan is 62.9999¢ per \$100 of assessed value. When combined with all taxing entities, including the College Station Independent School District, College Station property owners pay \$2.23 per \$100 of assessed valuation.

Table 16: Property Tax Rates (2003-2012)

FISCAL YEAR	TAX RATE	% CHANGE	PROPERTY TAX REVENUE	% CHANGE
2003	0.4777		\$ 13,441,000	
2004	0.4653	-2.6%	\$ 14,668,641	9.1%
2005	0.4640	-0.3%	\$ 15,888,475	8.3%
2006	0.4394	-5.3%	\$ 16,646,519	4.8%
2007	0.4394	0.0%	\$ 18,573,309	11.6%
2008	0.4394	0.0%	\$ 20,670,112	11.3%
2009	0.4394	0.0%	\$ 22,769,699	10.2%
2010	0.4394	0.0%	\$ 24,745,344	8.7%
2011	0.4475	1.8%	\$ 24,333,373	-1.7%
2012	0.4380	-2.1%	\$ 24,978,388	2.7%
2013	0.4307	-1.7%	\$ 25,542,690	2.3%
2014	0.4260	-1.1%	\$ 26,629,760	4.3%

Source: City of College Station: Comprehensive Annual Fiscal Report for Fiscal Year Ended September 30, 2012

Sales Tax

College Station experienced \$2.34 billion in gross sales receipts in 2012, up 4.5% from 2011 (see Table 17). Between 2002 and 2012, there has been an average 2.8% increase in gross sales. Based on the latest complete data available, College Station saw \$23,978 per capita in gross sales in 2012, a 4.5%

Table 17: Gross Sales Tax Per Capita, College Station (2002-2012)

YEAR	GROSS SALES	TAXABLE	POPULATION	PER CAPITA	
2002	\$ 1,381,037,844	\$ 752,427,945	75,752	\$ 18,231.04	
2003	\$ 1,479,870,892	\$ 784,770,022	78,309	\$ 18,897.84	
2004	\$ 1,588,469,656	\$ 848,886,886	80,214	\$ 19,802.90	4.8%
2005	\$ 1,689,609,054	\$ 914,415,687	81,930	\$ 20,622.59	4.1%
2006	\$ 1,765,533,087	\$ 955,094,010	84,116	\$ 20,989.27	1.8%
2007	\$ 1,984,415,024	\$ 1,045,731,297	86,928	\$ 22,828.26	8.8%
2008	\$ 2,126,312,535	\$ 1,105,627,680	90,897	\$ 23,392.55	2.5%
2009	\$ 2,057,564,712	\$ 1,052,105,672	93,450	\$ 22,017.81	-5.9%
2010	\$ 2,056,963,046	\$ 1,061,991,799	93,857	\$ 21,915.93	-0.5%
2011	\$ 2,216,447,512	\$ 1,108,733,940	96,603	\$ 22,943.88	4.7%
2012	\$ 2,359,311,985	\$ 1,184,728,779	97,888	\$ 24,102.16	5.0%

Texas Comptroller's Office

increase from 2011. Approximately \$1.18 billion of the gross sales in 2012 were subject to the City's sales tax. In FY2013 sales tax revenues increased approximately 7.3% over sales tax received in FY2012. Another 1.9% growth, over FY2013, is projected for FY2014.

Table 18: Sales Tax Revenue (2003 – 2015)

FISCAL YEAR	SALES TAX REVENUE	% CHANGE
2003	\$ 13,780,639	
2004	\$ 14,957,697	8.5%
2005	\$ 15,445,404	3.3%
2006	\$ 16,752,174	8.5%
2007	\$ 18,077,973	7.9%
2008	\$ 19,822,906	9.7%
2009	\$ 19,438,179	-1.9%
2010	\$ 19,328,578	-0.6%
2011	\$ 20,292,871	5.0%
2012	\$ 21,498,319	5.9%
2013*	\$ 23,011,841	7.0%
2014*	\$ 23,495,000	2.1%
2015*	\$ 24,400,000	3.9%

City of College Station: Comprehensive Annual Fiscal Report for Fiscal Year Ended September 30, 2012 & 2013-2014 Proposed Annual Budget

*Estimated

The current City sales tax rate is 1.5% of a total 8.25% sales tax, and generated approximately \$23.1 million in FY2013—a 7.3% increase from FY2012. The City sales tax revenue is expected to total \$23.5 million in FY2014 (see Table 18). Sales tax accounts for 41% of the City’s general fund revenues and is projected to steadily grow to over \$24.4 million by 2015 (College Station 2013-2014 Approved Annual Budget).

As reported by the Brazos Central Appraisal District in August 2013, there was approximately 4.87 million square feet of retail space in the City of College Station, which translates to 49.04 square foot per capita. Retail space includes stand-alone retail outlets, markets, Post Oak Mall, shopping centers, etc. Comparatively, the national average is 46.6 sq. ft. per capita based on analysis conducted by the International Council of Shopping Centers.

Utilizing data collected from the Brazos Central Appraisal District, it is estimated that approximately \$4.46 in sales tax revenue is collected per square foot of retail space; a steady

\$0.35 increase over FY2010.

Table 19: CS-B Travel Impacts (2002-2012)

YEAR	SPENDING*		EARNINGS*	EMPLOYMENT	TAX RECEIPTS*	
	TOTAL	DESTINATION**			STATE	LOCAL
2002	\$ 267.4	\$253.2	\$59.7	4,213	\$17.2	\$4.4
2003	\$ 275.0	\$261.4	\$61.4	4,135	\$17.5	\$4.4
2004	\$ 300.0	\$285.4	\$65.0	4,178	\$18.6	\$4.8
2005	\$ 339.9	\$323.1	\$71.3	4,413	\$20.3	\$5.3
2006	\$ 362.0	\$344.7	\$73.3	4,378	\$21.2	\$5.6
2007	\$ 399.6	\$381.8	\$81.0	4,661	\$23.0	\$6.5
2008	\$ 431.5	\$413.5	\$85.4	4,648	\$24.0	\$7.0
2009	\$ 384.9	\$369.0	\$88.0	4,823	\$23.2	\$6.8
2010	\$ 400.8	\$383.7	\$88.4	4,738	\$23.4	\$6.7
2011	\$ 413.8	\$396.6	\$93.9	4,803	\$22.9	\$6.9
2012	\$ 422.4	\$404.5	\$89.2	4,512	\$23.5	\$7.6

Office of the Governor- Economic Development and Tourism

*MILLIONS

**DOES NOT INCLUDE AIR TRANSPORT

<http://www.deanrunyan.com/TXTravellImpacts/TXTravellImpacts.html>

Tourism

There are many sights and attractions in and around College Station. As home of Texas A&M University, the George H.W. Bush Presidential Library, and several unique entertainment districts and venues, including the Northgate district and Wolf Pen Creek, visitors can experience

any number of activities.

According to the Office of the Governor - Economic Development and Tourism, the College Station-Bryan MSA saw 3.62 million persons visit the area, spending a total of 6.81 million person days in 2012. Additionally, it is

2013 Existing Conditions Report

projected that College Station-Bryan MSA, saw \$442.4 million in travel expenditures, supported 4,512 jobs with a payroll of \$89.2 million, and generated \$6.6 million in local taxes in 2012 (see Table 19). In 2012, the MSA was ranked 12th out of the 26 MSAs and Metropolitan Divisions (MD) in Texas for total person days spent in the College Station-Bryan MSA (Office of the Governor).

Hotel/motel taxes collected in College Station-Bryan totaled \$4.4 million in FY2013, up 20.5% compared to FY2012, indicating a healthy tourism market. A spike in the hotel occupancy rate can be seen during Texas A&M home football games and NCAA Championships, including competitions such as men's baseball and women's basketball, held on campus. In 2012, Texas A&M officially joined the Southeastern Conference (SEC) and attendance to athletic events increased nearly 98,000, a 15% increase over the 2011 levels (Texas A&M University News & Information Services). Texas A&M's Division of Finance found that, especially with the University's move to the SEC, visitors stayed in the Bryan-College Station area longer and spent more money.

Additionally, College Station is home to several major events throughout the year that generate a bulk of our tourism dollars including both National and International Fire Schools held at the Brayton Fire Training Field; USA/ASA Fast Pitch National Championships; PrimeTime Sports Texas State 7 on 7 Football Championships; as well as smaller, regional events such as World Fest, Duck Jam and Ziegefest. College Station has enjoyed increasing tax revenues from an increasing number of room nights sold (see Table 20). As seen in Table 7, the local occupancy rate has risen slightly between 2011 and 2012. However, the College Station-Bryan MSA continues to outpace the State's occupancy (66%) thus far in 2013 by 5.4%.

Table 20; Hotel Data, College Station (2003-2012)

FISCAL YEAR	HOTEL TAX REVENUE	ROOM NIGHTS SOLD	OCCUPANCY RATE
2003	\$ 2,120,015.00	505,499	62.7%
2004	\$ 2,191,429.00	516,469	64.0%
2005	\$ 2,306,928.00	543,077	63.7%
2006	\$ 2,671,417.00	584,941	57.9%
2007	\$ 2,980,250.00	663,354	65.0%
2008	\$ 3,585,512.00	691,160	66.2%
2009	\$ 3,574,649.00	621,089	58.9%
2010	\$ 3,387,041.00	610,432	58.0%
2011	\$ 3,558,042.00	614,384	62.4%
2012	\$ 3,643,887.00	630,216	62.7%

Source: Comprehensive Annual Fiscal Report for Fiscal Year Ended September 30, 2012 & Texas A&M Real Estate Center

LAND USE

The City of College Station Future Land Use & Character Map (see Figure 5) consists of a variety of land uses that, when used in conjunction with the Community Assets and Images Map and the Concept Map, collectively form the preferred pattern of land development. The Future Land Use & Character Plan was adopted as a part of the Comprehensive Plan in 2009. Figure 6 depicts the land uses that existed when the future

Table 21: Future Land Use & Character

Designation	Acres in City	% of Total	Acres in ETJ	% of Total	Total Acres	% of Total
Neighborhood Conservation	1,425.98	4.61%		0.00%	1,425.98	1.03%
Rural	3.29	0.01%	83,680.70	77.76%	83,684.00	60.40%
Estate	3,413.67	11.04%		0.00%	3,413.67	2.46%
Restricted Suburban	4,007.13	12.96%	267.96	0.25%	4,275.09	3.09%
General Suburban	2,419.09	7.82%	595.43	0.55%	3,014.51	2.18%
Urban	2,826.74	9.14%	254.08	0.24%	3,080.82	2.22%
Urban Mixed Use	378.73	1.22%		0.00%	378.73	0.27%
General Commercial	772.07	2.50%	0.06	0.00%	772.13	0.56%
Suburban Commercial	916.02	2.96%	48.61	0.05%	964.63	0.70%
Business Park	845.16	2.73%	832.05	0.77%	1,677.22	1.21%
Institutional/Public	608.24	1.97%	55.14	0.05%	663.37	0.48%
Texas A&M University	4,729.39	15.29%		0.00%	4,729.39	3.41%
Natural Areas - Protected	1,094.45	3.54%	10.44	0.01%	1,104.89	0.80%
Natural Areas - Reserved	4,858.74	15.71%	21,370.34	19.86%	26,229.08	18.93%
Redevelopment Areas	629.68	2.04%		0.00%	629.68	0.45%
Water	44.39	0.14%	263.99	0.25%	308.38	0.22%
Utilities	63.86	0.21%		0.00%	63.86	0.05%
Medical Use	1,076.33	3.48%		0.00%	1,076.33	0.78%
Village Center	223.70	0.72%		0.00%	223.70	0.16%
Wellborn Business Park	74.71	0.24%		0.00%	74.71	0.05%
Wellborn Commercial	46.03	0.15%		0.00%	46.03	0.03%
Wellborn Estate	109.30	0.35%		0.00%	109.30	0.08%
Wellborn Estate - Open		0.00%	19.90	0.02%	19.90	0.01%
Wellborn Preserve	93.18	0.30%	18.10	0.02%	111.28	0.08%
Wellborn Preserve - Open	24.44	0.08%		0.00%	24.44	0.02%
Wellborn Restricted Suburban		0.00%	74.85	0.07%	74.85	0.05%
Wellborn Rural	223.64	0.72%	120.56	0.11%	344.20	0.25%
Wellborn Suburban	19.01	0.06%		0.00%	19.01	0.01%
TOTALS	30,926.96	100.00%	107,612.21	100.00%	138,539.17	100.00%

NOTE: The total area of the combined City limits and 5-mile ETJ is approximately 146,188.18 acres. The total area in the land use categories is 138,539.17 acres. The difference is within street and highway rights-of-way (7,649.01 acres, or roughly 5.2% of the overall area).

Totals down to decimal place level may vary slightly due to rounding.

*ETJ refers to the future 5-mile Extraterritorial Jurisdiction

2013 Existing Conditions Report

land uses and characters were developed.

The following sections will address the unique land use conditions that currently exist in College Station and its Extraterritorial Jurisdiction (ETJ).

Planned Land Uses

Based on the City's current Comprehensive Plan, Table 21 lists the planned land uses and the approximate acreage of each use designation, both within the City limits and the ETJ, as of October 2013. While the City does not have control over land use outside of the City limits, the land use designation for properties in the ETJ exists to reflect the City's desire for the future land use of those areas.

In order to provide for market flexibility, College Station's Comprehensive Plan has several designations that allow for development of multiple land uses. For example, the General Suburban designation is primarily for single-family residential development, but also

Table 22: Existing Land Uses (June 2010)

	USE	City Only	
		Acres	Percent
Residential	SINGLE-FAMILY RESIDENTIAL (detached and attached)	5,968.28	20.74%
	RURAL (large lot residential)	1,622.37	5.64%
	DUPLEX RESIDENTIAL	378.63	1.32%
	MULTI-FAMILY RESIDENTIAL	1,186.15	4.12%
	GROUP QUARTERS (nursing home, private dorm, etc)	65.96	0.23%
	MOBILE/MANUFACTURED HOME	145.58	0.51%
	TOTAL	9,366.98	32.55%
	Commercial	COMMERCIAL RETAIL	1,028.56
COMMERCIAL OFFICE		301.34	1.05%
COMMERCIAL OTHER		99.29	0.35%
TOTAL		1,429.19	4.97%
Industrial	COMMERCIAL-INDUSTRIAL (warehousing, distribution)	107.14	0.37%
	LIGHT INDUSTRIAL	143.64	0.50%
	TOTAL	250.78	0.87%
Public	PUBLIC FACILITIES (COCS, CSISD, Library, etc.)	807.26	2.81%
	SEMI-PUBLIC FACILITIES (religious institutions, hospitals)	338.95	1.18%
	TOTAL	1,146.21	3.98%
Texas A&M University	TEXAS A&M UNIVERSITY	5359.992905	18.63%
	TOTAL	5,359.99	18.63%
Other	AGRICULTURAL	568.5611571	1.98%
	UNDEVELOPED	8149.279529	28.32%
	STORMWATER DETENTION	69.7961037	0.24%
	COMMON SPACE	125.2903892	0.44%
	PARK SPACE	1,656.38	5.76%
	GREENWAY/FLOODPLAIN	523.0358578	1.82%
	TRANSPORTATION/UTILITIES	131.3058198	0.46%
	TOTAL	11,223.64	39.00%
	TOTAL	28,776.79	

allows for development of townhomes and commercial under certain circumstances. Because of this, acreages of planned uses are estimated.

The largest planned land use for the City is 'Residential.' Approximately 49% of the City is planned to be developed for residential uses of varying density, ranging from lower density single-family uses to residential units included in vertical mixed-use developments. Another large planned use is 'Natural Areas.' Much of this land will remain undeveloped due to natural constraints, such as floodplain. The least utilized land use designation inside the City limits is 'Rural.' Rural is the most common designation in the ETJ, with almost 78% of the ETJ carrying this designation.

Existing Land Uses

Table 22 is an inventory of existing land uses in College Station, as of October 2013. Existing land uses are those currently developed within the City. While the existing land use designations are not identical to the Comprehensive Plan land use designations, general observations can be made using the two tables.

The Comprehensive Plan designates approximately 49% of the City's land area to residential uses in varying densities. Based on current land use information, approximately 33% of the land in College Station is developed for residential uses. The Comprehensive Plan designates approximately 10% of its land area for commercial uses, and approximately 6% of the City is currently developed as commercial. One reason for the difference in planned and developed area is the large amount of land in the City that is currently undeveloped, but that holds a land use designation in the Comprehensive Plan for future development. As adequate infrastructure becomes available and properties are ripe for development over the 20-year planning horizon, the discrepancy between the existing and proposed land uses will lessen.

Residential Uses

College Station offers a variety of housing types for its residents. The Future Land Use & Character Map designations for residential development include Estate, General Suburban, Neighborhood Conservation, Restricted Suburban, Rural, Urban Mixed-Use, and Urban, which includes any housing type with attached units, such as duplexes and apartments. As previously stated, the designations allow for flexibility in land use, so acreages of planned uses are estimated. Comparing the planned and the existing land uses (Tables 21 and 22), over 49% of the land in the City limits has been planned for residential uses and approximately 33% has been developed.

The majority of the residential land planned within the City is designated as Restricted Suburban and Estate, both exclusively single-family designations (Table 22). Estate is described in the Comprehensive Plan as

2013 Existing Conditions Report

having average 20,000 square foot lots and Restricted Suburban is described as having average 8,000 square foot lots.

Commercial

Just over half of the land area that has been planned for commercial uses has been developed for such uses. The Future Land Use & Character Plan calls for approximately 3,256 acres (or roughly 10% of the City) of commercial land use in the City, including Business Park, General Commercial, Suburban Commercial, Village Center, Wellborn Commercial, Wellborn Business Park and Urban Mixed Use designations. Because of the flexibility of the Plan, commercial can also be developed on properties designated as General Suburban, Urban, and Urban Mixed Use, in certain circumstances. Approximately 1,680 acres have been commercially developed, the majority of it for retail commercial uses that cater to the general population and attract regional sales tax dollars.

Redevelopment

The College Station Future Land Use & Character Plan has designated over 630 acres of land for Redevelopment. Areas designated for Redevelopment include properties along the Texas Avenue corridor, between Harvey Road and the northern City limits, properties within the Northgate district, properties located along the Harvey Road corridor, and properties located southeast of the intersection of George Bush Drive and Wellborn Road (F.M. 2154). The Comprehensive Plan calls for redevelopment of these areas because it is anticipated that a change in land use and character requires some form of direct market intervention by the City, including City-initiated rezoning, capital expenditures, or incentives such as an expedited review process. Other properties are expected to redevelop as well, but will likely experience a change in use based on market opportunities alone.

Two major rehabilitations have occurred along Texas Avenue since 2000—Central Station (formerly Culpepper Plaza) located on Texas Avenue, between Dominik Drive and Harvey Road (2006), and Texas Avenue Crossing (formerly Redmond Terrace) at the southwest corner of George Bush Drive and Texas Avenue (2002). These redevelopment projects included the rehabilitation of existing retail buildings and parking lots. Recent redevelopment projects along Texas Avenue include Northpoint Crossing (formerly the Plaza Hotel) into a mixed-use apartment complex located at the northwest corner of Texas Avenue and University Drive, and Home 2 Suites, a five-story hotel located north of the Northpoint Crossing development, behind the Hampton Inn on Texas Avenue.

Many of the redevelopment activities within the Northgate area include

residential units for the student population. The proximity of Northgate to a large university population has encouraged the development and redevelopment of various residential and commercial uses in the area. Over the past decade, the City has invested over \$30 million in the area's infrastructure. This investment has supported and is expected to continue to support redevelopment of the area.

Since 2012, the Northgate area has seen several major redevelopments, including Rise at Northgate, a 17-story apartment building with ground floor retail located between University Drive and Church Avenue. Located just north of Rise, across Church Avenue, is The Stack, a four-story apartment complex with ground floor retail that is a phased redevelopment of the University Square shopping center (Formerly Albertsons and Hurricane Harry's). Additional redevelopment consisting of a multi-story apartment complex is occurring in Northgate on Texas A&M University System property from South College Avenue to Dogwood Street.

Comprehensive Plan Amendments

The Unified Development Ordinance (UDO) was adopted by the City Council in June 2003 and, consistent with the Local Government Code, requires that all zoning map amendments (rezoning) be in compliance with the Comprehensive Plan. Since the adoption of the Comprehensive Plan in 2009, five applications for Future Land Use & Character Map amendments have been made to the City Council for their consideration. Of those, one amendment was approved, one was denied, and three are currently in review. The approved amendment to the Future Land Use & Character Map converted an infill tract of just over six acres from General Commercial and Natural Areas to Urban for a multi-family development. Additionally, as part of the Annual Review of the Comprehensive Plan, a 1.3 acre tract located along Earl Rudder Freeway was re-designated from General Suburban to Suburban Commercial.

As part of the City's Neighborhood, District, and Corridor planning efforts, the City has adopted five neighborhood plans that have amended the Future Land Use and Character Map. In total there have been 29 land use redesignations, including eight in the Central College Station Neighborhood Plan, seven in the Eastgate Neighborhood Plan, three in the Southside Area Neighborhood Plan, nine in the Wellborn Community Plan, and two in the South Knoll Area Neighborhood Plan.

In addition to the City's Neighborhood Planning effort, the City has partnered with the College Station Medical Center and other stakeholders to create the Medical District Master Plan, a focused healthcare and wellness district. This plan focuses on the general area around State Highway 6 and Rock Prairie Road and encompasses

2013 Existing Conditions Report

approximately 1,700 acres. The Medical District includes the College Station Medical Center and Scott & White Hospital. Changes to the Land Use and Character Map includes the creation of new land uses (Medical Use and Village Center), as well as the redesignation of much of the General Commercial and General Suburban land uses that were originally called for in the area.

Platting Activity

Growth and platting activity during the early years of College Station reflects the influence of Texas A&M University as the physical, economic, and social center of the City. Maps depicting the platting activity during this time show that the general pattern of development was focused almost completely along the corridors surrounding the University. This pattern of development continued into the 1960s. During this same time, the City began to see development in the ETJ with the platting of Harvey Hillside and Windwood subdivisions, but the majority of platting activity was still localized around the University and within the City limits.

After 1970, development began to move further south, and with increasing frequency, outside of the City limits. New development was occurring along the edges of the community during the 1970s and was located primarily around Harvey Mitchell Parkway (FM 2818). The 1980s also saw expansion of the City and development activity, but mainly around the previously developed areas. By the 1990s, development was as far south as Arrington Road, with the beginning of the Indian Lakes Subdivision.

Since 1990, development has continued to move south towards the City limits, past Greens Prairie Road/William D. Fitch Parkway (State Highway 40), and includes the Castlegate, Pebble Creek and Creek Meadows Subdivisions, and continued development of the ETJ. Between 2000 and June 2010, the City processed plats for over 9,000 lots with nearly 18% of those being in the ETJ. From 2010 to September 2013, the City processed plats for over 1,700 lots, with approximately 7.5% being in the ETJ. ETJ platting peaked in 2004, when over one-quarter of the lots platted that year were in the ETJ. These trends are depicted in Figure 7 below.

Extraterritorial Jurisdiction

The College Station Extraterritorial Jurisdiction (ETJ) has experienced a significant amount of development in the last several years. Much of that growth has stemmed from the subdivision of large, primarily agricultural, properties for urban-density residential development. This type of development outside of the City limits has altered the land use patterns and influenced growth trends in the ETJ. In light of this trend, which has been seen across the State, the Texas legislature recently enacted a State law addressing the preservation of agricultural land

during the municipal annexation process. This has resulted in the potential (owner-determined) protection of 3,734 acres (on 46 tracts) of agricultural land over the next 7-10 years through the City's non-annexation development agreements (see Figure 8).

College Station adopted a policy in 2006 stating water and sewer utility services will not be available to properties outside of the City limits without a petition for annexation. The policy provides that the City Council may grant exceptions through inter-local agreements for economic development, or for health and safety reasons. Several exceptions allowing for the extension of City sewer have been approved in the ETJ.

A combination of field survey and Brazos County Appraisal District information was used to record the land uses, as shown in Figure 9. The land use classifications are those used by the Brazos County Appraisal District. The intensity of uses in the ETJ is greater than the Comprehensive Plan anticipated, but the City cannot regulate land use outside of its City limits.

Annexation

Since incorporation in 1938, the City of College Station has taken an active role in annexing property into its City limits. College Station has added approximately 32,000 acres since incorporation. Between 1938 and 1960, the areas primarily surrounding Texas A&M University were brought into the City limits. At the time of incorporation, the City's ETJ extended one mile beyond the City limit line. As a result of population growth beyond 25,000 residents, the ETJ line was extended to two miles beyond the City limits in 1974. By 1980, the City had expanded along Earl Rudder Freeway (State Highway 6) down to Greens Prairie Road, currently referred to as William D. Fitch Parkway. When the City's population reached 50,000 residents in the 1980's, the ETJ was extended to 3.5 miles beyond the City limits (except as otherwise determined by agreement).

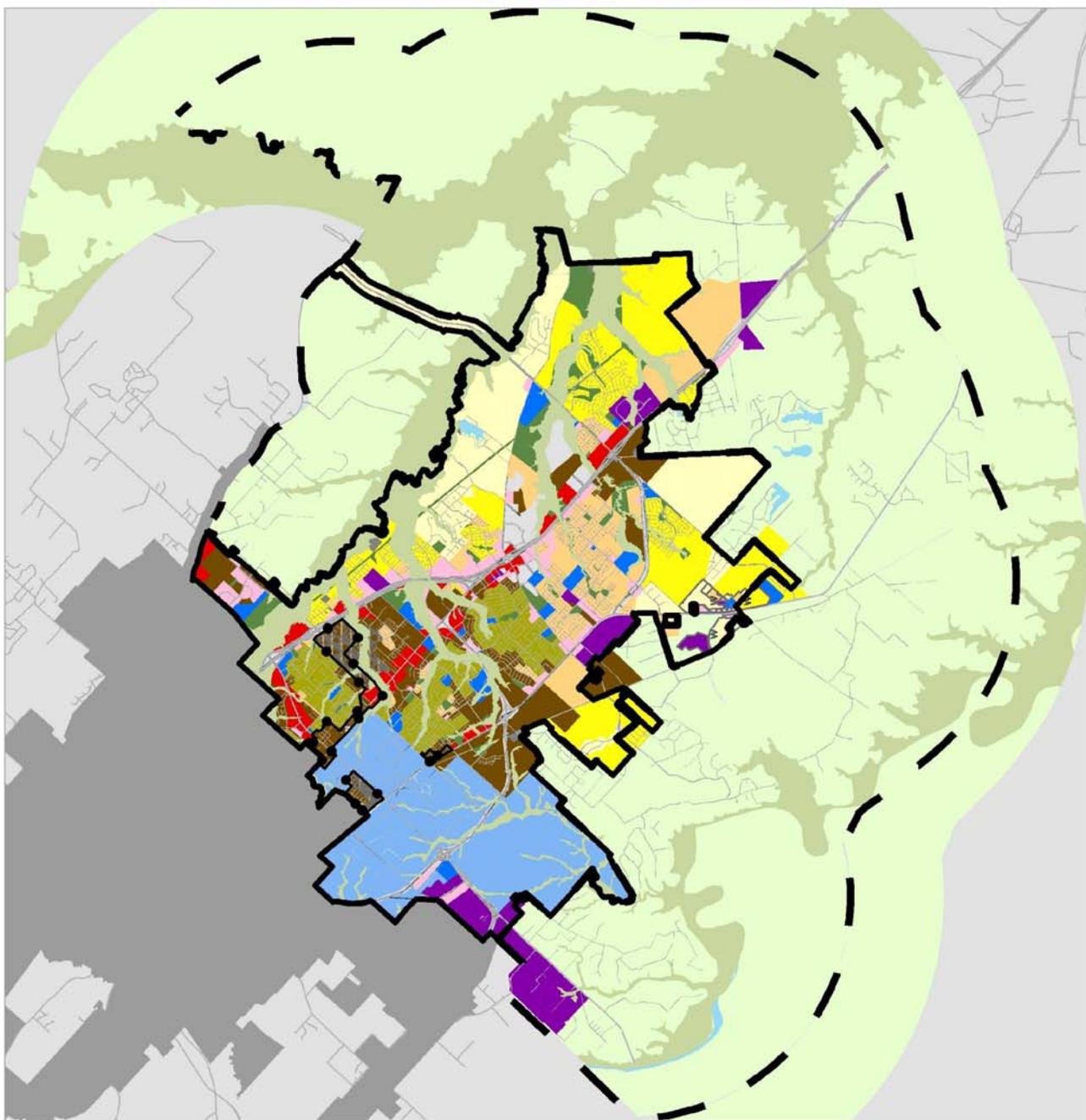
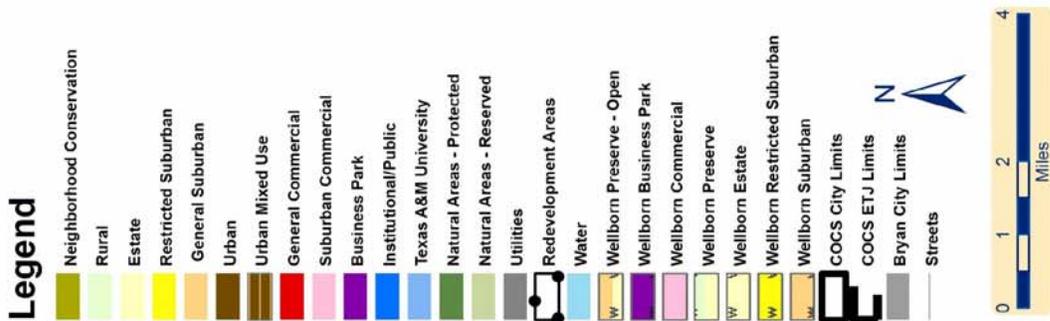
Annexations since 1990 have expanded the City limit lines further east along Carter Creek and south and west along Wellborn Road, where the City limits currently exist today. The City's ETJ may expand to five miles beyond the City limits when the population reaches 100,000, which is anticipated in 2013.

In 2006, the City began the process to create an annexation program for land under the exempt status, according to the Texas Local Government Code. The Texas legislature enacted a State law to preserve agricultural land and protect it from municipal annexation. As a part of the law, the City is required to offer development agreements to the property owners of agriculturally appraised land, which protects the land from annexation for 10 years if the property maintains agricultural status and remains

2013 Existing Conditions Report

undeveloped. The City has entered into development agreements on approximately 3,416 acres of agricultural land initially proposed for annexation. On March 29, 2008, the City annexed approximately 1,526 acres of property with exempt status, increasing the City size to 49.6 square miles. In 2009 the City entered into non-annexation development agreements on 289 acres (and in 2010, 7 acres were released from the non-annexation development agreement upon petition for annexation) for a total of 3,698 acres (on 43 tracts). In 2010, the City added approximately 60 acres to the City by petition for annexation. In 2011, the City entered into three non-annexation development agreements on 35.9 acres (for a total of 3,734 acres on 46 tracts) and annexed approximately 649 acres of property with exempt status, increasing the current size of the City to 32,510 acres or 50.8 square miles.

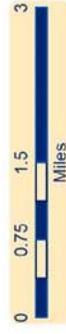
Figure 5
 City of College Station
 Comprehensive Plan
 Land Use Plan



Source: City of College Station

Figure 6
City of College Station
Existing Land Uses

- Legend**
- Single-Family Residential (townhouse)
 - Duplex Residential
 - Multi-Family
 - Group Quarters (Nursing home, dorm, etc)
 - Mobile/Manufactured Home
 - Commercial Retail (Banks, hotels)
 - Commercial Office
 - Commercial Other
 - Commercial - Industrial (Warehousing/Distribution)
 - Light Industrial
 - Public Facilities (COCS, CSISD, Library)
 - Semi-Public (Religious, hospitals)
 - TAMU (Easterwood)
 - Transportation, Utilities & Communication
 - Park
 - Greenway
 - Drainage
 - Agricultural
 - Rural (Large lot, >= 5 acres)
 - Unimproved
 - COCS City Limits
 - COCS ETJ Limits
 - Bryan City Limits
 - Streets



Source: City of College Station

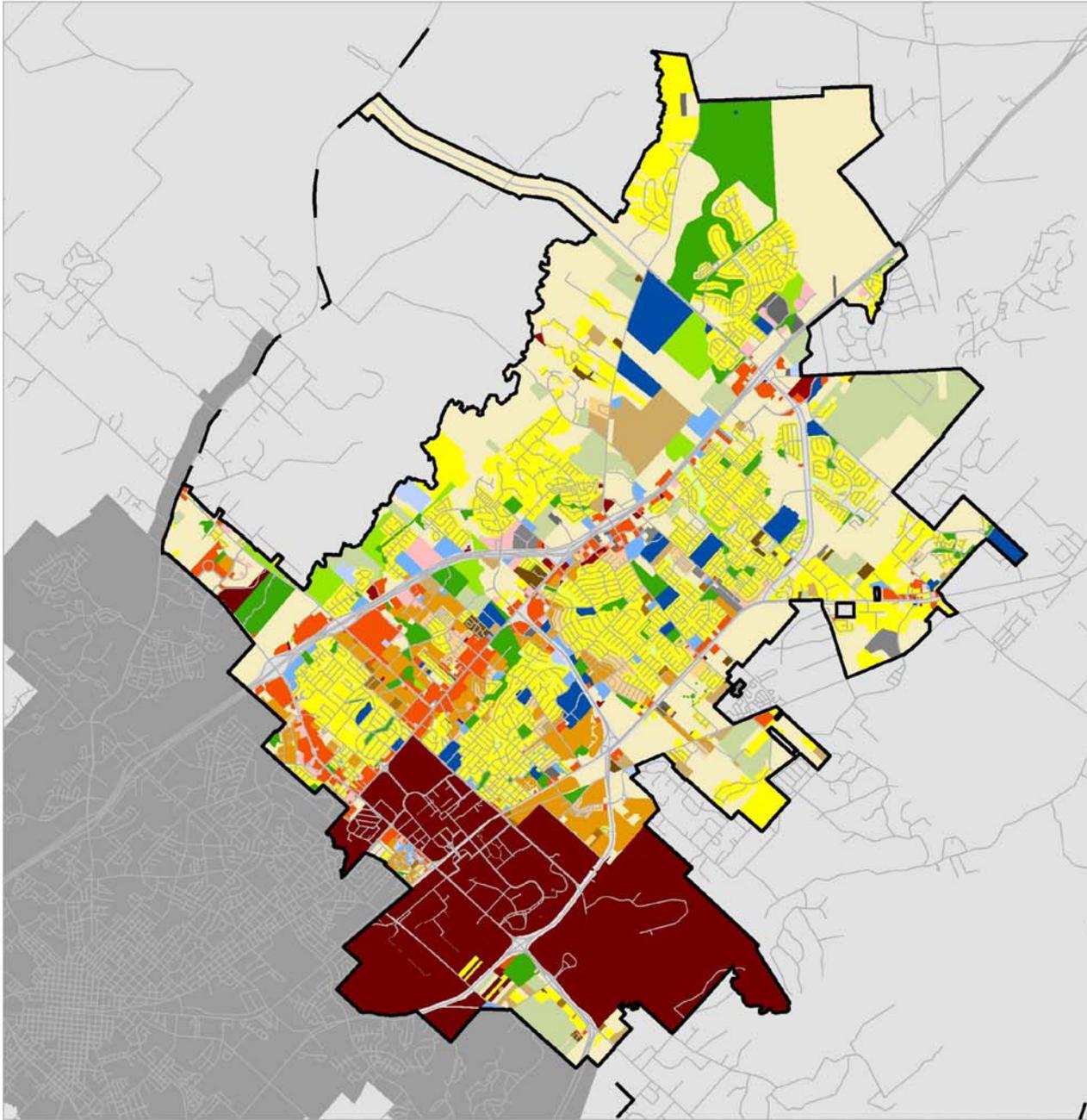


Figure 7
City of College Station
Platted Growth

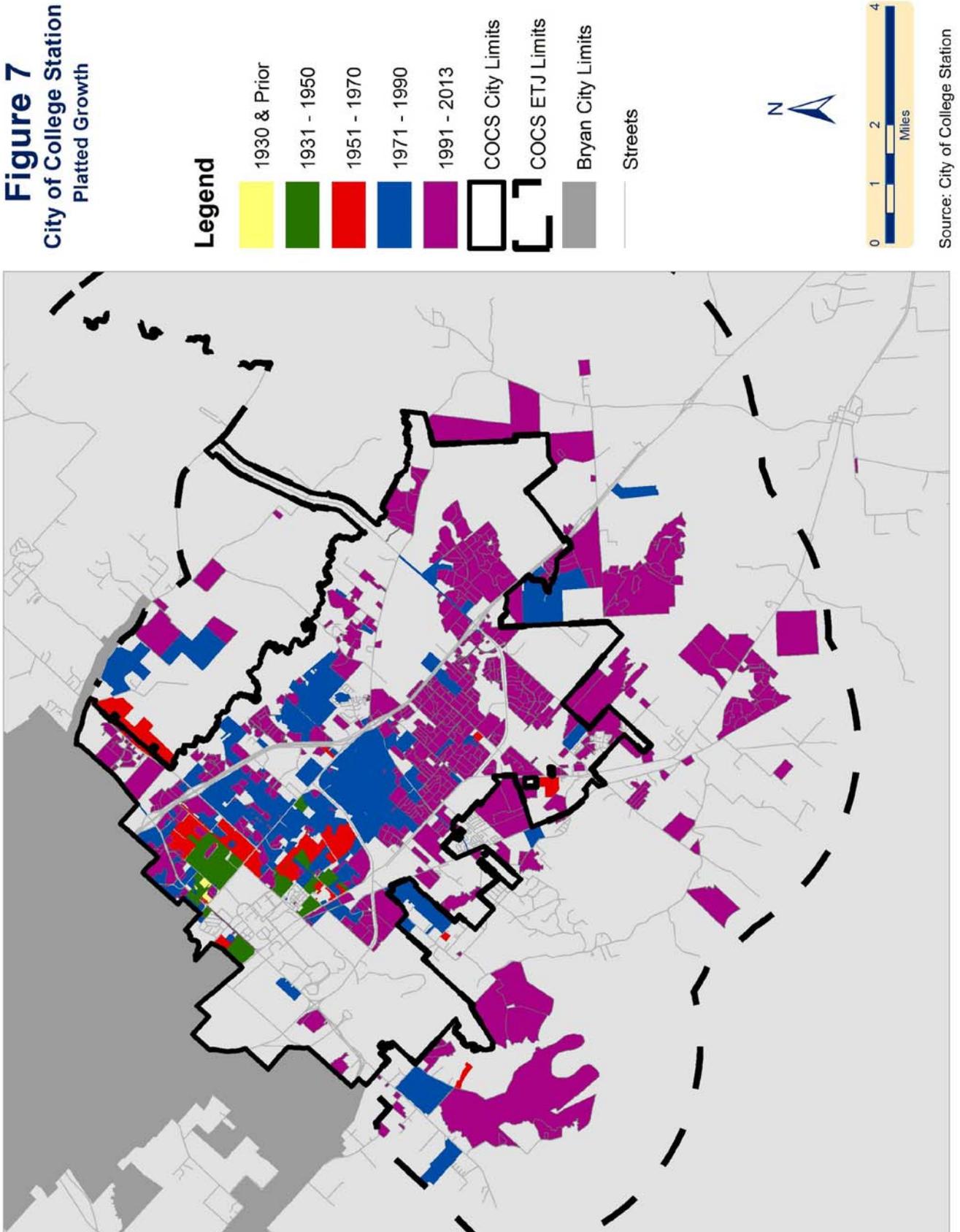
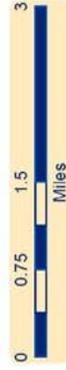


Figure 8
City of College Station
Non-Annexation
Development Agreements

- Legend**
- Development Agreements
 - COCOS City Limits
 - COCOS ETJ Limits
 - Bryan City Limits
 - Streets



Source: City of College Station

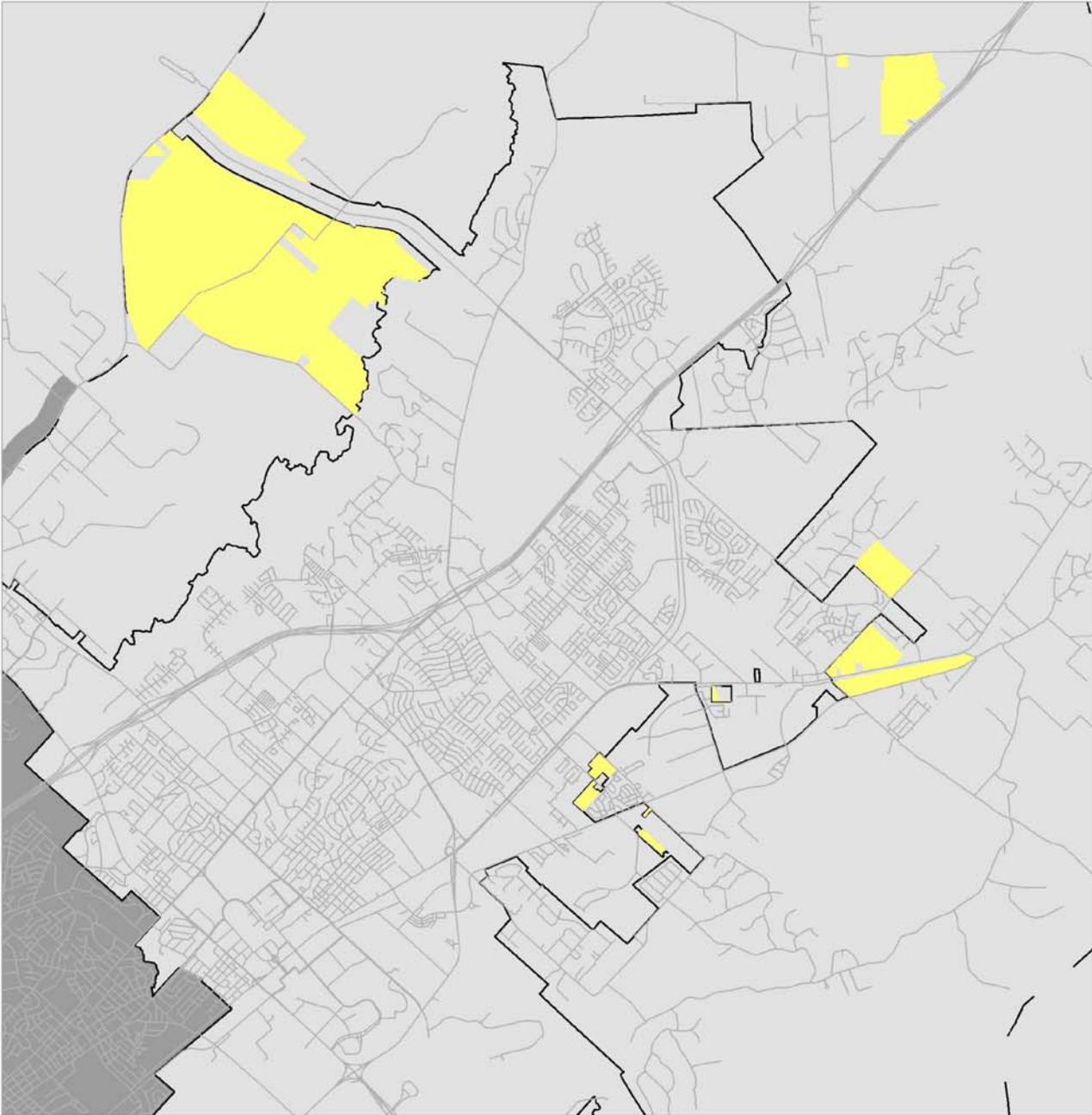
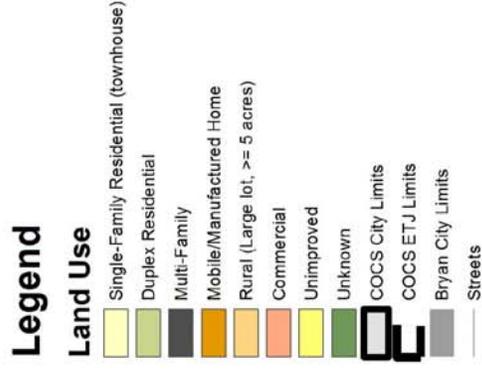
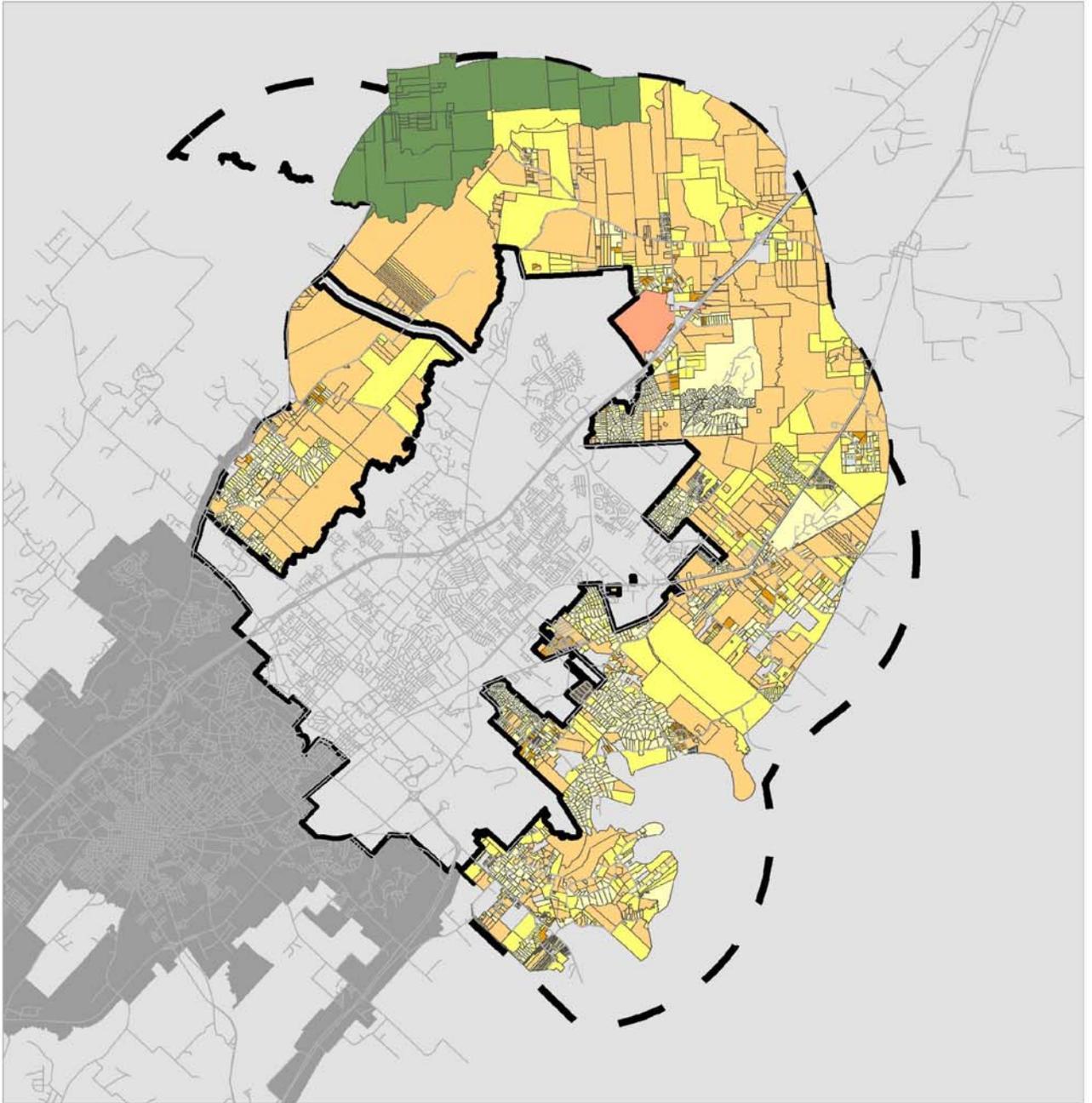


Figure 9
City of College Station
ETJ Existing Land Uses



Source: City of College Station
*Based on 2006 COCS Study



PUBLIC FACILITIES

Arts

The City of College Station supports the arts and partners with the Arts Council of Brazos Valley in the display of public art. There are currently 22 pieces of public art on display throughout the City, with five being located at the Arts Council of Brazos Valley building located in Wolf Pen Creek on the northeast corner of Dartmouth Street and Colgate Street. The Parks & Recreation Department is responsible for maintenance around public art, but is not for the maintenance the artwork itself. At present, there is only one location in the City that is reserved for future installation of public art - the southwest corner of University Drive and State Highway 6, next to the Scott and White Clinic.

Public Art in the City of College Station



Photo Credit: City of College Station

In total, there are over 60 regional not-for-profit arts, culture and heritage affiliate organizations that are represented by the Arts Council of Brazos Valley. The Council supports these organizations by providing funding, technical support, promotional services and partnership building.

From November 2005 to May 2006, the George Bush Presidential Library and Museum provided funding for the "Locomotives on Parade" public art project. Forty-one fiberglass locomotives, sponsored by citizens and local businesses and painted by artists, were located throughout the Brazos Valley. These locomotives were sold at an auction event held at the Museum, and many are still on display at businesses in the Brazos Valley.

Infrastructure

Electric

The primary electric provider in College Station is College Station Utilities (CSU). Presently, they serve more than 36,300 customers. For the year 2012, the average monthly kilowatt hours (KWH) sold for residential customer accounts was 1,037. This translates to a monthly bill of \$135. For commercial customer accounts the average monthly total was 10,217 KWH, which translates to a monthly bill of \$1,225. CSU is a wholesale power purchaser and does not currently have generation capabilities. Power is supplied by American Electric Power from plants located around the State of Texas. Delivery is on the State transmission grid, Electric Reliability Council of Texas (ERCOT).

There are six electrical substations located in College Station, with another two that are currently in the planning or construction process. These six substations have a capacity of 425 Megavolts (MVA), which is capable of meeting a peak demand of at least 245 MVA, while maintaining emergency backstand capability for the substation transformers. There are approximately 20 miles of 138 Kilovolt (kV) electric transmission lines in College Station. The electric distribution system consists of over 450 miles of lines, with approximately 44% of those being overhead and 56% being underground. The City adopted a policy in 1992 to require that electric lines be installed underground inside new developments and subdivisions. The City has removed overhead electric lines on portions of major corridors, including University Drive, Texas Avenue, Southwest Parkway, and Harvey Road as part of this effort.

CSU has policies for purchasing excess power produced by customers with forms of Distributed Generation, such as solar panels. Rebate programs have been offered to provide incentives for these types of installations.

Other service providers include Bryan Texas Utilities (BTU), A&M Energy, and Entergy. BTU serves the City of Bryan, rural areas of Brazos County, and areas of the City of College Station annexed after 2000. A&M Energy provides service to the Texas A&M University campus and its facilities. Entergy provides service to areas located south of the Texas World Speedway, located east of State Highway 6, approximately three miles south of its intersection with William D. Fitch Parkway.

Water

Local water and wastewater services are primarily through the Water Services Department of College Station Utilities. The water system is rated "Superior" by the State of Texas and has received awards for outstanding operations and maintenance from the Environmental Protection Agency. The "Superior" designation stays in place until such a time that the criteria is not met.

The Water Services Department produces between three to four billion gallons of drinking water per year for consumption, and is capable of producing up to 27 million gallons of drinking water each day. Per capita usage of water is averaged out over several years and for the City of College Station is an average of 151 gallons of water per day, per person (gpcd). Overall water consumption has not steadily increased, but in July 2011, as a result of a drought, record high monthly water consumption was set, and by November the running annual average was at 181 gpcd. The water system includes over 380 miles of water distribution lines, nine groundwater wells, two pump stations, two ground storage tanks and two

2013 Existing Conditions Report

elevated storage tanks. The elevated storage tanks provide an adequate supply of water pressure for use in homes, businesses, and for fire protection within the City.

Water pumped from the nine deep wells, on City-owned land, are located over the Carrizo-Wilcox Aquifer, in the Carrizo, Sparta, and Simsboro Sand formations. The City of College Station currently has well permits pending for two new groundwater wells, with no anticipated date for approval.

Other water utility providers serving the City of College Station and its ETJ, based on Certificate of Convenience and Necessity (CCN) locations, include Wellborn Water Supply, Wickson Creek Special Utility District, and Brushy Water Supply (see Figure 10).

College Station Utilities maintains over 6,000 manholes and a network of over 325 miles of wastewater collection lines. This system carries wastewater to one of two wastewater treatment plants owned and operated by the City of College Station - the Carter Creek Wastewater Treatment Plant (CCWWTP) and the Lick Creek Wastewater Treatment Plant (LCWWTP). The system relies on gravity to move the wastewater and when that is not enough, there are 13 lift stations that pump the wastewater through the network. The Carter Creek WWTP has a treatment capacity of 9.5 million gallons per day and serves the majority of College Station. The Lick Creek WWTP has a treatment capacity of two million gallons per day and treats wastewater from the Pebble Creek subdivision and the growing south side of College Station. Currently, the two treatment plants combined process over 2.55 billion gallons of wastewater per year.

In late summer 2012, the City completed its first reclaimed water system at Veterans Park & Athletic Complex. The reclaimed water is the sustainable use of treated effluent from Carters Creek Wastewater Treatment Park to be used for irrigation, water features, and other non-potable purposes. The high-quality recycled water will save about 25 million gallons of drinking water each year. Future plans include water reuse for irrigation at additional parks, including Central Park. Additionally, the City has rainwater harvesting cisterns at the College Station Utilities Meeting and Training Facility and at Steven C. Beachy Central Park. Both of these sites serve as a demonstration to the public, as well as provide valuable water savings.

Landfill

The Cities of Bryan and College Station joined together in 1990 to create the Brazos Valley Solid Waste Management Agency (BVSWMA). In 2010, BVSWMA, Inc. was formed as a non-profit local governmental

corporation under a joint agreement between the two cities. BSWMA, Inc. contracts City of College Station employees to operate the landfill. In July 2011, the former Rock Prairie Landfill reached its capacity and was closed. BSWMA now operates from the new Twin Oaks Landfill located on 610-acres off of Highway 30 in Grimes County. The Twin Oaks Landfill, a Subtitle D landfill, accepts an estimated 1,000 plus tons of solid waste per day primarily from the seven county region including Brazos, Burleson, Grimes, Leon, Madison, Washington, and Robertson Counties, and Texas A&M University. Because the landfill is the only Type 1 facility between Austin and Houston, it currently accepts solid waste from 19 counties.

The City's Sanitation Division currently operates 25 vehicles, with 10 vehicles utilized for commercial waste collection and 15 vehicles utilized for residential waste collection and recycling. There are plans to add an additional vehicle for residential waste collection and recycling in the near future.

Franchises

Oil and gas pipeline operation in the City is provided by Energy Transfer Company (ETC) Texas Pipeline, LTD. They are responsible for gas gathering and have roughly 31,000 feet of pipeline in the City. Cable television and internet is provided through Suddenlink Communications. Telephone service and internet is also provided by Verizon. Natural gas is distributed by Atmos Energy and College Station is part of their Mid-Tex Service Area. There are 15 total areas in this group, including Dallas, Denton, Round Rock, Waco, Abilene and Wichita Falls.

Induction of new police officers



Photo Credit: City of College Station

Emergency Services

Police

The College Station Police Department is responsible for the protection of life, liberty, and property for people that are within the City limits. It provides these services through various means including: enforcement of criminal laws and ordinances, providing education, recovery of property, animal control, traffic enforcement, and investigation of crimes. Jurisdiction is shared with the Texas Department of Public Safety, Texas A&M University Police Department, Federal law enforcement agencies, the Brazos County Sheriff's Department, and the constables and Justice of the Peace courts having jurisdiction within the City limits of College Station.

The Police Department is divided into three primary divisions: (1) Operations Support Bureau, (2) Field Operations Bureau, and (3) Administrative Services Bureau. The department is comprised of 195 personnel with 131 sworn positions and 64 civilian positions.

The City is divided into three sectors, with each sector under the command of a Police Lieutenant. Each sector is divided into beats with a total of eight beats. A Police Sergeant is assigned to each beat and has primary responsibility for the quality of life and crime issues affecting their assigned beats. This is done to ensure faster response time to citizens' calls for assistance and to make the officers more familiar with an area and its residents.

CSPD received accredited status by the Commission on Accreditation for Law Enforcement Agencies, Inc (CALEA). CALEA was created as a credentialing authority through the joint effort of law enforcement's major executive associations. They examined the department's policy and procedures, management, operations and support services. This is the seventh time CSPD receives this recognition. PD also received

Table 23: Police Incidents, College Station (2011-2012)

	2011	2012	Percent Change
Major Offenses			
Murder	1	4	300%
Rape	34	37	9%
Robbery	30	36	20%
Agg. Assault	61	61	0%
Theft	1,720	1,476	-14%
Vehicle Theft	43	36	-16%
Burglary Total	1,313	931	-29%
Habitation	472	351	-26%
Building	110	160	45%
Vehicle	728	410	-44%
Coin op machine	3	10	233%
Total Major Offenses	3,202	2,581	-19%
Arrests			
Misdemeanor	4,144	3,983	-4%
Felony	469	435	-7%
Total	4,613	4,418	-4%
Citations			
Hazardous	12,267	10,712	-13%
Non-Hazardous	5,921	11,590	96%
Non-Traffic	3,180	3,008	-5%
Warning	21,316	18,597	-13%
Total	42,690	43,907	3%
Accidents			
Major	491	484	-1%
Minor	1,376	1,498	9%
Fatality	6	7	17%
Non-Reportable	341	362	6%
Total	2,214	2,351	6%
Alcohol-Related	76	95	25%

Source: City of College Station

College Station Fire Station #6



Photo Credit: City of College Station

"Accreditation with Excellence" for its effective use of accreditation as a model for the delivery of enhanced public services and management professionalism.

In 2012, 133,538 police incidents were handled. Overall, major crime offenses (Part 1 Crimes) were down 19% from 2011 and arrests were down slightly (4%).

The greatest increases in crimes were in murder, which increased from one offense in 2011 to four in 2012, and in burglary of coin operated machines, which increased from 3 offenses in 2011 to 10 offenses in 2012 (see Table 26).

There are several traffic accident "hot spots" in College Station. The primary six are located at the intersections of University Drive and Wellborn Road, University and College Avenue, University Drive and Texas Avenue, Texas Avenue and Harvey Road, Holleman Drive and Wellborn Road, and Harvey Road near Scarlett O'Hara Drive (see Figure 12).

Fire

The City of College Station Fire Department provides fire suppression, emergency medical response and transport, and special operations response to the 99,840 citizens that are within the 50.8 square miles of the College Station City limits. The Fire Department is divided into three main divisions: (1) Administration, (2) Emergency Response Operations, and (3) the Fire Marshal's Office. The department is comprised of 137 personnel, of which 123 are shift personnel (EMS and Firefighters).

The primary response area for Emergency Medical Services (EMS) is the City of College Station and southern Brazos County. Secondary response includes automatic aid with the Bryan Fire Department and mutual aid to the Texas A&M campus. The primary response area for Fire is the City of College Station and the Texas A&M University campus. Secondary response includes automatic aid with the Bryan Fire Department and mutual aid with Brazos County Volunteers. Mutual aid agreements for both EMS and Fire are in place with Texas A&M EMS, St. Joseph EMS, Texas

2013 Existing Conditions Report

A&M Health and Safety, and the Brayton Fire Training School for times of extreme need.

In 2012, the Fire Department responded to over 6,800 calls for service. This represents a 1% increase over calendar year 2011. Emergency Medical Services-related calls accounted for approximately 68% of these calls. The department strives to achieve a maximum of a 5.5 minute drive time to 90% of all calls. Prior to the opening of Station No. 6 on University Drive, the performance was at 83% and has risen to 87%.

There are currently six fire stations in College Station, five of which are owned by the City (see Figure 13). The Fire stations are located throughout the City at Holleman Drive (Fire Station #1), along Rio Grande (Fire Station #2), along Barron Road (Fire Station #3), at Easterwood Airport (Fire Station #4—owned by Texas A&M/Easterwood Airport), along Rock Prairie Road (Fire Station #5), and along University Drive (Fire Station #6). Fire Station #6 at the intersection of University Drive and Tarrow is the newest facility and was completed in 2012. There are plans for an additional fire station in College Station at Royder Road, just northwest of Greens Prairie Trail.

The College Station Fire Department has an Insurance Service Office (ISO) Public Protection Classification (PPC) of 2. ISO classifies communities from 1 (the best) to 10 (the worst) based on how well they score on the ISO Fire Suppression Rating Schedule. ISO bases this score on a number of factors including training, staffing, number of fire stations, equipment dispatched to fires, equipment on trucks, fire prevention, investigation, fire safety education, construction code enforcement, hydrant maintenance, water supply, and the ability of the 911 center to answer and dispatch calls. Insurance companies use PPC information to establish fire insurance rates for homeowners in the City. A lower rating can result in savings to homeowners in the City due to lower insurance premiums.

Parks and Recreation

The City of College Station provides park and recreational opportunities through the Parks and Recreation Department (PARD), whose mission is “to provide a diversity of facilities and leisure services that are geographically and demographically accessible to our citizens.” The Parks and Recreation Department is responsible for the design, construction, and operation of park facilities and the development and implementation of recreation programs. The Department is comprised of five divisions: (1) Administration, (2) Recreation, (3) Special Facilities, (4)

Wolf Peen Creek Park and Amphitheater



Photo Credit: City of College Station

Chart 24: College Station Independent School District Growth (1993-2013)

School Year	Enrollment (% growth)	School Year	Enrollment (% growth)
1993-1994	6,150 (N/A)	2003-2004	7,900 (2.93)
1994-1995	6,410(4.23)	2004-2005	8,198 (3.77)
1995-1996	6,545 (2.11)	2005-2006	8,724 (6.42)
1996-1997	6,939 (6.02)	2006-2007	8,835 (1.27)
1997-1998	7,153 (2.82)	2007-2008	9,172 (3.81)
1998-1999	7,194 (0.57)	2008-2009	9,712 (5.89)
1999-2000	7,264 (0.97)	2009-2010	10,061 (3.59)
2000-2001	7,317 (0.73)	2010-2011	10,360 (2.97)
2001-2002	7,424 (1.46)	2011-2012	10,613 (2.44)
2002-2003	7,675 (3.38)	2012-2013	11,029 (3.92)

Source: College Station Independent School District

Parks Operations, and (5) Forestry.

College Station has 57 parks, which total almost 1,356 acres of parkland (see Figure 14). They include 39 neighborhood parks, eight community parks, seven mini-parks, two regional parks, and an arboretum. The two regional parks (Lick Creek Park and Veterans Park) make up 704 acres, accounting for more than half of the City's parkland. In addition, there are two municipal cemeteries totaling 76 acres that are not included in the total acreage. The amount of parkland per 1000 residents is calculated at 13.59 acres. The Parks and Recreation Department is

responsible for over 70 buildings and facilities, including a headquarters at Stephen C. Beachy Central Park, the Lincoln Recreation Center, the Wolf Pen Creek Amphitheater, and a public library. The College Station Larry J. Ringer Library is part of the Bryan-College Station Library system governed by the City of Bryan and operated through an interlocal agreement between the cities of College Station and Bryan.

K-12 Education

The College Station Independent School District (CSISD), one of Texas' fastest growing school districts, serves the majority of residents in the City (see Figure 16). It is comprised of eight elementary schools, two intermediate schools, two middle schools, two high schools and an alternative high school campus (see Figure 15).

As of the last day of the first six weeks in the 2013-2014 school year, there were 11,639 students enrolled in CSISD schools, an increase of 610 students from the previous school year. The School District has grown 4,375 students since 2000. Approximately 35% of all residential addresses within the City have CSISD students.

In recent years CSISD has completed and open several new schools. Greens Prairie Elementary opened in August 2011, located at the intersection of Greens Prairie Trail and Royder Road. The new high school, College Station High School, located at the intersection of Barron Road and Victoria Avenue adjacent to the Sonoma Subdivision, opened in August of 2012.

Currently, the CSISD tax rate is \$1.32 per \$100 valuation. This is an increase of \$0.07 from the previously approved rate. \$1.04 is used for the purposes of maintenance and operation and the remaining \$0.28 is for the purpose of payment of principal and interest on debt.

2013 Existing Conditions Report

There are two other school districts that serve a small proportion of students located within the City of College Station limits and its Extraterritorial Jurisdiction (ETJ). Generally, Bryan ISD serves College Station residents east of Carter Creek and west side of Easterwood Airport. Navasota ISD serves the southernmost portion of College Station's ETJ, just south of Peach Creek.

Higher Education

College Station is home to Texas A&M University—a land-grant, sea-grant, and space-grant institution. It is comprised of 5,200 acres that house more than 100 buildings and a 434-acre research park. Texas A&M University is currently ranked among the nation's top 5 largest universities with a record enrollment of 58,809 students at its campuses. Main Campus (including the College Station Campus and the School of Law with 770 enrolled students), is also at an all time high at 53,672. There are almost 16,000 new students at Main Campus for the fall 2013 semester, a 4% increase over the fall 2012 enrollment of 50,227. Historically, fall enrollment increases at a rate of about 1% each year.

The University has 10 colleges and offers over 120 undergraduate degree programs and more than 240 master's and Ph.D. programs to choose from. Recently, Texas A&M was named No. 2, and the only public university in Texas, among the top 50 national universities in the "Great Schools, Great Prices" category of the 2014 ratings by U.S. News & World Report. Texas A&M University completed its Master Plan in 2004. The Master Plan is intended to provide a strategic and tactical guide for the physical development of the campus over the next 50 years and align that development with the ideals of the Vision 2020 plan set forth by the University.

Also located within the College Station-Bryan MSA is one of four Blinn Community College campuses. This college is located in Bryan and holds classes for over 12,700 students. Blinn College offers three types of education programs: transfer, technical, and workforce. More students transfer from Blinn to Texas A&M University than to any other college.

Statue of Sul Ross and the Academic Building at Texas A&M University

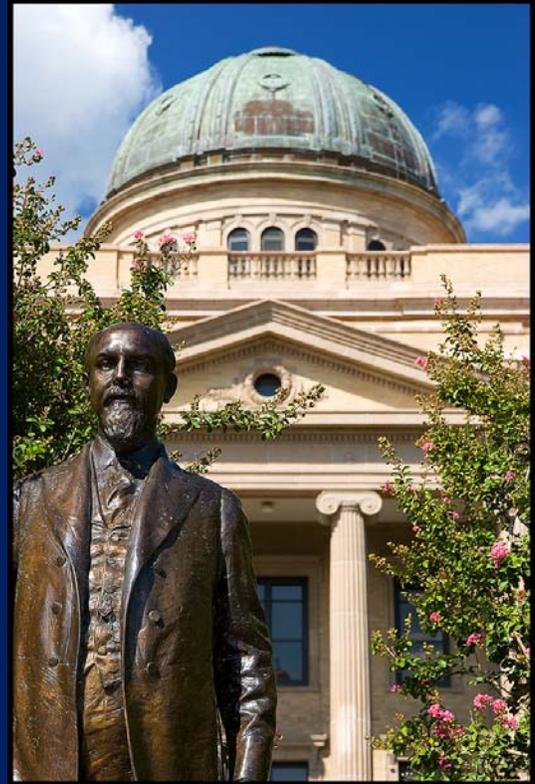


Photo Credit: Casey Morris from www.flicker.com

Figure 10
City of College Station
Water Certificates of
Convenience and Necessity

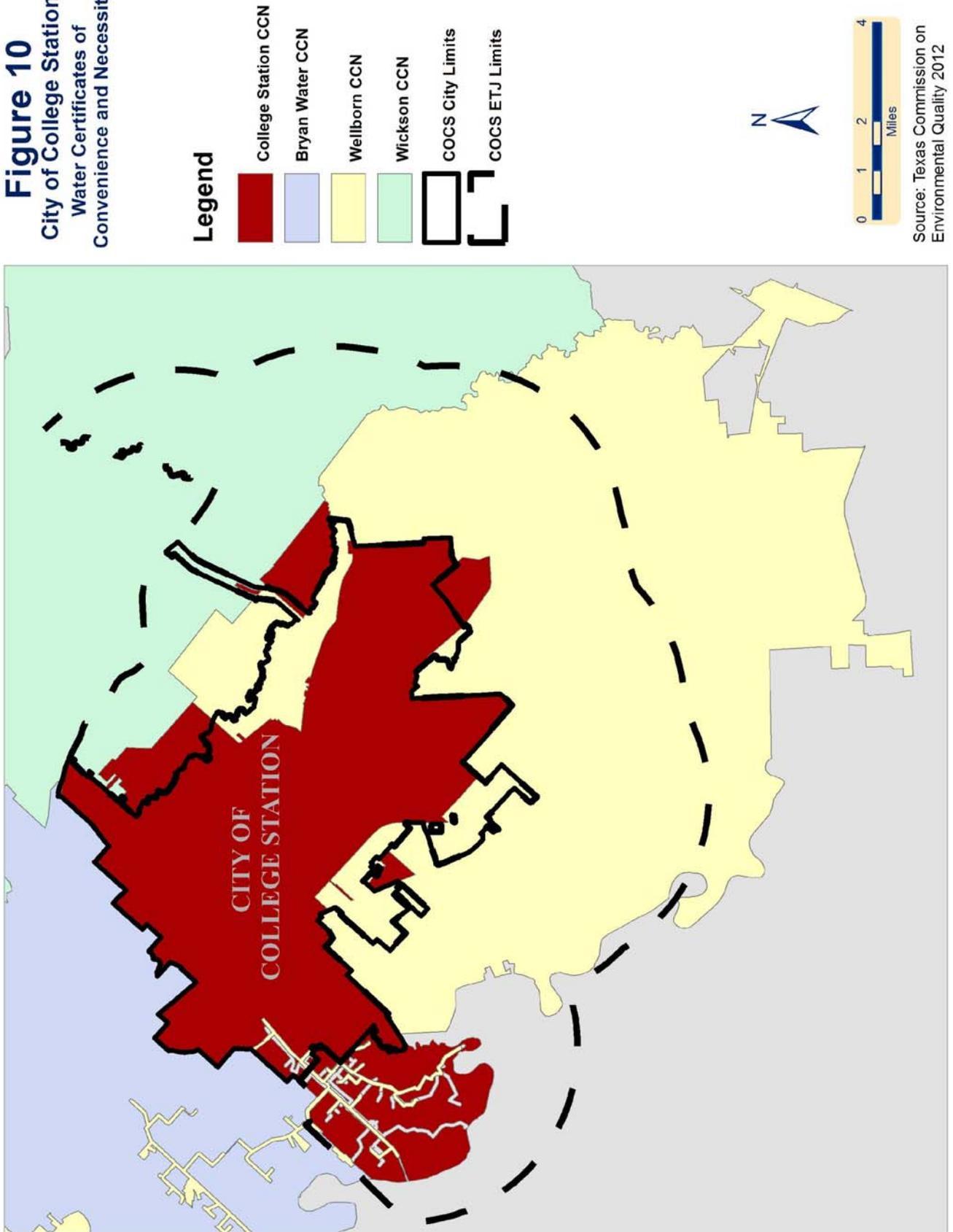
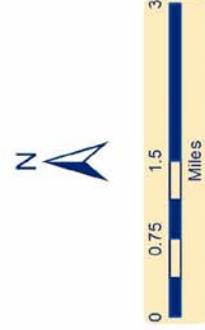
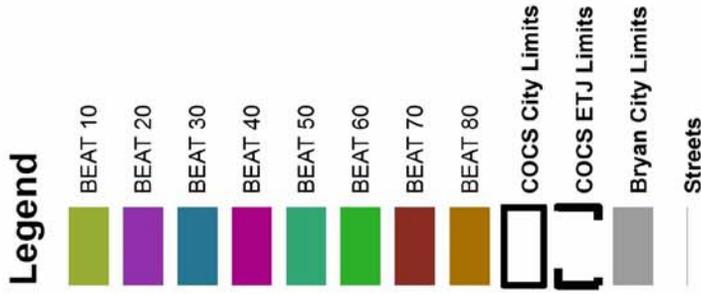


Figure 11
City of College Station
Police Department
2013 Primary Beats



Source: City of College Station
*CSPD are not first responders to
TAMU campus

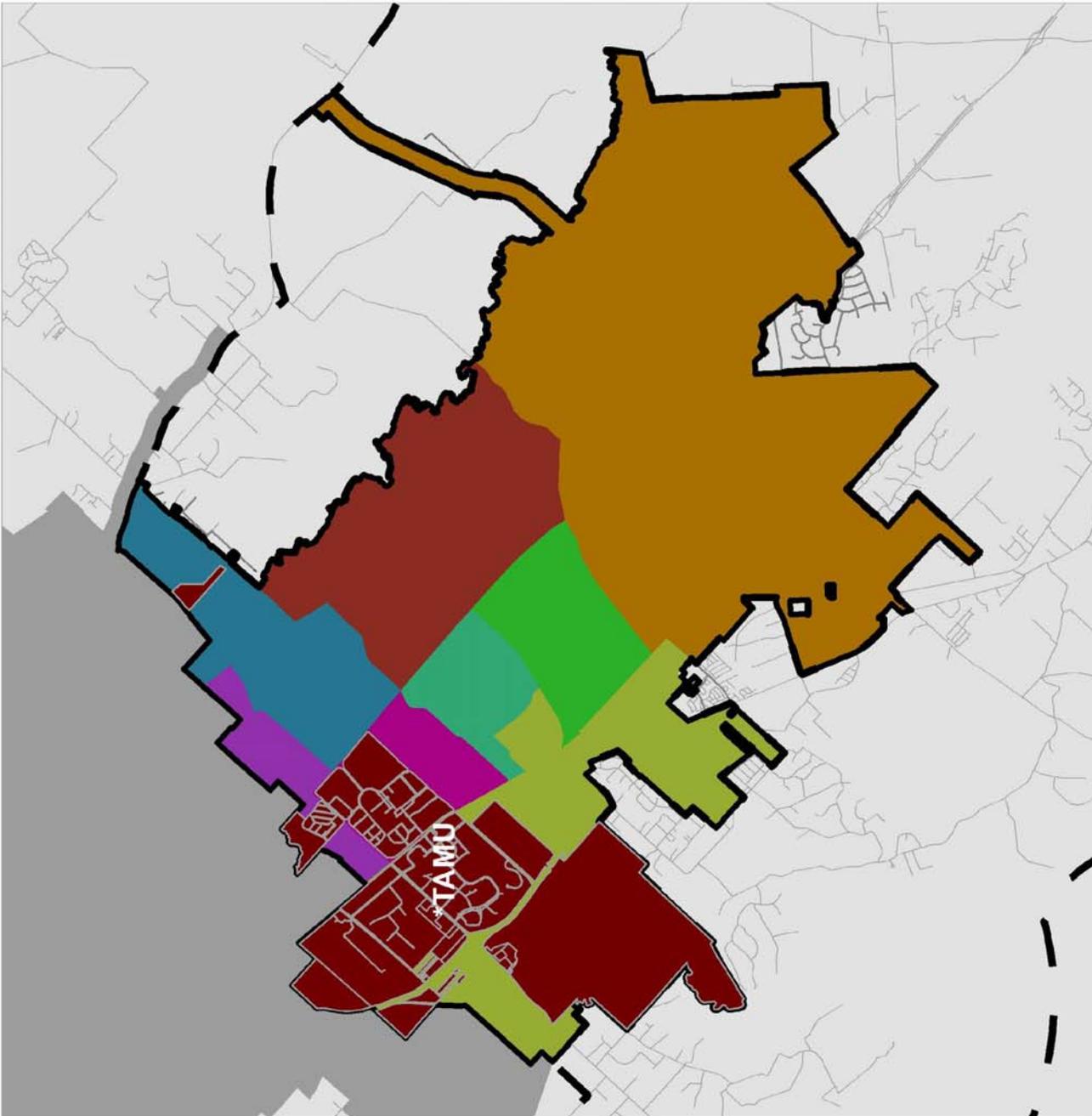
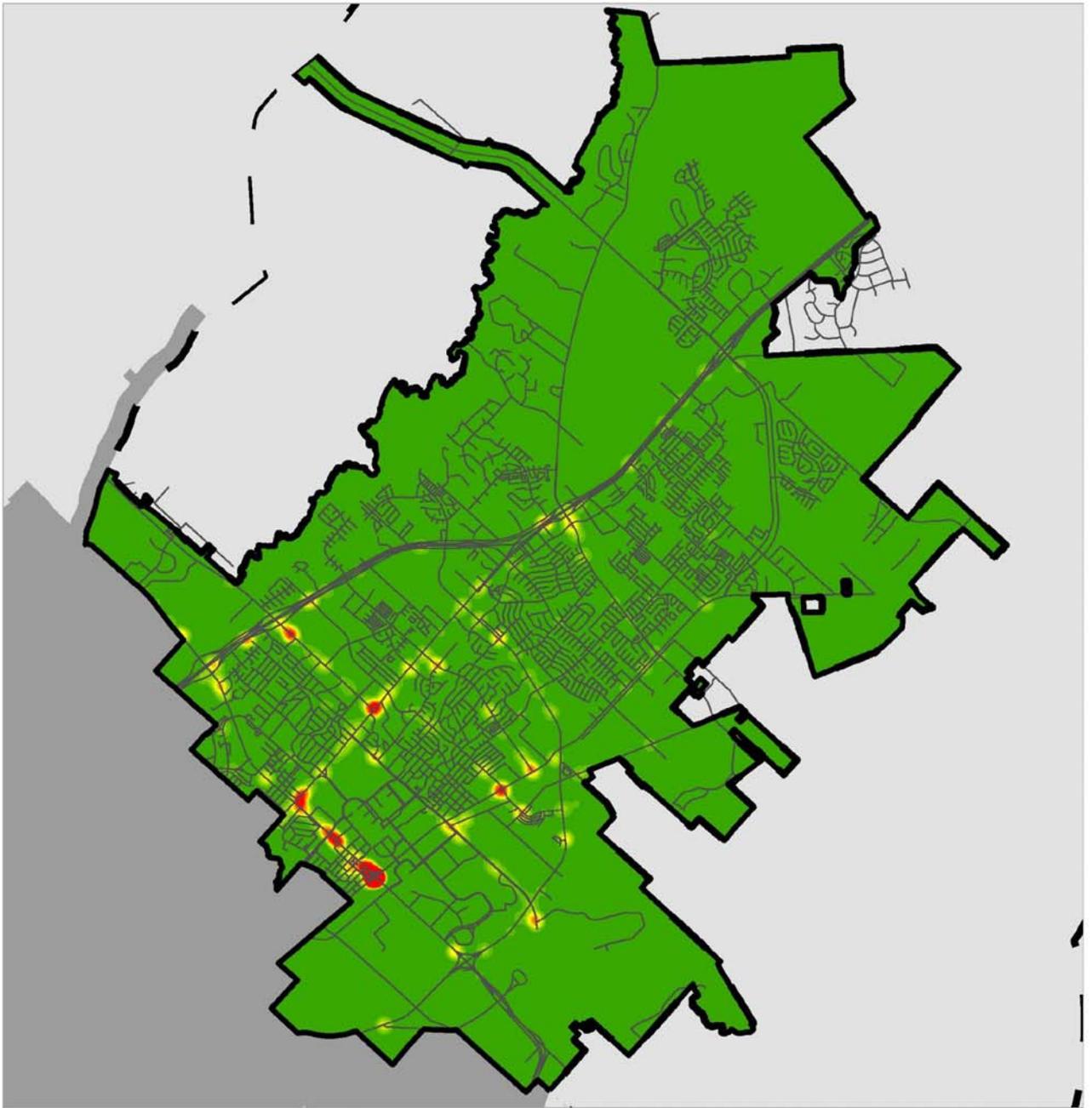
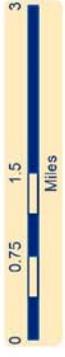


Figure 12
City of College Station
Traffic Accident Hot Spots
2012



- Legend**
- 0 - 110.9796414
 - 110.9796415 - 221.9592828
 - 221.9592829 - 332.9389242
 - 332.9389243 - 443.9185655
 - 443.9185656 - 554.8982069
 - 554.898207 - 665.8778483
 - 665.8778484 - 776.8574897
 - 776.8574898 - 887.8371311
 - 887.8371312 - 998.8167725
 - COCS City Limits
 - COCS ETJ Limits
 - Bryan City Limits



Source: City of College Station

Figure 13
City of College Station
Fire Stations & Districts

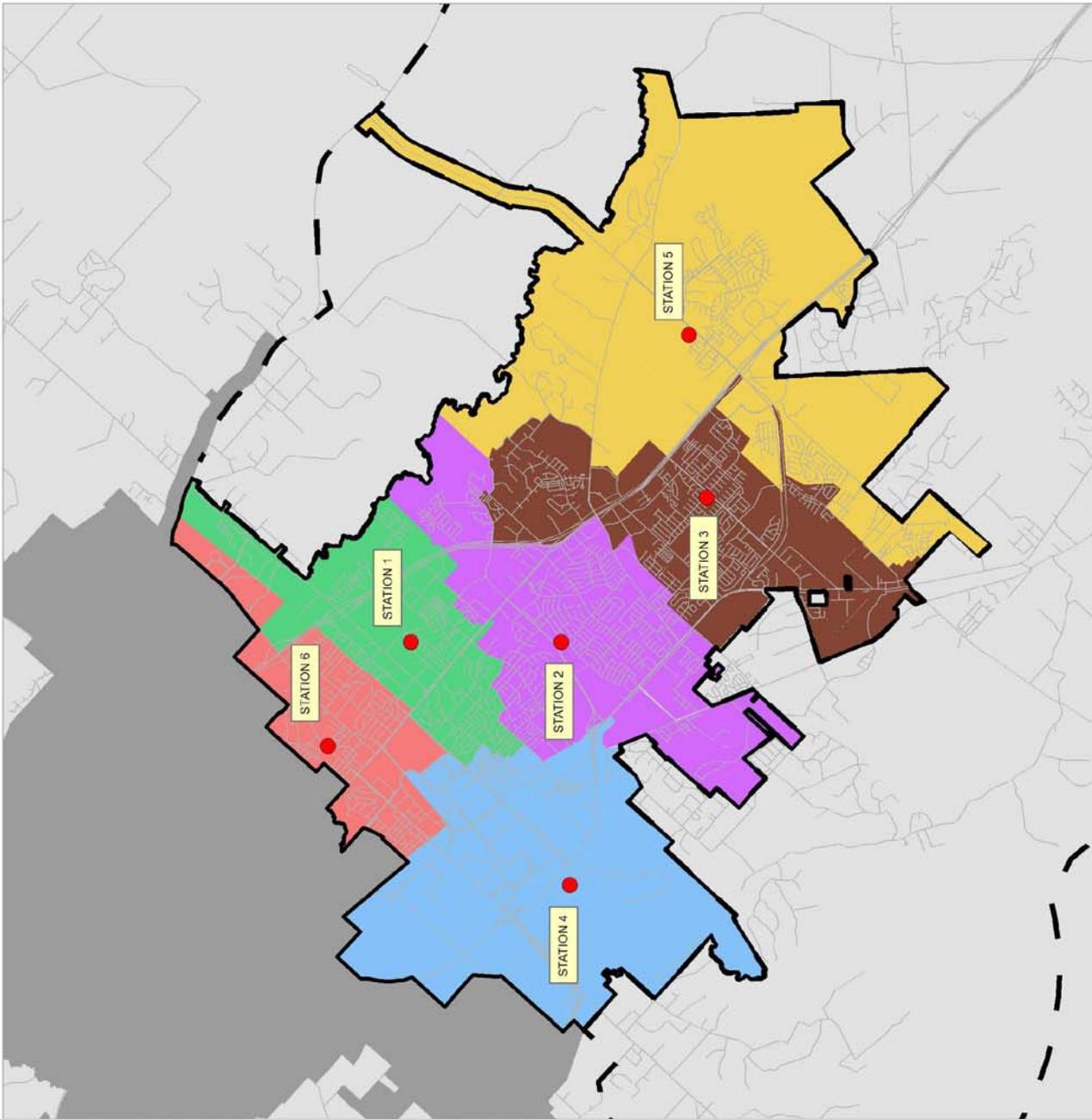
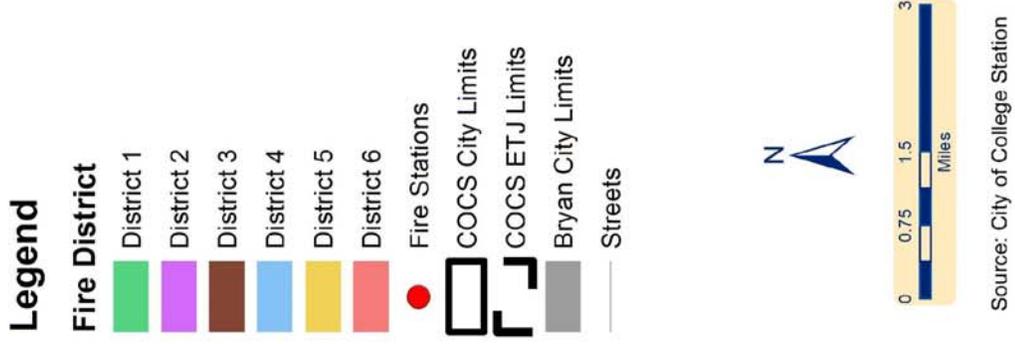
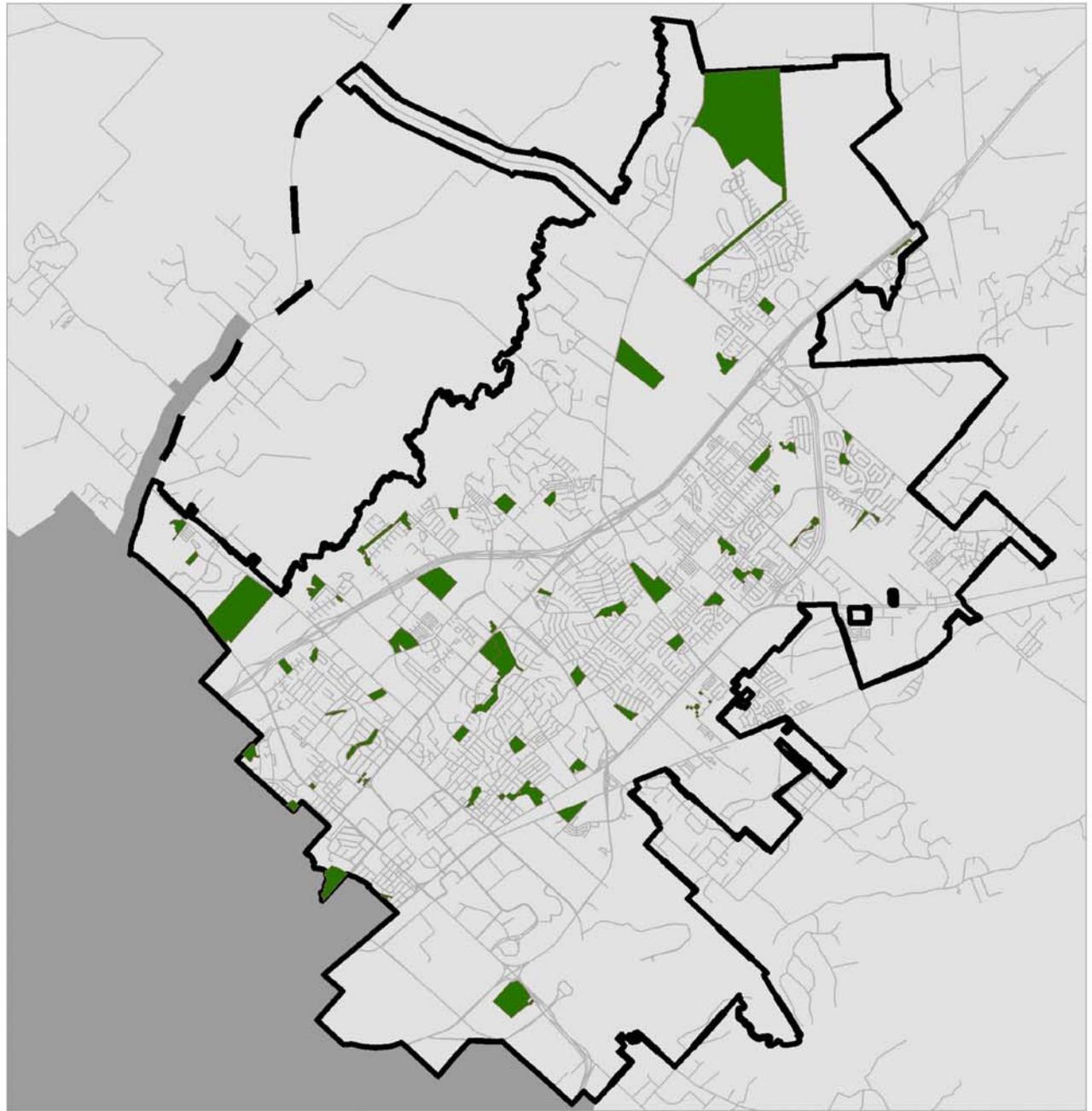


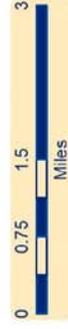
Figure 14
City of College Station
Parks



Source: City of College Station

Figure 15
City of College Station
Independent School
District School Locations

- Legend**
- Schools
 - ▭ COCS City Limits
 - ▭ COCS ETJ Limits
 - ▭ Bryan City Limits
 - Streets



Source: City of College Station

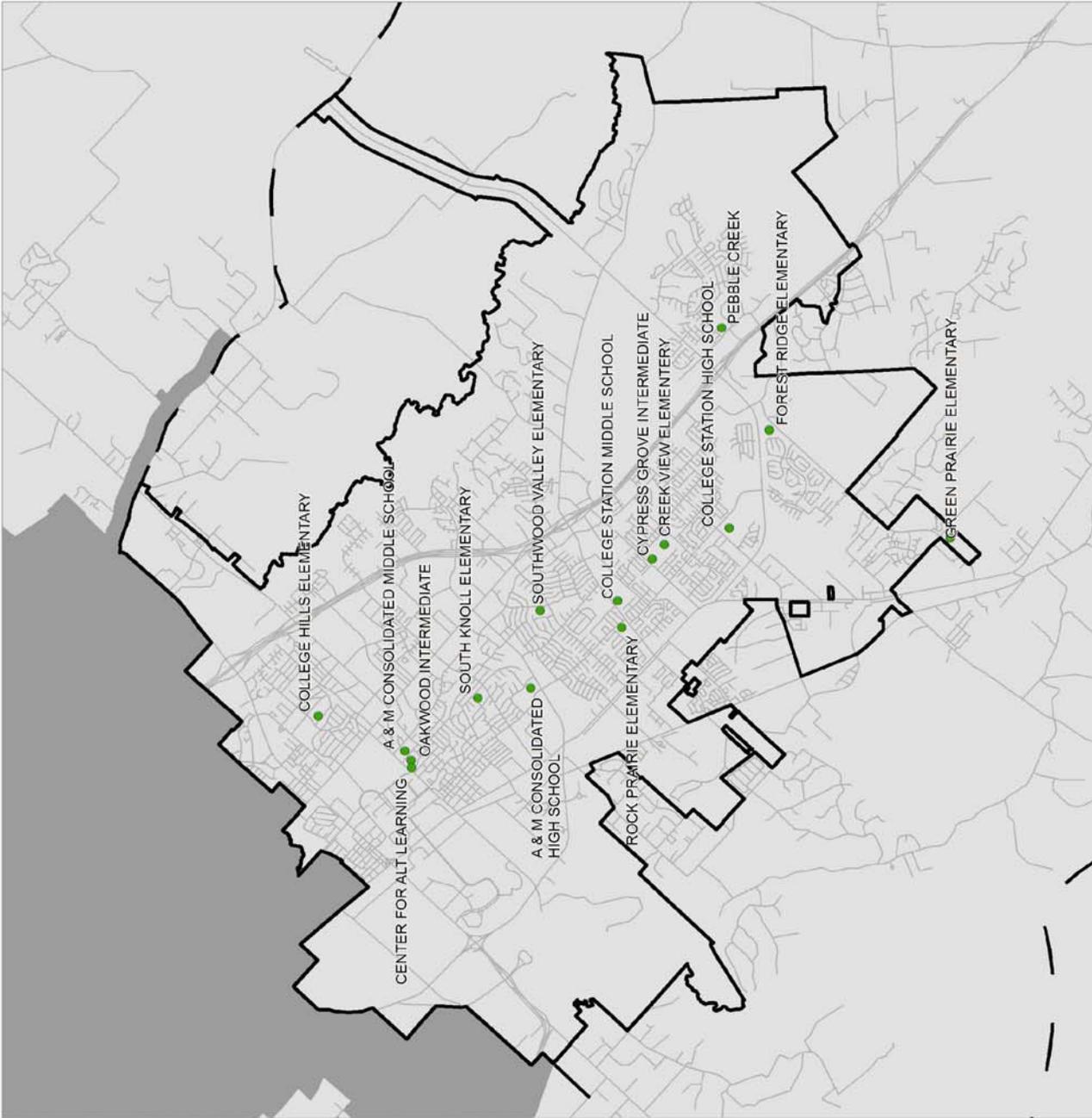
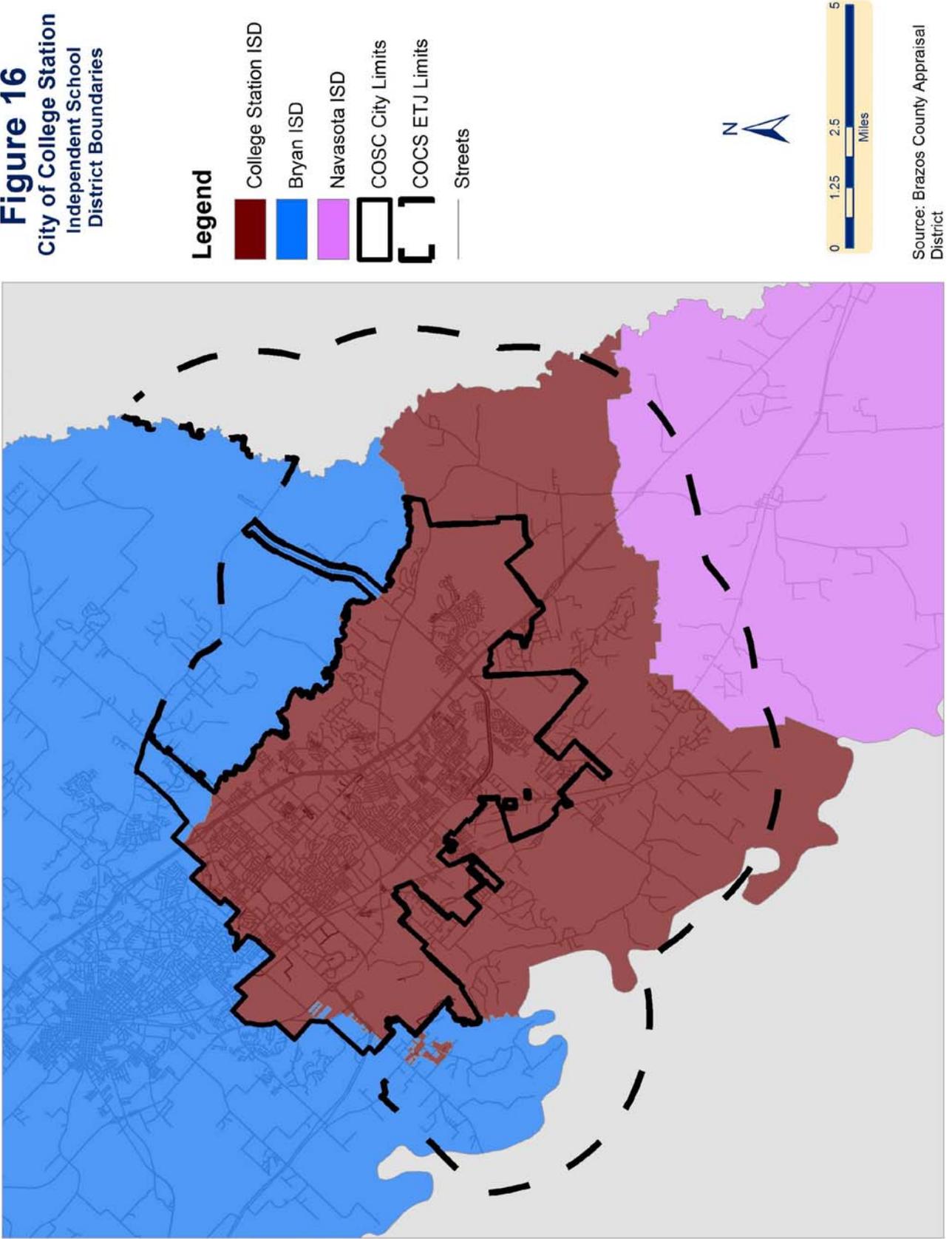


Figure 16
City of College Station
Independent School
District Boundaries



TRANSPORTATION

The thoroughfare system in College Station and its Extraterritorial Jurisdiction (ETJ) consists of approximately 525 miles of existing and planned streets. The adopted Thoroughfare Plan utilizes context sensitive solution principles which are designed to meet the City's multi-modal transportation needs while supporting surrounding land use and character objectives. The thoroughfare functional classifications are depicted in Figure 17: Thoroughfare Plan – Functional Classification. These thoroughfare classifications are further defined based on the surrounding urban, suburban, and rural context into four thoroughfare types: freeway, boulevards, avenues, and streets.

Traffic Volumes

The majority of major arterials and all of the freeways are part of the Texas Department of Transportation (TxDOT) system, with the remainder of the system maintained by the City or Brazos County. The most recent City-wide traffic counts (2013) are based on projections of a Travel Demand Model developed by Kimley-Horn, shown on Figure 18: 2013 Traffic Volumes.

Mobility Improvements

Growth of the City and an increase in traffic volumes have resulted in numerous thoroughfare, bicycle, and pedestrian extensions and improvements.

Projects completed in 2011 by the City, TxDOT, or private developments include:

Wellborn Road (FM 2154) widening from two lanes to a six-lane major arterial and the addition of a sidewalk on one side between Harvey Mitchell Parkway and William D. Fitch Parkway;

Realignment of Holleman Drive South/Jones-Butler Road to the Holleman Drive intersection at Harvey Mitchell Parkway as a four-lane major collector;

Grade-separated interchange of Harvey Mitchell Parkway over Wellborn Road and the Union Pacific Railroad;

Extension of Eagle Avenue as a major collector between Alexandria Avenue and Newport Lane; and

Extension of Discovery Drive as a two-lane minor collector and the addition of a sidewalk on one side north of Raymond Stotzer Parkway (TAMU Facility).

Projects completed in 2012 by the City, TxDOT, or private development include:

Widening of Barron Road from two lanes to a four-lane minor arterial and the addition of sidewalks and bike lanes from Decatur Drive to William D. Fitch Parkway;

Extension of Victoria Avenue as a two-lane major collector and the addition of sidewalks and bike lanes from Southern Plantation Drive to William D. Fitch Parkway;

Extension of Deacon Road West as a major collector and the addition of sidewalks and bike lanes from Wellborn Road (FM 2154) to Holleman Drive South;

Ramp reconfiguration at University Drive and Wellborn Road; and

Improvements including pedestrian crossings at College Main and Boyett, a traffic signal at Boyett, a raised median, and a sidewalk added along University Drive between College Main and Wellborn Road.

Projects completed in 2013 or currently under construction include:

Church Avenue realignment north of University Drive between The Stack and Rise developments;

Extension of Normand Drive as a two-lane minor collector and the addition of sidewalks and bike lanes from Rock Prairie Road to Arnold Road;

Extension of Arnold Road as a two-lane minor collector and the addition of sidewalks and bike lanes from the previous terminus to Normand Drive;

Construction of Medical Avenue as a major collector and the addition of sidewalks and bike lanes between Rock Prairie Road and Lakeway Drive;

Construction of Healing Way as a major collector and the addition of sidewalks and bike lanes between Scott & White Drive and Lakeway Drive;

Construction of Scott & White Drive as a major collector and the addition of sidewalks and bike lanes between Rock Prairie Road and the northbound frontage road of State Highway 6;

Construction of Lakeway Drive as a four lane major collector and the addition of sidewalks and bike lanes from the northbound frontage road of State Highway 6 to Medical Avenue;

2013 Existing Conditions Report

Widening of University Drive from two lanes to a four-lane major arterial from State Highway 6 to Bonneville Road (FM 158) (anticipated completion summer 2014);

Extension of Jones Butler Road/Penberthy Boulevard as a two-lane major collector from Luther Street West to George Bush Drive (anticipated completion summer 2014); and

Ramp reversals on State Highway 6 near University Drive and Harvey Road (anticipated completion beginning 2015).

Bicycle Trails at Steve Bechy Park



Photo Credit: City of College Station

Public Projects currently in design include:

Widening of Rock Prairie Road bridge at State Highway 6 from four lanes to six lanes with turn-around structures and wide sidewalks on both sides (anticipated construction to begin in December 2013); and

Widening of Rock Prairie Road between Longmire Drive and State Highway 6 to add two eastbound lanes and a right turn lane westbound (construction to begin in 2016).

Bicycle and Pedestrian Facilities

The College Station Bicycle, Pedestrian, and Greenways Master Plan (adopted January 2010) designates existing and proposed bicycle and pedestrian facilities in the City. While there is a significant system of bike lanes, routes, and multi-use paths, critical connections are needed to make the system more functional. The existing facilities consist of approximately 44 miles of striped bicycle lanes and 32 miles of bicycle routes, as shown on Figure 19: Bicycle Facilities. There are approximately 156 miles of sidewalks around the City and 12 miles of multi-use paths consisting of side paths and greenway trails as shown on Figure 20: Pedestrian Facilities. As development occurs, sidewalks are required along all streets with the following exceptions: cul-de-sac bulbs, streets classified as a Freeway/Expressways, streets identified with an Estate/Rural context, streets constructed to the rural section, and existing local streets unless sidewalks have been identified in the Bicycle, Pedestrian, and Greenways Master Plan or in the applicable neighborhood, district, or corridor plan.

Trails in Bee Creek Park



Photo Credit: City of College Station

Projects completed in 2011 include:

Trail along Harvey Mitchell Parkway from Texas Avenue to Welsh Avenue; and

Trail in Bee Creek Park connecting bike lanes on Longmire Drive, Anderson Street, Texas Avenue/Krenek Tap Road and the existing trail that extends through Lemontree Park.

Projects completed in 2012 by the City, TxDOT, or private development include:

Bike lanes added on Lincoln Avenue from Tarrow Drive to Ashburn Avenue

to create continuous bike lanes from Texas Avenue to University Drive;

Bike lanes on Eagle Avenue from William D. Fitch Parkway to State Highway 6;

Sidewalks added on one side of Pedernales Drive from Balcones Drive to San Benito Drive;

Sidewalks added on one side of Manual Drive from Texas Avenue to Cornell Drive;

Sidewalks added on one side of Lassie Drive from Holleman Drive to Sterling Street; and

Sidewalks added on one side of Holleman Drive on a section near George Bush Drive.

Projects completed in 2013 or currently under construction include:

Sidewalks added on one side of Lincoln Avenue from Avenue A to Munson Avenue; and

Construction of trail along Bee Creek from Welsh Avenue to Southwest Parkway.

Bus and Transit Services

Texas A&M University Transportation Services provides bus services to transport students, faculty, and staff between locations in the community

2013 Existing Conditions Report

and the campus. The system currently consists of 80 buses, with 65 used for daily routes and others assigned to charters. Texas A&M University operates ten off-campus routes, shown in Figure 21: Transit Routes, serving portions of College Station. The University also operates six on-campus routes, a paratransit service for students and employees, charter services, and park-and-ride services from the Post Oak Mall, First Baptist Church of College Station, and College Station Wal-Mart parking lot for regular student use and football game days. Data from Transportation Services indicates their off-campus buses average 22,547 passengers per day for off-campus routes and nearly 9,194 passengers per day for on-campus routes.

The Brazos Transit District, or The District, provides public transportation for the community at large. Area services include seven fixed routes (see Figure 21), demand and response rides, and paratransit. Two of the fixed routes operate almost completely in College Station while small portions of two others provide service along University Drive and in the Northgate area.

Greyhound Lines, Inc. provides a long-distance travel transportation alternative to/from the area through its station in Bryan.

Air Travel

Easterwood Airport, a non-hub regional airport, is currently owned and operated by Texas A&M University System, but is undergoing privatization. The 700-acre airport is located on the west side of the University property, in northwest College Station. Its elevation is 320.6 feet and there are three runways in operation. The William A. McKenzie Terminal provides commuter flights to Dallas, Texas and Houston, Texas. Operators include American Airlines (operated by American Eagle Airlines) to Dallas/Fort Worth International Airport and United Airlines (operated by ExpressJet Airlines) to Houston Intercontinental Airport. Additionally, Easterwood supplies fuel and flight planning for Life Flights and Military Medi-vac flights.

In 2013, Easterwood Airport had 53,557 total operations (take-offs or landings), an average of 146 per day. Operations included 5,694 Air taxi (unscheduled passenger or freight service), 314 air carrier, 12,138 general aviation local (generally training and/or instrument checks), 22,827 general aviation itinerant (scheduled times to scheduled destinations) and 12,584 military aircraft operations.

Rail

College Station has one railway within its City limits, on which an average of 18 freight trains pass through College Station each day. The tracks generally run north-south, parallel to Wellborn Road (FM 2154). As

reported in the 2010-2035 Bryan/College Station MPO Metropolitan Transportation Plan, Union Pacific Railroad (UPRR) officials anticipate that the number of trains per day could increase to as high as 48 trains in the future. This volume of train traffic will not likely occur until portions of the single-track railroad are double-tracked at an undetermined time in the future. There are ten railroad crossings within the College Station City limits; eight are at-grade crossings. The three grade-separated crossings include University Drive, Harvey Mitchell Parkway, and Old College on the Texas A&M University Campus. The crossing at Old College was improved in 2013 to include both an at-grade and grade-separated crossing which includes additional bicycle and pedestrian facilities for users. At-grade crossings can be challenging for emergency response and are a major generator of congestion for vehicular traffic when a train passes through during the peak hour (or during Texas A&M University class change times). There is a plan for another grade-separated crossing at George Bush Drive/Wellborn Road (FM 2154)/UPRR. The Thoroughfare Plan anticipates one future railroad crossing in the City at Deacon Drive.

When Texas began to look at high-speed rail in the early 1990s, lines were proposed to run between Houston and San Antonio, San Antonio and Dallas, and Dallas and Houston. The Texas Department of Transportation (TxDOT) is currently conducting route studies and environmental impact studies for these areas. At one time, College Station was a proposed stop on the line between Dallas and Houston. The Texas High-Speed Rail and Transportation Corporation has since formed and College Station is a participating member with the Mayor serving on the membership board. A preliminary high-speed rail plan by a private consortium is in the conceptual phase and has been revised into the "Texas T-Bone" configuration, which would run between Dallas/Fort Worth and San Antonio and intersect with another line running between Killeen/Temple and Houston. This configuration would allow high-speed rail to come through College Station on the line connecting the stations in Killeen/Temple and Houston.

Figure 17
City of College Station
Comprehensive Plan
Thoroughfare Plan -
Functional Classification

- Legend**
- Grade Separation
 - ⋯ Proposed Grade Separation
 - Freeway/Expressway
 - 6 Lane Major Arterial
 - Proposed 6 Lane Major Arterial
 - 4 Lane Major Arterial
 - Proposed 4 Lane Major Arterial
 - 4 Lane Minor Arterial
 - Proposed 4 Lane Minor Arterial
 - 4 Lane Major Collector
 - Proposed 4 Lane Major Collector
 - Proposed 3 Lane Major Collector
 - 2 Lane Major Collector
 - Proposed 2 Lane Major Collector
 - 2 Lane Minor Collector
 - Proposed 2 Lane Minor Collector
 - COCS City Limits
 - COCS ETJ Limits
 - Bryan City Limits
 - Streets



Source: City of College Station

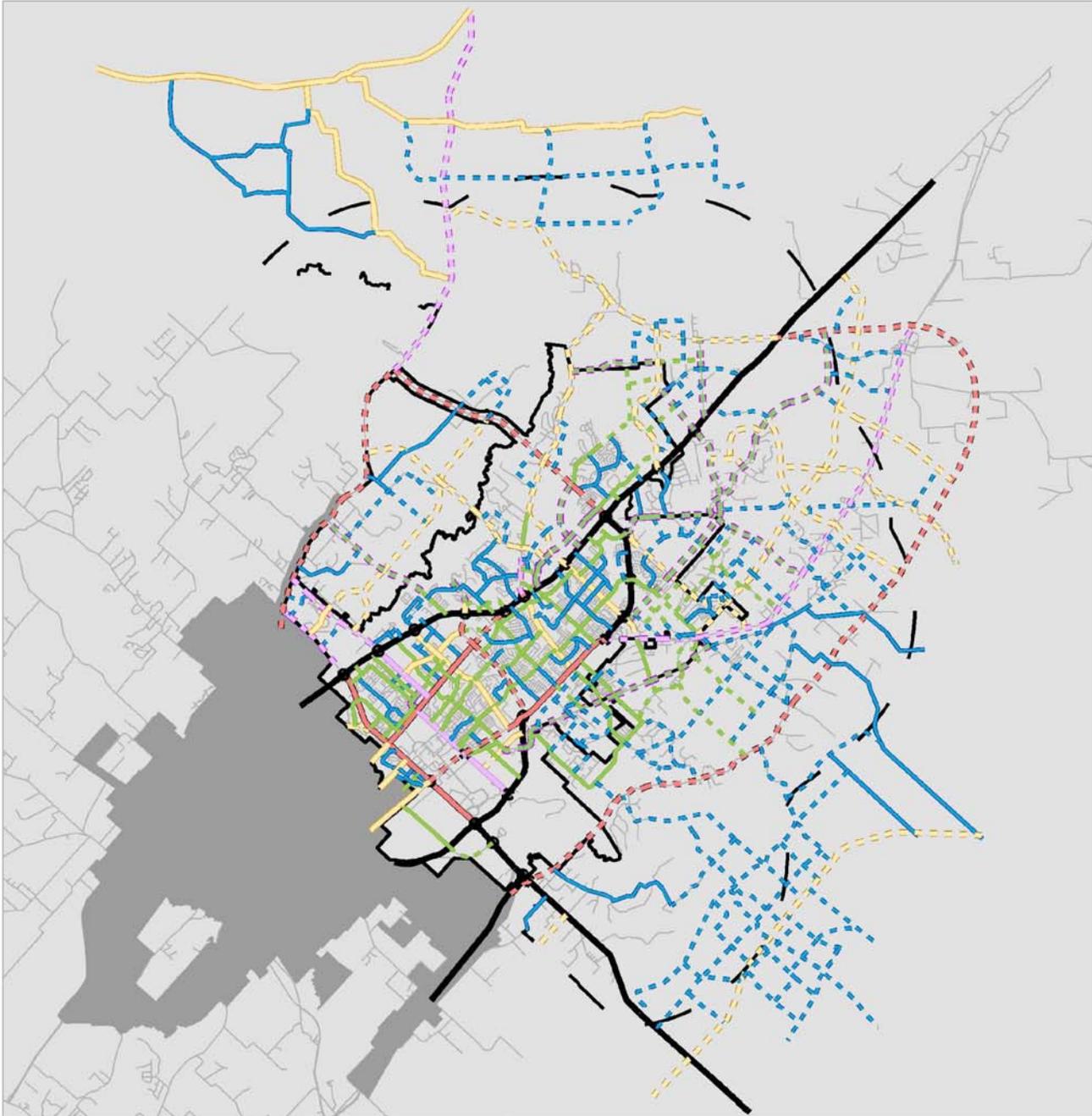
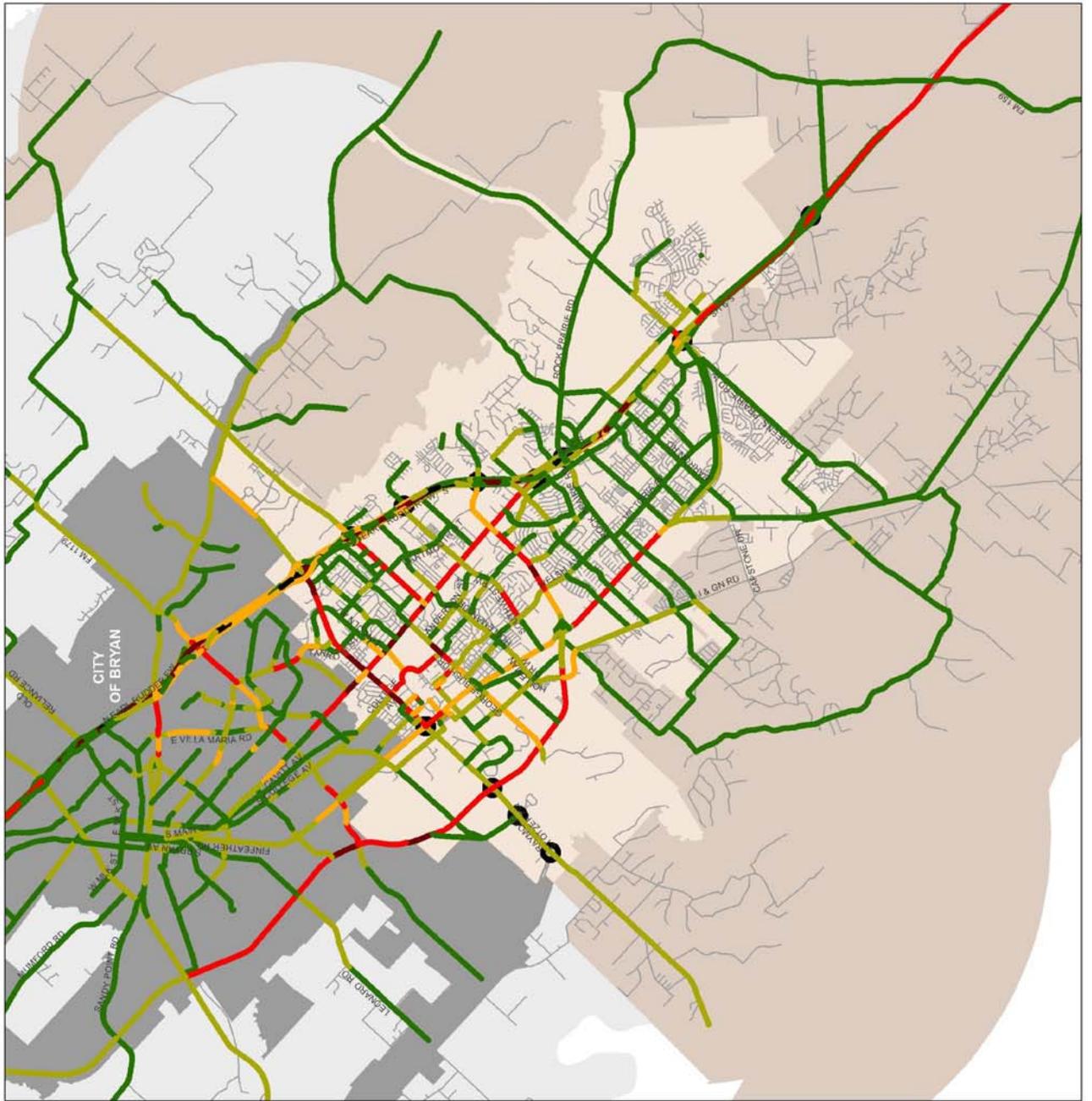


Figure 18
Bryan/
City of College Station
2013 Traffic Volumes



Legend

Average Daily Traffic

- 0 - 5,000
- 5,000 - 15,000
- 15,000 - 25,000
- 25,000 - 40,000
- 40,000 - 65,000
- 65,000 - 100,000

Grade Separation

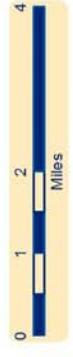
Bryan City Limits

College Station City Limits

College Station 5 Mile ETJ

Brazos County

Streets



Source: Kimley Horn
 City of College Station

Figure 19
City of College Station
Bicycle, Pedestrian & Greenways Master Plan

Bicycle Facilities

Legend

- Bike Lane Existing
- - - Bike Lane Funded
- - - Bike Lane Proposed
- Bike Route Existing
- - - Bike Route Proposed
- Multi-use Path Existing
- - - Multi-use Path Funded
- - - Multi-use Path Proposed
- Grade Separation Existing
- - - Grade Separation Funded
- - - Grade Separation Proposed
- COCS City Limits
- COCS ETJ Limits
- Bryan City Limits
- Streets



Source: City of College Station

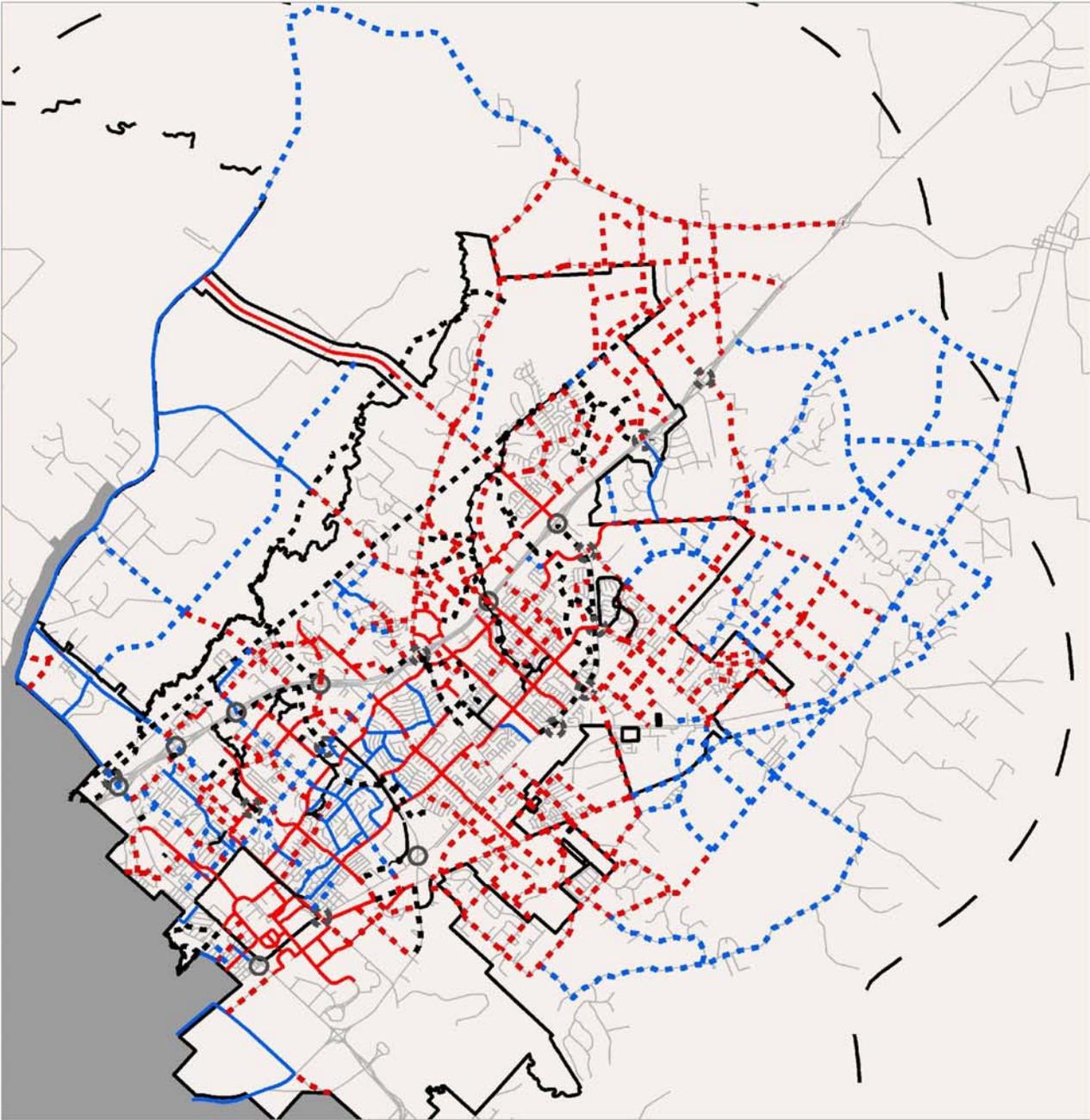
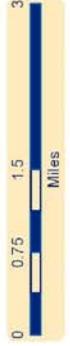


Figure 20
City of College Station
Bicycle, Pedestrian &
Greenways Master Plan

Pedestrian Facilities

Legend

- Sidewalk Existing on One Side
- Sidewalk Existing on Both Sides
- Sidewalk Funded
- Sidewalk Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed, <Null>
- Grade Separation Existing
- Grade Separation Funded
- Grade Separation Proposed
- COCS City Limits
- COCS ETJ Limits
- Bryan City Limits
- Streets



Source: City of College Station

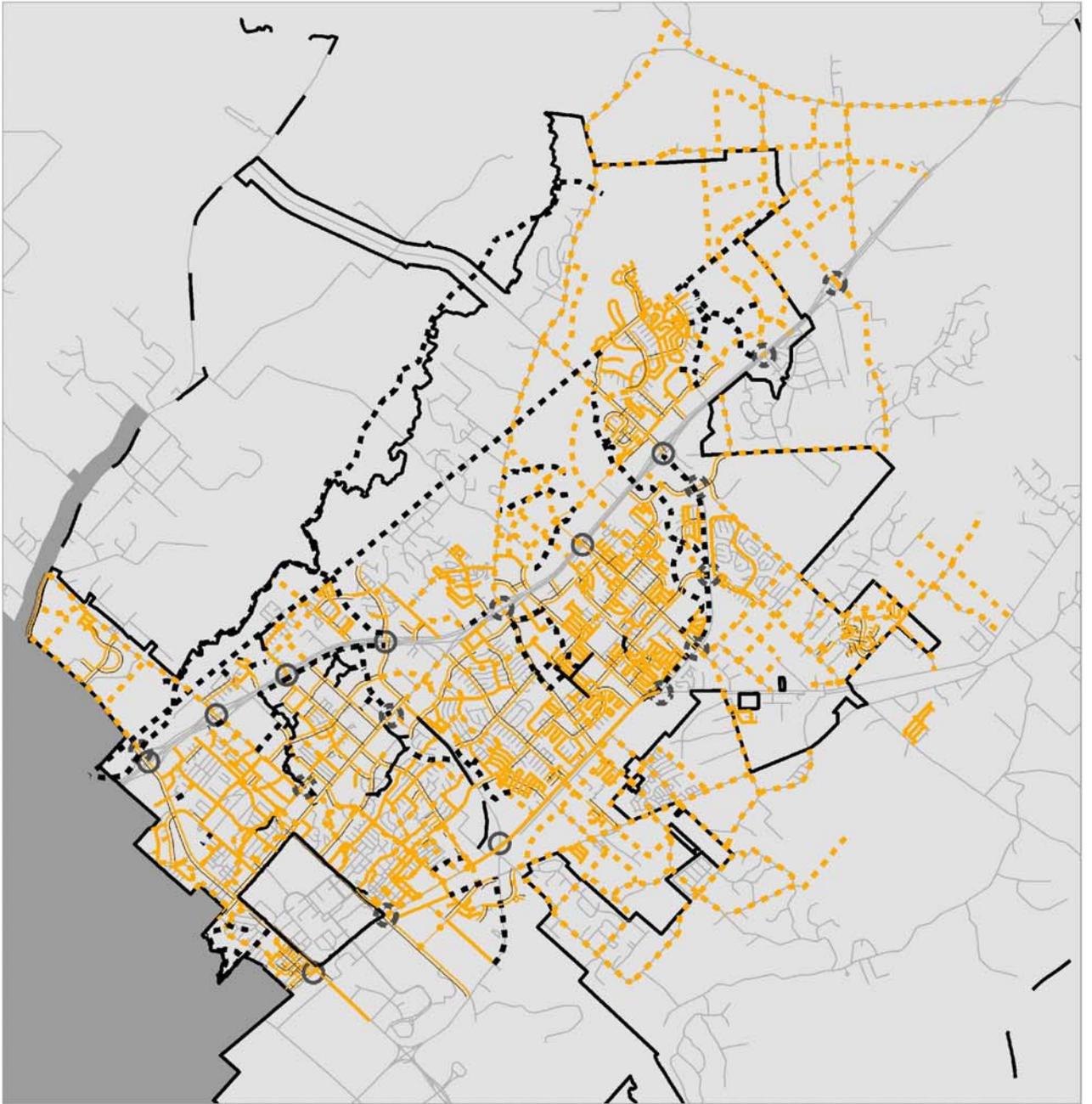
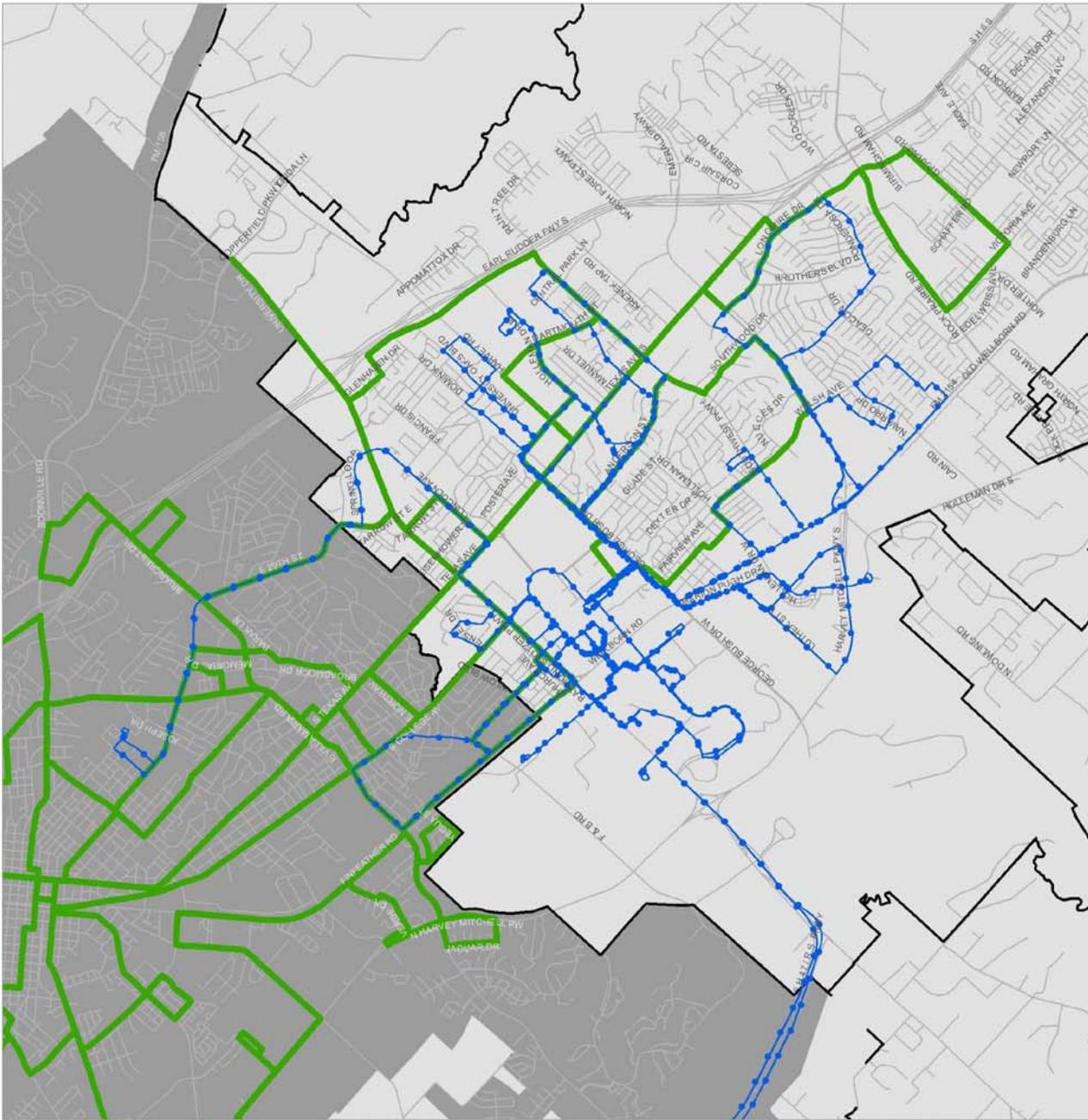


Figure 21
Bryan/
City of College Station
Transit Routes

- Legend**
- A&M Transit Routes
 - BTD Transit Routes
 - COCS City Limits
 - COCS ETJ
 - Bryan City Limits
 - Streets



Source: City of College Station,
 Brazos County Appraisal District,
 Texas A&M University,
 and The District

Appendix B – Implementation Progress Report Evaluation & Appraisal Report

Every Strategy and Action item in the Comprehensive Plan was evaluated for relevance and current status. Each item received one of the following designations:

- C – Complete
- OG – Ongoing
- IP- In Progress
- F – Future
- N/A – No Longer Applicable

CHAPTER 2

The goal for College Station’s future land use and character is *to be a community with strong, unique neighborhoods, protected rural areas, special districts, distinct corridors, and a protected and enhanced natural environment*. Six strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the strategy.

Strategy 1: Develop and maintain, through regular review, a land use plan that identifies, establishes, and enhances community character.

- **Land Use Plan Application.** Use the Concept Map and the Future Land Use & Character map in the development of planning studies, development review, capital improvements programming, and economic development efforts. **(OG)**
- **Further Planning.** Develop neighborhood, district, corridor and redevelopment plans to refine the Concept Map and Future Land Use & Character map. **(OG)**
- **Land Use Tracking.** Monitor the actual acreage in various land use and character types in comparison to the amounts presented on the Future Land Use & Character map. **(OG)**
- **Plan Adjustments.** Refine the Future Land Use & Character map through additional planning studies and periodic reviews as indicated in **Chapter 9: Implementation and Administration**. **(OG)**
- **UDO Amendments.** Amend the Unified Development Ordinance as appropriate to establish zoning classifications and related standards consistent with the guidance provided in this chapter. **(IP)**
- **Zoning Adjustments.** Amend the zoning map designations as appropriate for identified growth areas. **(F)**

Strategy 2: Establish and protect distinct boundaries between various character areas.

- **Zoning Adjustments.** Amend the zoning map designations as appropriate to reinforce the desired character areas. **(F)**
- **Unified Development Ordinance Amendments.** Amend the Unified Development Ordinance as appropriate to address scale and form issues for neighborhood commercial uses, such as buffering between uses. **(C)**

Strategy 3: Promote public and private development and design practices that ensure distinct neighborhoods, districts, and corridors.

- **Further Planning.** Develop neighborhood, district and corridor plans to refine the Concept Map and Future Land Use & Character map. **(OG)**
- **Unified Development Ordinance Amendments.** Amend the Unified Development Ordinance as appropriate to address design issues that arise through the neighborhood, district, and corridor planning process. **(OG)**
- **Context Sensitive Roadway Design.** Adopt the context sensitive design approach to thoroughfare planning and roadway design outlined in this Plan. Coordinate with the Texas Department of Transportation to implement these same provisions in State corridors. **(F)**
- **Public Facility Design.** Design and renovate municipal buildings to establish or reinforce the desired character. Coordinate with Texas A&M University and the College Station Independent School District to implement these same practices as they construct new facilities. **(N/A)**
- **Incentives.** Develop a variety of incentive mechanisms to promote the preferred design practices where market conditions or regulatory measures may not guarantee their implementation. **(F)**
- **Greening of the City.** Increase tree planting and preservation efforts along streets, in parks, and in private developments. **(OG)**

Strategy 4: Promote public and private development and design practices that encourage resource conservation and protection.

- **Conservation Design.** Encourage more extensive use of cluster design in portions of identified growth areas through mandatory open space conservation in exchange for more development options than currently entitled on properties. **(F)**
- **Preservation and Protection.** Amend the Unified Development Ordinance and other ordinances to protect significant natural features from development. This may include tree preservation and other ordinances to provide for riparian buffers and other environmental protections. **(N/A)**
- **Land Acquisition.** Acquire land that is valued for its natural features or open space through purchase or through conservation easements. **(OG)**
- **Green Building - Public Sector Leadership.** Continue the development and implementation of the "Green College Station" initiative. Coordinate with Texas A&M University and the College Station Independent School District in the implementation of similar efforts. **(N/A)**
- **Green Building - Private Sector Encouragement.** Develop a variety of incentive mechanisms to promote green building practices for private site and building design where market conditions or regulatory measures may not guarantee their implementation. **(N/A)**

Strategy 5: Focus community enhancement activities to promote a strong sense of community identity.

- **Right-of-Way Enhancements.** Add design features and beautification enhancements within road rights-of-way and at key highway intersections to further a common identity at important gateways and along image corridors. **(F)**
- **Unified Wayfinding.** Implement a formal, City-wide wayfinding system, providing a unifying and consistent design element that assists residents and visitors in locating community attractions. **(C)**

Strategy 6: Identify, protect, and enhance unique community assets in our natural and built environment.

- **Community Assets Mapping.** Continue to refine and amend, as appropriate, the Community Assets Map contained in this Plan to provide a visual portrayal of the City's unique natural and man-made assets. **(OG)**
- **Further Planning.** Develop neighborhood, district, corridor and redevelopment plans to refine the Concept Map and Future Land Use & Character map. **(OG)**
- **Unified Development Ordinance Amendments.** Amend the Unified Development Ordinance as appropriate to address explicitly the protection and enhancement of unique community assets. **(F)**
- **Texas A&M University Coordination.** Continue to coordinate with Texas A&M University regarding the benefits and impacts of University sponsored development projects, and support ongoing efforts to implement the Campus Master Plan. **(OG)**

CHAPTER 3

College Station residents have been clear in their desire to promote strong and sustainable neighborhoods. The Comprehensive Plan Advisory Committee has addressed neighborhood integrity through establishing the goal for the Comprehensive Plan *to protect the long-term viability and appeal of established neighborhoods*. The associated strategies and actions outline the steps the City will take in meeting this goal.

Strategy 1: Identify, protect, and enhance elements that contribute positively to neighborhood identity.

- **Asset Mapping.** Identify and map community wide assets that contribute to College Station's identity as exhibited in **Chapter 2: Community Character**. (OG)
- **Neighborhood Specific Planning.** Utilize neighborhood plans to further identify and outline protection options for neighborhood-specific elements that contribute to neighborhood integrity. (OG)
- **Strategic Long-Range Planning.** Adopt recommendations from the Comprehensive Plan that help establish and protect neighborhood identity. (OG)
- **Sustainability.** Promote sustainable design of developing neighborhoods by utilizing concepts such as those included in **LEED ND™** requirements. (N/A)
- **Historic Preservation.** Establish a historic preservation program that includes preservation ordinances, design guidelines, and educational and promotional programs. (C)
- **Neighborhood Associations.** Encourage establishment of homeowner, neighborhood, and tenant associations for all residential developments to ensure a direct, cooperative means for residents of an area to maintain neighborhood standards. (OG)
- **Predictable Infill.** Continue to utilize and adapt Single-Family Overlay regulations to protect neighborhood development patterns. (OG)
- **Environmental Protection.** Develop regulations and incentives that protect and preserve the natural environment in and around College Station including tree preservation, floodplain and greenway management, design flexibility, and growth management policies. (OG)
- **Transportation Options.** Promote multi-modal, context sensitive transportation connectivity to improve safety on neighborhood streets through the adoption of the Thoroughfare Plan; the Bicycle, Pedestrian, and Greenways Master Plan; development regulations; and capital improvement plans that insure these facilities are constructed in accordance with adopted plans. (OG)
- **Enhanced Aesthetics.** Develop standards for streetscaping, perimeter treatment, and signage for new residential subdivisions. (F)
- **Neighborhood Funding Support.** Continue to fund and expand the Neighborhood Grants program for neighborhood activities such as gateways, landscaping, and other permit application fees. (OG)
- **Attractive Public Facilities.** Enhance the standards for maintenance of public facilities such as streets and parks to ensure that these facilities are attractive assets for a neighborhood. (N/A)

Strategy 2: Identify and minimize elements that detract from community identity.

- **Neighborhood Specific Planning.** Utilize neighborhood plans to help identify neighborhood-specific issues that detract from neighborhood identity and integrity, and develop options to minimize those issues. **(OG)**
- **Housing Maintenance Trends.** Maintain inventories of housing conditions by neighborhood to monitor trends in housing maintenance and upgrades, as well as signs of deterioration. **(OG)**
- **University Growth.** Monitor student enrollment and student housing trends to track impacts on the local housing market, including pressure for additional student-focused housing in new locations. **(OG)**
- **Code Enforcement.** Create an effective code enforcement program that expediently and efficiently resolves code violations, including:
 - Develop methods to address noise violations – including working with Texas A&M University police – to establish weekend patrols for noise, as well as public intoxication and other violations. **(C)**
 - Create a system for the public to monitor enforcement complaints and track their resolution. **(C)**
 - Prioritization of enforcement activities based on input from neighborhood plans. **(OG)**
- **Property Maintenance Standards.** Increase enforcement resources to ensure that minimum property standards are being upheld. **(IP)**
- **Public Maintenance Standards.** Enhance the standards for maintenance of public facilities such as streets and parks to ensure that these facilities are attractive assets for a neighborhood. **(N/A)**
- **Absentee-Owner Housing Policies.** Adopt the strategies found in the Strong and Sustainable Neighborhoods Report for managing the impacts of rental and absentee-owner housing. **(C)**
- **Parking Standards.** Develop programs and policies to better manage on-street parking such as:
 - Coordinate with Texas A&M University regarding construction activities and/or special events to prevent excessive on-street parking in adjacent neighborhoods. **(IP)**
 - Consider options to streamline neighborhood traffic management processes to address traffic calming and parking concerns in established neighborhoods. **(C)**

Strategy 3: Identify and implement tools to ensure that infill or redevelopment adjacent to or within a neighborhood is sensitive to its surroundings.

- **Asset Mapping.** Identify and map areas for redevelopment as outlined in **Chapter 2: Community Character.** **(OG)**
- **Redevelopment.** Utilize neighborhood plans to further identify appropriate infill and redevelopment options, as well as to develop appropriate protection options for redevelopment that is incompatible with neighborhood plans. **(IP)**
- **Gentrification.** Create methods to identify, track, and minimize the undesirable effects of gentrification in established neighborhoods. **(N/A)**
- **Compatible Infill.** Establish development regulations to address the compatibility of infill or redevelopment in established neighborhoods and the transition of land uses around

the fringes of such neighborhoods, including regulations relating to height, setback, buffering, architectural style, lot coverage, landscape protection, and other development standards. **(F)**

- **Regulatory Obstacles.** Evaluate City codes to identify and remove regulatory obstacles to desired, compatible infill development and revitalization activity. **(F)**

Strategy 4: Develop, implement and maintain, through regular review, neighborhood plans.

- **Neighborhood Programming.** Establish a neighborhood program that provides a single point of entry into the City organization oriented to addressing neighborhood issues and coordination of all City programs. **(C)**
- **Public Engagement.** Create communication, education, and training programs for neighborhood representatives to encourage stability, cross-communication, and development of skills to help neighborhoods make the best use of the resources available to them. Develop programs to increase public engagement in the planning process to keep citizens aware of development issues as they arise so that there is adequate time for review and understanding by the citizens before construction occurs. **(C)**
- **Data Monitoring.** Improve data collection and mapping regarding neighborhood opportunities and challenges. **(IP)**
- **Market Analysis.** Monitor nationwide trends in private development of student-oriented housing, as well as strategies used by other cities with major universities to address compatibility concerns associated with the location and design of such development. **(F)**
- **Neighborhood Specific Planning.** Establish neighborhood-specific plans which provide clear guidance for evaluating the appropriateness and compatibility of individual developments and their particular intensities and impacts within the context of the existing, desired community identity and conditions. **(OG)**
- **Character-Based Development.** Adopt a character-based approach to development regulation as outlined in **Chapter 2: Community Character** to increase flexibility and ease and encourage the implementation of planned developments which feature mixing of housing types and integration of other supportive uses and neighborhood amenities in a well-designed setting. **(N/A)**

CHAPTER 4

The goal for economic development in College Station is *a diversified economy generating quality, stable, full-time jobs; bolstering the sales and property tax base; and contributing to a high quality of life*. Five strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the strategy.

Strategy 1: Promote and support new investment that serves regional market opportunities.

- **Land Use Application.** Use the goals and strategies of **Chapter 2: Community Character** in the evaluation of rezoning requests, development of planning studies, capital improvements programming, and economic development efforts. **(OG)**
- **Further Planning.** Develop economic development master plan. **(C)**
- **Continued Partnerships.** Partner with organizations such as the Research Valley Partnership focusing on regional market opportunities. **(OG)**
- **Market Analysis.** Use impact-modeling to assist in determining appropriate types of development and their associated needs for long-term community sustainability. **(N/A)**
- **Emerging Industries Focus.** Identify and attract new knowledge-based industries, such as healthcare, bio-technology, agriculture technology, and information technology. **(OG)**
- **Incentive Policies and Guidelines.** Refine and monitor adopted economic development incentive guidelines to ensure appropriateness for the types of industry that the community seeks. **(OG)**

Strategy 2: Promote and support the establishment, retention, and expansion of locally-owned businesses.

- **Further Planning.** Develop an in-depth study of the challenges and needs of existing locally-owned businesses. **(C)**
- **Market Analysis.** Determine market competitiveness for locally-owned businesses and seek reasonable equity between locally-owned business, chain retail, and big-box type development. **(F)**
- **Contract Preference.** Continue current policy regarding preference for local businesses in the awarding of City contracts. **(OG)**
- **College Station Business Association.** Explore the formation of a College Station Business Association that will have as its focus the promotion of businesses located in the City. **(N/A)**

Strategy 3: Promote and support the attraction of festivals, entertainment, conferences, conventions and other special events for the purpose of economic growth.

- **Convention Center.** Develop and construct a convention center. **(N/A)**
- **Signature Event.** Develop, establish, promote, and execute a signature event with regional, State and potentially National recognition. **(N/A)**
- **Continued Partnerships.** Partner with organizations such as the Bryan-College Station Convention & Visitors Bureau focusing on the promotion of local tourism opportunities. **(OG)**

Strategy 4: Identify and pursue redevelopment opportunities that further desired community character.

- **Further Planning.** Participate in the development of neighborhood, district, corridor, redevelopment and master plans to refine the concepts and strategies identified in this Plan. **(OG)**
- **Support Redevelopment and Reinvestment.** Continue to lead the redevelopment efforts of areas such as Northgate and the University Drive corridor and continue to assist in the reinvestment efforts of private interests for areas including Post Oak Mall, Central Station Shopping Center, Wal-Mart, and Ramada Inn. **(OG)**
- **Mixed-Use Development.** Facilitate the development of retail, employment, and higher density housing in appropriate areas with an emphasis on integrated design and pedestrian and bicycle traffic as viable transportation alternatives. **(OG)**
- **Green Building Standards.** Research and promote green building standards and incentives for commercial/retail development. **(N/A)**

Strategy 5: Protect and buffer prime economic generators from development that is out of character or that creates or contributes to decreased service levels.

- **Further Planning.** Participate in the development of neighborhood, district, corridor, redevelopment and master plans to refine the concepts and strategies identified in this Plan. **(OG)**
- **Impact Modeling Analysis.** Develop and implement a sophisticated impact modeling tool that will assist in determining appropriate developments given selected criteria (i.e., infrastructure, transportation, land use, and demographic demands and limitations). **(N/A)**
- **Development Prioritization.** Create and implement an objective system to prioritize potential development based upon size, scope, type, and economic impact. **(C)**

CHAPTER 5

The overall vision for College Station’s community in the years ahead is to achieve and maintain a **diversity of parks, greenways and the arts for leisure and recreation as well as for entertainment, education and culture to achieve a high quality of life for all residents and visitors**. The three strategies in this section elaborate on these themes and community priorities.

Strategy 1: Maintain and expand the parks and recreation system as well as its facilities and programs consistent with growth expectations.

- **Plan Update.** Complete an update of the 2003 Recreation, Park, and Open Space Master Plan. **(C)**
- **Needs Assessment.** In addition to periodic plan review and updates, a comprehensive, community-wide needs assessment should be completed at least every five years to evaluate facilities and programs provided by the Parks and Recreation Department. **(OG)**
- **Secure more Parkland.** Continue to provide adequate land for future neighborhood, community, and regional park development. The Parkland Dedication Ordinance should continue to ensure community and neighborhood parkland dedication in the City limits and the Extraterritorial Jurisdiction. Additional methods should be used to supplement this effort in order to acquire prime parkland that is quickly disappearing through land development. This can be achieved through the Capital Improvements Program, public and private partnerships, and grants. **(OG)**
- **Park Development and Enhancement.** Invest in the rejuvenation of existing parks as well as complete improvements already detailed in previously approved master plans for specific parks and recreation facilities. Also develop additional master plans as appropriate (e.g., for future park development in the vicinity of the Rock Prairie Landfill once it closes, and for a skate park). **(OG)**
- **New and Enhanced Programs.** Pursue new programs and ongoing priorities that meet the needs of a growing and changing population. **(OG)**
- **Coordinated Improvements and Programming.** Implement new and improved facilities and programs with other agencies and entities where mutually beneficial partnership opportunities are available. **(OG)**
- **Role of the Private Sector.** Encourage the provision of parks facilities and programs that are unique or where demand exceeds supply through private sponsorship or investment such as additional swimming pools, a water park, or athletic fields. **(OG)**
- **Park Maintenance.** Further refine park maintenance standards that address growing needs of parks and facilities by optimizing and re-evaluating level of service standards. **(C)**
- **Communication and Marketing.** Enhance awareness and accessibility to programs and facilities through the City’s website, publications and media outlets. **(OG)**
- **Resource Protection and Sustainability.** Continue to program and budget for streetscape and gateway projects that include the planting of native trees and other vegetation to improve neighborhoods, transportation corridors and other public places to create a greener City. **(OG)**

Strategy 2: Preserve and enhance the greenways system of linear open spaces and trails for their intrinsic and functional value.

- **Plan Update.** Complete an update to the 1999 Greenways Master Plan. **(C)**
- **Target Natural Corridors.** Designate key areas as “natural corridors” for phased greenway acquisition and development (specifically, the portion of Carter Creek from University Drive (SH 60) to the confluence with the Navasota River, and Lick Creek, from Pebble Creek Subdivision to the confluence with the Navasota River). **(C)**
- **Focus on Acquisition.** Determine additional methods to secure greenways that will help to establish the system. Utilization of grants, public and private partnerships, and the Capital Improvements Program should continue. Building incentives that encourage developers to design and build greenway trails. Connections between developments should be explored, as well as overlay zones, annexation opportunities and conservation easements. **(OG)**
- **Amend Ordinances.** Amend the drainage ordinance to include corridor widths and channel guidelines to protect greenways. Amend the Parkland Dedication Ordinance to complement recreation opportunities available in greenways. **(F)**
- **Implement Key Connections.** Create connections between key elements of the parks and recreation system and key destinations. **(F)**
- **Careful Design and Accessibility.** Design and construct sustainable and accessible trails that minimize environmental impact and promote scenic views and special features. Encourage developments that are oriented towards and designed for accessibility to greenway trails. **(OG)**
- **Attention to Maintenance.** Develop maintenance standards for greenways and trails. Costs of ongoing maintenance should be addressed through initial budgeting for new or extended greenway segments. **(F)**
- **Coordination at all Levels.** Promote cross-jurisdictional and inter-agency coordination on greenways acquisition, maintenance, funding and network expansion. Encourage neighborhood associations and other organizations to assist with upkeep (adoption programs) and inventory (wildlife, vegetation, wetlands and other natural features). **(OG)**

Strategy 3: Create and promote the arts through entertainment, educational and cultural opportunities that serve a variety of interests and abilities.

- **Leadership and Partnership.** Continue the City’s direct engagement, promotion and support of local and regional arts through representation on the Board of Directors of the Arts Council of Brazos Valley (ACBV), and through direct annual budget allocations to the Arts Council of Brazos Valley from the City’s hotel occupancy tax revenue. **(OG)**
- **Facility Potential.** Determine whether the City, potentially in coordination with one or more other partners, should develop a performing arts facility. It should also be determined whether the City’s anticipated new convention center (to be at the redeveloped Chimney Hill Shopping Center on University Drive) can and will include a performing arts component with appropriate space and design (e.g., theater/stage size and seating range, potential dual large and small performance spaces), either initially or through potential future expansion phases. **(F)**

- **Wolf Pen Creek District.** Continue to promote the multi-purpose mission of the Wolf Pen Creek District, particularly the City's intent as an area to live, work, and play. **(OG)**
- **Northgate Promotion.** Continue to implement the Northgate Redevelopment Implementation Plan, particularly as it relates to promotion of a live music scene in the area, and especially to provide opportunities for local talent. **(N/A)**
- **Redevelopment Opportunities.** Through anticipated redevelopment activity in coming years, especially where older apartment blocks are likely to be redone in similar or new land uses and/or use mixes, monitor opportunities to incorporate arts space or other components into redeveloped sites. **(F)**
- **Arts Related Programming.** Continue the City's role in nurturing young local artists and offering leisure and educational activities to adults and seniors, such as through the Senior Xtra Education program. **(OG)**
- **Direct Promotion.** Continue direct promotion of local cultural and entertainment offerings through the City's own website, and in coordination with the Bryan-College Station Convention & Visitors Bureau. **(OG)**
- **City Staff Support.** Continue to provide direct staff support for arts and cultural offerings. **(OG)**
- **Public Art.** The City should continue to support a community-wide installation and maintenance program in conjunction with the Arts Council of Brazos County, the City of Bryan, Texas A&M University, Brazos Valley, and the Texas Department of Transportation. **(OG)**

CHAPTER 6

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. **(OG)**
- **Future Planning.** Amend the Thoroughfare Plan as necessary as neighborhood, district, corridor, and master plans are adopted by the City. **(OG)**
- **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. **(OG)**
- **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. **(OG)**
- **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. **(OG)**

Strategy 2: Reduce and manage traffic congestion.

- **Thoroughfare Plan.** Adopt and implement the Thoroughfare Plan. **(OG)**
- **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. **(OG)**
- **Access Management.** Promote access management strategies where appropriate to preserve modal efficiency throughout the thoroughfare system. **(OG)**
- **Traffic Control Technology.** Install a state-of-the-art computerized traffic control system including signal synchronization. **(IP)**
- **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. **(F)**
- **Intersection Improvements.** Continue enhancements and upgrades at intersections to improve multi-modal efficiency. **(OG)**

Strategy 3: Develop and implement context sensitive transportation solutions.

- **Thoroughfare Plan.** Adopt and implement the Thoroughfare Plan. **(OG)**
- **Future Planning.** Amend the Thoroughfare Plan as necessary as neighborhood, district, corridor, and master plans are adopted by the City. **(OG)**
- **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. **(OG)**

- **Bicycle and Pedestrian Planning.** Amend and implement the bicycle and pedestrian system master plans. **(OG)**
- **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. **(F)**
- **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. **(OG)**
- **Primary Mobility Corridors.** Adopt and implement the context sensitive approach identified in this Plan for identified primary mobility corridors. **(OG)**
- **Rehabilitation Projects.** Adopt and implement the context sensitive approach identified in this Plan for rehabilitation projects located within established neighborhoods or districts. **(OG)**
- **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. **(OG)**

Strategy 4: Promote and invest in alternative transportation options.

- **Thoroughfare Plan.** Adopt and implement the Thoroughfare Plan. **(OG)**
- **Future Planning.** Amend the Thoroughfare Plan as necessary as neighborhood, district, corridor, and master plans are adopted by the City. **(OG)**
- **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. **(OG)**
- **Bicycle and Pedestrian.** Amend and implement the bicycle and pedestrian system master plans. **(OG)**
- **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. **(F)**
- **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. **(OG)**
- **Commuter Rail.** Continue to participate in the Texas High Speed Rail Initiative and similar efforts to bring commuter rail services to the City. **(OG)**

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. **(OG)**
- **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. **(OG)**

- **Traffic Impact Analysis.** Require traffic impact analyses for all development proposals anticipated to generate significant volumes of traffic. **(OG & F)**
- **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. **(OG)**

CHAPTER 7

Based on input received throughout the Comprehensive Plan update process, the Comprehensive Plan Advisory Committee has addressed the City's municipal service needs by establishing a goal for the City to plan for **municipal facilities that meet community needs, contribute to community character, are sensitive to the surrounding land uses, and provide exceptional municipal services**. The associated strategies and actions outline the steps the City will take in meeting this goal.

Strategy 1: Maintain existing infrastructure.

- **Focus on Infill.** Concentrate municipal services and facilities in infill areas versus fragmenting services. **(IP)**
- **Rehabilitation.** Invest in the sensitive rehabilitation of older water, sanitary sewer, electric, drainage, and other infrastructure in the City's oldest neighborhoods to maintain their viability and attractiveness for private property owners and homeowners. **(OG)**

Strategy 2: Develop, implement and maintain, through regular review, facilities and service master plans that support the planned growth and development pattern.

- **Land Use Planning.** Establish a Land Use Plan that will meet the needs of the growing population through the planning horizon, while being mindful of growth limitations such as a lack of public infrastructure and services. **(OG)**
- **Service upon Annexation.** Develop plans for the expansion of municipal services in conjunction with annexation plans to ensure that the City is prepared to serve its residents upon annexation. **(OG)**
- **Keep Master Plans Current.** Continue to re-evaluate and update, as needed, key master plans every 3-5 years (water, wastewater, storm water, drainage management, solid waste, electric, Police, Fire). **(OG)**
- **Plan for Future Facilities.** Develop a comprehensive facilities plan that meets the future space and functional needs of City employees as well as the desired community space needs. **(IP)**

Strategy 3: Maintain exemplary levels of municipal services.

- **Accreditations.** Pursue and receive accreditations City-wide. **(OG)**
- **City-wide Wi-Fi.** Determine feasibility of a City-wide, public "wi-fi" network (possibly in partnership with the City of Bryan and/or Texas A&M University). **(IP)**
- **Water Standards.** Meet or exceed State water quality standards for area streams, and maintain exemplary level of public drinking water quality and associated monitoring. **(OG)**
- **Storm Water Management.** Adhere to and require effective storm water management practices. **(OG)**
- **Economical Service.** Plan utility infrastructure and services and approve development only in areas that can be reliably and economically served within the City's capabilities. **(OG)**

- **Regional Cooperation.** Continue regional cooperation on solid waste management, and consider opportunities to consolidate or better coordinate other utility services with other area governments or service providers. **(OG)**
- **Excellent Service.** Maintain commitment to an excellent level of system operation and customer service for all City utilities and services. **(OG)**

Strategy 4: Expand municipal services and facilities consistent with growth expectations and to support the planned growth and development pattern.

- **Consolidated Facilities.** Establish consolidated facilities for storage and maintenance of service vehicles and equipment, records storage, materials storage and other needs in locations that are accessible to areas served. **(F)**
- **Character of Public Buildings.** Design and construct public buildings, facilities and improvements, including a new City Hall, which reflect the character of their surroundings, blend well into existing neighborhoods and districts, and help to establish an identity and quality standard for newly-developing areas of the City. **(F)**
- **School Facilities.** Communicate with College Station Independent School District on facility coordination opportunities, especially to locate new elementary schools within neighborhoods whenever possible, and to ensure safe/walkable areas around schools. **(OG)**
- **Coordinated Improvements.** Capitalize on opportunities to achieve multiple community objectives through major infrastructure projects, such as coordinated road improvements, utility and drainage upgrades, sidewalk rehabilitation / installation / extensions, and streetscape enhancement. **(OG)**
- **Promote Infill and Redevelopment.** Program utility improvements and extensions to promote infill and redevelopment versus expansion of the urbanized area. **(OG)**
- **Electric Infrastructure.** Continue phased implementation of the long-range Electric Transmission Plan, along with other area partners, to ensure adequate and reliable supply to serve anticipated growth and to maintain College Station Utilities' capability for rapid response to system outages. **(OG)**
- **Water Infrastructure.** Continue phased expansion of water supply resources and associated production capabilities to meet shorter-term peak demands, as well as forecasted longer-term needs. **(OG)**
- **Public Safety.** Expand public safety facilities, including a satellite Police station in southern College Station and strategically placed Fire Stations, in order to provide adequate service and response times. **(OG)**

Strategy 5: Promote facilities and services delivery practices that encourage resource conservation and protection.

- **Resource Conservation.** Determine practical ways to reduce energy consumption and implement resource conservation strategies in all areas of municipal service provision. **(OG)**
- **Runoff.** Limit the impacts of urban runoff on area creeks and bodies of water. **(OG)**
- **Green College Station.** Implement Green College Station initiatives and use "green" technologies and practices to reduce utility consumption, operate more efficiently, and limit facility impacts on nearby areas of the community. **(OG)**

- **Water Conservation.** Pursue and support local water conservation and re-use initiatives, specifically including the reuse of water to irrigate City facilities. **(OG)**
- **Recycling.** Promote solid waste reduction and recycling by residents, businesses, and local institutions, through the creation of initiatives that provide residents a convenient means of disposing of household hazardous waste. **(OG)**
- **Consolidated Services.** Identify ways to consolidate service delivery and create efficiencies in City government by minimizing sprawl and reducing service delivery costs. **(OG)**

CHAPTER 8

The overall goal for College Station's growth in the years ahead is to **ensure fiscally responsible and carefully managed development aligned with growth expectations and in concert with the ability to deliver infrastructure and services in a safe, timely, and effective manner**. The five strategies in this section elaborate on these themes and community priorities.

Strategy 1: Identify land use needs based on projected population growth.

- **Strategic Land Use Planning.** Delineate planned growth areas and protection areas by assigning appropriate character classifications (e.g., urban and suburban versus rural) for the 20-year planning horizon, through the Future Land Use & Character map in the Comprehensive Plan. **(OG)**
- **Holding Area Zoning.** Ensure that the growth timing aspect of municipal zoning is employed effectively by establishing a direct link between character areas indicated on the Future Land Use & Character map and the development intensity permitted in these areas through the zoning map and Unified Development Ordinance provisions. **(OG)**
- **Zoning Integrity.** Guard against zoning map amendments that, cumulatively, can lead to extensive residential development in growth areas without adequate land reserves for a balance of commercial, public, and recreational uses. **(OG)**
- **University Coordination.** Coordinate with Texas A&M University and Blinn College concerning their projected enrollment growth and associated faculty/staff increases to plan effectively for the implications of further off-campus housing demand. **(OG)**
- **Monitor Trends.** In conjunction with periodic review of the Comprehensive Plan, identify market shifts that could have implications for desired housing types, retail or other commercial offerings, and particular public service and recreational needs. **(OG)**

Strategy 2: Align public investments with the planned growth and development pattern.

- **Coordinated Planning.** Ensure that the strategies and actions of this Comprehensive Plan carry through to the City's master plans. The City master plan updates should include provisions that relate directly to the City's Future Land Use & Character Plan (e.g., future utility master plans; Recreation, Park, and Open Space Master Plan; Bicycle, Pedestrian and Greenways Master Plan). **(OG)**
- **Certificate of Convenience and Necessity Boundary Extensions.** Extend the City's service area for sanitary sewer (the Certificate of Convenience and Necessity boundary) into the Extraterritorial Jurisdiction in an incremental and carefully timed manner, in concert with annexation activity and defined growth management objectives. **(OG)**
- **Strengthen the Water/Sanitary Sewer Extension Policy.** Amend the water/sewer extension policy to require extensions to be consistent with the Future Land Use & Character Plan; the City's ongoing growth area planning; and the City's utility master plans and multi-year Capital Improvement Plan. **(F)**
- **Oversize Participation.** Establish criteria to evaluate the fiscal impact and cost effectiveness of proposed over-sizing commitments by the City. **(F)**

- **Capital Improvements Programming.** Expand municipal facilities consistent with growth expectations and to support the desired growth and development pattern. **(OG)**
- **Impact Fees.** Extend water and wastewater impact fees into new, targeted growth areas in the Extraterritorial Jurisdiction. Also, establish road impact fees within the City as authorized by Texas statute. **(F)**
- **Traffic Impact Analysis.** Protect road capacity and safety by strengthening requirements for Traffic Impact Analyses when proposed developments exceed a designated size or projected trip generation. Provisions for analysis and potential mitigation should be extended to significant single-family residential developments as requirements in the Unified Development Ordinance currently apply only to non-residential and multi-family projects. **(F)**
- **Parkland Dedication.** In follow-up to the City's extension of parkland dedication requirements into the Extraterritorial Jurisdiction, monitor the program parameters to ensure desired outcomes. **(OG)**
- **Interlocal Cooperation.** Pursue interlocal cooperation agreements with Brazos, Grimes, and Burleson counties; City of Bryan; Texas A&M University; and other service providers, as appropriate. Such agreements can address coordination of subdivision review, thoroughfare planning, floodplain management, and utility and other service provision, among other matters of mutual interest. **(OG)**

Strategy 3: Balance the availability of and desire for new development areas with redevelopment and infill opportunities.

- **Infrastructure Investments.** Invest in the necessary infrastructure to increase redevelopment potential for areas identified in **Chapter 2: Community Character**. Concentrating property development within the City makes efficient use of infrastructure and supports the City's Green College Station effort. **(OG)**
- **Holding Area Annexations.** Use annexation to incorporate and appropriately zone areas to protect them from premature development. This strategy can also be employed in areas where the City wishes to maintain a rural character. **(F)**
- **Growth Area Targeting.** Coordinate zoning, capital improvement programming, and municipal services planning to prepare targeted growth areas as identified on the Concept Map in **Chapter 2: Community Character**. **(F)**
- **Zoning in Support of Redevelopment.** Together with other incentive measures, apply targeted zoning strategies to designated Redevelopment Areas identified on the Future Land Use & Character map. Options may include items such as reduced setbacks, waiver to height limitations, increased signage, increased density, reduced parking standards, and reduced impact fees. **(F)**

Strategy 4: Identify and implement growth management techniques for areas within the Extraterritorial Jurisdiction.

- **Intergovernmental Cooperation.** Coordinate the City's regulatory strategy for rural lot sizes with efforts by the Brazos County Health Department to increase the minimum

required lot size for allowing on-site sewer treatment systems from one acre to a larger size, as needed, to address public health and safety concerns. **(N/A)**

- **Pursue Development Balance.** Consider the development of regulations and fees that help level the playing field between in-City and Extraterritorial Jurisdiction development. Ensure that Extraterritorial Jurisdiction development contributes its fair share to the long-term costs of extending public infrastructure and services to fringe areas. **(OG)**
- **Growth Area Annexations.** Pursue strategic annexations, if feasible from a fiscal and service provision standpoint, to extend the City’s land use regulations to Extraterritorial Jurisdiction areas facing immediate and near-term development pressures. This should also include areas where City utilities have already been extended. **(F)**
- **Conservation Area Annexations.** Pursue strategic annexations in areas not targeted for significant urban or suburban development in the near term. This enables the City to apply growth management measures to discourage premature and inappropriate development. **(F)**
- **Voluntary Annexations.** Utilize the utility extension policy as a means to encourage landowners to agree to annexation by way of voluntary petition to protect the City’s long-term interests in significant areas of the Extraterritorial Jurisdiction, such as along key transportation corridors. **(OG)**
- **Non-Annexation Agreements.** Target certain annexation efforts to areas where land owners maintain a TEXAS TAX CODE exemption on their property for agricultural use. In such cases, the City must offer the property owner an opportunity to enter into a non-annexation development agreement with the City in lieu of annexation. This strategy can be an effective way of assuring limited development on the property for up to 15 years. **(OG)**
- **Fiscal Impact Analysis.** Continue to complete thorough cost-benefit analyses to evaluate all proposed annexations. Explore available fiscal impact models that provide a more robust analysis. **(OG)**
- **Land Conservation.** In support of the Green College Station Action Plan, protect natural resources by recruiting land trusts and conservation organizations to consider acquisition and preservation of targeted open areas. **(F)**

Strategy 5: *Encourage and promote the redevelopment of land that is currently occupied by obsolete or non-functioning structures.*

- **Redevelopment of Retail.** Continue to emphasize redevelopment and revitalization opportunities for large retail sites such as Post Oak Mall and the vacant former grocery-anchored retail center along South College Avenue near University Drive. **(OG)**
- **Parking Management.** Encourage residential, commercial and mixed development models in the City’s targeted Redevelopment Areas, as identified on the Future Land Use & Character map, that focus on integration of structured parking to enable more productive use of the overall site in place of extensive surface parking. **(OG)**

- **Zoning in Support of Redevelopment.** Review the effectiveness of the Redevelopment District (RDD) overlay zoning. Specifically, determine whether the minimum 20-year age requirement for pre-existing development is excessive or an obstacle. Consider applying the RDD zoning to designated Redevelopment Areas identified on the Future Land Use & Character map to encourage market-responsive development to occur at intersections of arterials within the City limits where there are significant amounts of underutilized lands. **(F)**
- **Density/Intensity Bonuses.** Use the prospect of increased development yield (retail/office square footage and/or additional residential units in mixed-use developments) to entice redevelopment projects aiming for increased development intensity. **(F)**

Appendix C – Survey Results Evaluation and Appraisal Report

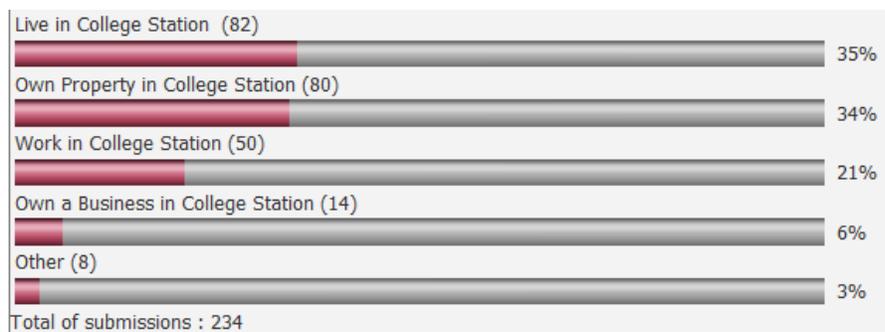


CITY OF COLLEGE STATION
Home of Texas A&M University®

2014 Comp. Plan Five-Year Checkup Survey Results

CHARTS:

PLEASE CHECK ALL THAT APPLY:



OTHER:

Own Rent Property

Rental property business

Retired

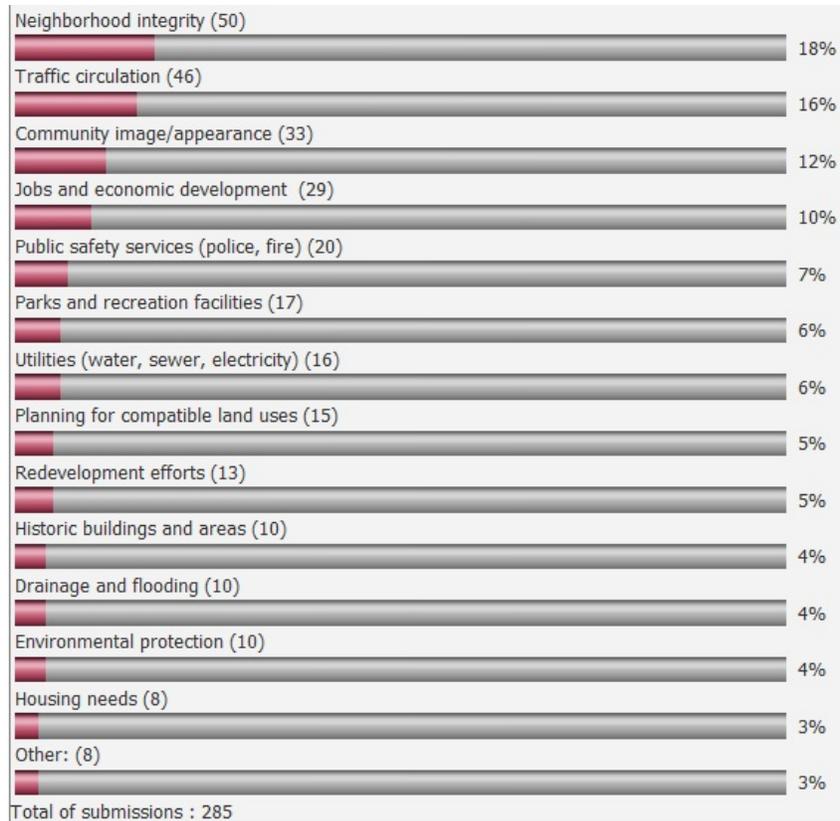
Retired teacher in B/CS

Lived in until just recently

Lived previously in the area for 15 years

Student

WHAT ARE YOUR TOP THREE PRIORITIES OVER THE NEXT 10 YEARS?



OTHER:

Denser development with public transportation to take cars off the road.

We need to review the city codes related to unrelated individuals living in homes -- they do not seem to be sufficient to address issues that are arising in neighborhoods

The arts

Improved traffic safety

High speed internet

Reducing taxes

Interregional transportation

Fiber optic internet

TEXT RESPONSES:

WHAT DO YOU CONSIDER “SUCCESSSES” IN THE CITY OF COLLEGE STATION OVER THE PAST FIVE YEARS?

The city election was moved to November which gives students more of a chance to be involved. The city locked in Kyle Field for 30 years with the Hotel Occupancy Tax money which means the city will probably be able to get the complex for its own stadium if it wants to have a sports team as it grows older and larger. Historically nothing has remained the same with either the city of Texas A&M and Kyle Field will be obsolete and of little value when compared with the advances occurring in the next thirty years. Probably the campus will move west and no one will want the stadium unless lodgings grow up in the area to house VIPs so they can walk to the games. Also all of these high rise student housing complexes in Northgate will have depreciated and become low income housing in all probability as has happened on the south side in the city. The Lexington Apartments/Sevilla were once new as the high rises are now. Look at their evolution. Getting the new buildings with the 100 year leases along University and Texas that they are building now - both buildings and roads - it seals that area off for the foreseeable future and the city can grow elsewhere into new things. Texas A&M becomes less a driving engine and other things can be developed to diversify the area's economy. Urban renewal can eventually be used to redevelop the area when needed. The city will be forced to cross either Carter Creek or the Brazos River or both as everything is solid and unmovable for 30 to 100 years at a time when we move into space travel and the University plays its role where there is open room to build new departments. Look at what Northgate became in the last 150 years as an example.

Growth of the South College Station, neighborhoods growing south, new high school

Growth. Safe and great for families and raising children (a lot of city programs for young children).

Improvement of bicycle lanes and paths.

Coordinated Growth.

Denser development in Northgate area.

Turning the proposed Super Wal-mart from the then underdeveloped Rock Prairie and 6 to the existing Wal-mart at 2818

Success, would be the amount of multi-modal facilities such as bike lanes being put on the ground. The other success is placing the A&M students closer to campus and away from neighborhoods. Finally, having developers mitigate for their traffic impacts.

I can literally think of nothing. You are a city government that does not represent the citizens, but literally functions like a business. However unlike a business you use force-the force of law. I have always been an avid outdoors person. One thing you would expect the city to do is care about the safety of its citizens. While fully obeying traffic laws, I have nearly been run over 5 times in the last 2 years. Yet the city takes down the traffic cameras, which was significantly slowing drivers. Considering the complete invasion by the government of our privacy, traffic cameras, being in public spaces, were simply not an invasion of privacy, but a much needed safety measure.

The city of College Station has done a great job with responsible growth. The type of development in the city is first class and well planned. Hiring Kelly Templin. That was a great move.

Great variety of programs for citizens and excellent promotion of these programs.

Define Successes

The growth; unbelievable.

Widening Texas Ave; Harvey Mitchell Parkway and Wellborn Rd intersection; Northgate area improvements; Business build out East University Drive; South College Station road improvements and subdivisions; annex of Wellborn

The infill developments happening in Northgate are a good thing. Let see if we can get it to spread to other areas... Wellborn between Southwest and George Bush is run down and can easily be redeveloped; it is also an entrance to Texas A&M and is a gateway to College Station that seems to be ignored.

Good roads, great sidewalks, plenty of parks.

Schools doing better than other cities. City run without a lot of disruption. Activities for seniors. Low crime in recent past but now growing. A friendly and pleasant place to live.

I have lived in the area for just over 3 years, and just in that time it seems the city is growing exponentially. The new development in property and medical facilities has been a great success in cleaning up older areas of town and increasing number of jobs, as well as providing needed medical support for seemingly over crowded hospitals.

(1) Good trash/yard waste and recycling programs. Please add electronics recycling. (2) Implementing the reconfiguration of on/off ramps along the Hwy 6. (3) Green actions that use clean, but unpotable water to water fields at Veterans' Park. (4) Adding wind power to the electrical grid. (5) Solar panel (PV) subsidy. Expand it to provide more green energy. (6) The one-page newsletter with the utilities bill.

Growth of new businesses and new student endeavors.

Infrastructure improvements

The parks are great and well maintained.

The comprehensive planning and the various city committees that upheld it are to be congratulated. It has helped keep the integrity of the neighborhoods in check. I also appreciate the care put toward our city's parks.

Bringing new businesses into the City to increase tax revenues. Keeping the City attractive and clean. Creating the medical district along Rock Prairie. The improvements to Northgate-Any inner city revitalization project that improves the appearance of the city and encourages re-development.

Completing the construction on Wellborn Rd. Taking down the red light cameras. Conducting neighborhood meetings for residents' input. Continuing to broadcast City Council (& other) meetings. Completing a new drainage study and initiating drainage enhancements. Continued improvements to Veterans' Park.

Development and maintenance of neighborhood associations; development of comprehensive plans for neighborhoods that emphasize neighborhood integrity AND that the city backs up; building a new fire station on University Drive; keeping citizens aware of what is happening through more ways than just "posting" something on the website.

Can't think of any

--Addition of Barron Road exit. --plans to expand Lick Creek park. --completion of Fitch Parkway and alteration of Greens Prairie and Arrington Rd, but signage can be confusing. --apparently smooth transition of school population to new elementary school

Moved to CS Aug. 2013.

Continuing support for parks and recreation for all ages of city residents.

Efforts to improve major drainage ways. Limited improvement in approaches to street development, as seen in some newly developing areas.

College Station is a university town with diverse entertainment and resources, such as parks, available to the public.

It feels very family friendly. Lots of awesome parks, walking trails, etc.

Parks.

Redevelopment, and infrastructure improvements have been great successes.

Avoiding disagreements between the neighborhoods and business communities.

New stores and restaurants, building of more schools, police response time is great, rezoning of schools,

Traffic light timing along business 6 really has improved traffic flow. I stop less and I think my gas mileage to/from work improved.

College Station has succeeded in attracting new businesses and residents over the past five years. I have enjoyed seeing long-empty buildings renovated or demolished to make way for new businesses and housing. College Station has also improved the roads and infrastructure to better accommodate the growth and change. Parks have been maintained to attract residents, visitors and events. Though utilities have increased, they are still good services that are meeting the needs of this resident.

Attraction of industrial businesses to the area, development of the Hwy 6 corridor, retaining wall on Northgate, parks - our parks are AWESOME!

The new cemetery and improvements to major road corridors, mostly by TXDot but also by the city. Using Wolfpen Creek space for Christmas more than Central Park although the traffic and parking issues are terrible for the nearby neighborhood (like Carnation Street where our kids live).

(1) Developing adequate housing for families and students. (2) The upkeep of the parks and development of new parks. (3) The streets, public areas, and most neighborhoods seem very clean and well taken care of.

Cleaning up along geo bush east and making this street commercial on east side

The commercial and University Dr. "type" development. Northgate, restaurant row area.

Generally & importantly, a shift from a governance of adversarial to business to a pro-business environment. The city officials and staff seem more in a "how to" than "do it our way" mind set.

Roadways have gotten better.

Medical corridor. Widening of Texas ave.

Redevelopment of "inner" areas.

Street improvements. Improved police and fire protection. Excellent trash and recycling services

Trees planted on highway, new development looking nicer, requiring rental properties to register.

More parks and new businesses are coming.

Scott & White Hosp, upgrade of Bird Pond road, Medical District?, Rock Prairie overpass, Barron Rd, Barron Rd overpass, Tower Development, Sale of S/W building to Papa's. Sale of Triangle Bowl after the even bigger failure of buying it.

Building bypasses

Wolf Pen summer concert series

Lots of new restaurants, new construction in housing, increase in fire and police, new S&W hospital

College Station has a lot and will have a lot more college students in the future. It is unfortunate that people do not take care of rental property like they take care of their own (generally). One of the great programs CS does is the trash pick-up. You pick up tree limbs when people trim trees. You pick up the furniture and mess students leave (if they just put it out by the street). You have nice trash cans with City logo. Thanks for picking up hazardous waste...wish you would do it more often.

Reduction of crime in area just south of the university. Feel safer now.

(1) Updates to city parks (2) Use of our Comprehensive Plan to protect the integrity of our neighborhood from drastic and inappropriate changes to properties by investors. "

Abandonment of the Convention center idea.

Considerable growth w/ concomitant benefits and liabilities. One nice newly developed area is by Consolidated High School where all people now have access to a pretty and useful walking path/sidewalk. (Yea for the high school students for providing the impetus for this!) Future developments should all require use of sidewalks or walking paths. The larger we become, the more important this walking, and perhaps even bicycle access, will become.

None

Growth. New businesses. Strong housing market. Improvements in northgate.

Improvement of quality of life, a long range plan for improving.

Business development, road improvement

Enforcing the Comprehensive Plan which protects neighborhood integrity. Outstanding professionalism of Ms. Morgan Hester, Planning & Development Services. Excellent competence and performance of the city workers I have encountered recently. Abandoning the misguided plan to destroy the last large green region in a residential neighborhood, west of Ashburn Avenue, by cutting down the trees and forcing a public path through near creek and houses. Getting rid of red light cameras and other harassment of safe drivers, who were issued very punishing tickets for infinitesimal traffic violations, like right turns at stop signs or red lights at 1-3 miles per hour. Getting rid of Mayor White.

City services provided by the city.

The Wolf Creek Park area and its trails. The redevelopment of certain housing areas south of the University, in and around the "state streets."

Business development

New industries and residents

Increase in non college related businesses. Opening of interesting businesses, like brewery, distillery.

None! Just continuous construction!

Given the general deterioration of quality of life for families in CS, there aren't many.

The new fire stations are wonderful!

The college's expansion and reputation are an on-going plus for College Station.

Encouraging more dense student housing near the university.

Not aware of any, continued to grow via A&M ties

Having a small enough city to get around with all the great shopping and food places that big cities have.

The actual urbanization of a portion of Northgate.

ClickFix etc. is a cool program.

Excellent trash service. Safe and good feel about the city.

Master plans and various neighborhood plans.

Steady economic growth.

Infrastructure improvements, widened roadways, new businesses/restaurants/lodging

Downtown Bryan has been a huge success with the events and community involvement of First Friday. Through the past five years as a student, I have really enjoyed having a place to go with an urban feel. I think it is really important to have places where the community can gather. Also involvement with the students of the Architecture department in First Friday events has been a success. Linking the University and the Community has been successful and any way to do this really enhances the lives of the students during their college experience.

WHAT DO YOU CONSIDER “SHORT-COMINGS” IN THE CITY OVER THE PAST FIVE YEARS?

The passing of the changes to the city charter making a recall more difficult. In Washington, DC Mayor Marion Berry I believe it was had problems with the FBI regarding drugs and once free became Mayor again. If one must have a proven criminal charge against a politician to recall them they may not be removable even if they go to jail in Texas. If a small group gets someone into office and the whole city wants them out of office it might not be enough to remove them from office. Aside from embarrassing a few politicians the system we had seemed to have worked just fine. The council members remained in office and the world continued turning. A lack of diversification in recreation and the areas to develop it. Everything seems to have to make a buck for anyone to do anything new so we mostly have drinking and students passing out in planters in Northgate and things like that. There is very little to do for fun in the city and no one seems to be brainstorming new areas like planetariums or public aquariums or specialized libraries - maybe one devoted to public recreation information even. There seems to be no plan on how to handle drones and what the people flying them as a hobby can do, no area for people to play chess and checkers outdoors in matches, is there a dog park yet, no waterfront development like San Antonio has, no regular place to sell arts and crafts where people can have drinks and pastries and walk around just looking. You want to have lots of retirees in the city but have little or nothing for them to do and have a crime problem with groups of men robbing people and girls being kidnapped from the street and kids riding their bike home not making it safely. The city is not safe for old people to take a stroll or young people either for that matter. Having rolling blackouts yearly because there is not enough electricity available. News department requests in winter and summer to save enough energy so the grid does not collapse - one bulb and the tv on at most - the city handles the electricity so why can't it come up with additional local generation? We have moving water so why not use it to turn a generator? We have wind and sun. The city and state build dangerous intersections. Look at the geometry of the left turn lanes on Texas Ave at Southwest Parkway and how you cannot see a car coming due to the orientation of the car facing you. All they have to do is narrow down the divider separating the lanes so the angle or wideness of view is increased. At Holleman and Texas there are lights that under certain conditions blind drivers at night as they turn left from Texas onto Holleman. There are lighting contractors who make a living focusing light where it should go - bank parking are for instance - and not wasting it in light pollution.

Restaurants around hwy 40, not fast food, stop light at 40 and Victoria, more athletic fields (baseball).

There is a need for bigger and better athletic complex for youth. Not enough fields for football and baseball. Kids need to be active, but when there is nowhere to go to practice or even go hit or a throw a ball with friends, kids are more likely to do something that is not productive or even get in trouble.

Not enough improvement in bicycle lanes and paths. Increase in crime.

Traffic - needs better infrastructure

Not student friendly; traffic issues are worsening around campus and commercial areas on Texas

Spread of rental housing within neighborhoods with minimal rules and lack of enforcement by the city to prevent housing built specifically for students being placed in single-family neighborhoods

Short-comings, catering to slum lords and developers that convert single-family homes to 4 bed and 4 bath rentals. Lack of minority representation on City Council, Planning and Zoning and upper and mid management on City staff.

By changing the zoning laws in neighborhoods near TAMU, the city has literally run long term residents away from their homes as old homes are torn down and new housing that could only be for students is in put in their place. These were neighborhoods with renters, and homeowners, which have been turned into TAMU housing. The entire intent of the change in zoning law was to provide housing for students because a family would never live in such a house. The residents stated they did not want this zoning law change. What does that matter to a city that does not understand the difference between their job as elected officials and running a business? Being greedy for tax dollars, the city destroys established neighborhoods. The city of College Station is like a business that could jail people. If I was forced by threat of losing my home to shop at Target, I suppose I would.

The city has been perceived as being difficult to work with from a developers stance. I hear it all the time...about how hard it is to work with the City of CS even from out of town developers. The UDO, through faire plan, and land use plan all make sense, but staff needs to be able to use common sense/judgment. Look at the reason behind the rule and see if it still applies. There has to be flexibility. I do feel it has gotten much better with Kelly Templin coming in. I think it is important that the city staff that is meeting with developers (PAC meeting, etc) are friendly and personable. You can say "no" in a respectable manner. Over the last few years that has not always been the case. Developers understand that there is give and take...but it is hard to not get resentful when staff is perceived as combative. Again, recently this combative attitude has drastically improved and I would now consider a non-issue at this time.

A Senior Citizen Center.

Complete disregard for citizen input. It is requested, politely acknowledged, and then completely ignored. Examples include the gutting of the South Knoll Neighborhood Plan and the many thoughtless replat grants made by Planning and Zoning.

Rental property is out of control. City needs to have better Zoning as where Rental can be built and where they can be operated. Shopping carts are left everywhere, store need to be held accountable for them. We still need more police officers and new police cars / SUV's. No real recycling plan, what we have is joke. The cost of electricity is sky high.

City being more reactive than proactive in line with the growth. Council seems to be disingenuous to its citizens and community as to infrastructure and safety. Hey, if we need to improve infrastructure, then by golly, let's do it and make the citizens pay (out of their pockets). This would be better than making them pay for it through lack of service and the corresponding hassles.

#1 priority - Build a conference Center (this is long past due). #2 - Build a new City Hall (this is long past due) Underpass George Bush & Wellborn (I liked the Low-Trak proposal). Widen Harvey Road from the bypass to Boonville Road. Build a real airport (this is long past due).

Failure to live up to the protection of existing neighborhoods called for in the Comprehensive Plan including the gutting of the South Knoll Neighborhood Plan by Council members before adopting the lackluster remains of that plan. Citizens in that area have been denied their right to explore remedies to the ongoing rental takeover of the area. In addition, the cutbacks in code enforcement and lack of administrative fines or a permit system for renting homes has left the rental registration ordinance extremely ineffective. Home owners who occupy their homes have been left to the mercy of a system that obviously doesn't care.

The speed at which the city has started to sprawl. We need to find ways to curb that and focus more on increasing the density. We need more mixed use developments in town.

I feel like I'm being hassled for having a rental property.

Letting non family people and students ruin real family neighborhoods. Not cracking down on illegal aliens which means drugs and crime in neighborhoods.

As mentioned traffic is not a part of the plan, but it is certainly a short coming and it will only get worse. Another issue I have experienced is the flooding of streets all over town.

(1) Designating homes in Horse Haven area as single-family dwellings and then allowing houses in the latest phase to have four bedrooms with four bathrooms that are clearly built for multiple single occupants, not families. Many of the driveways were configured in a way that the cars have to drive over or park on grass to accommodate the 4-5 trucks/vehicles of the 4-5 adults living in most of these houses. While many of these people are reasonable, many do not take care of their property or trash. I am very concerned about what they will look like in 5-15 years.

Helping older neighborhoods develop plans to define themselves and preserve their integrity.

The city lacks a natatorium. We should develop one that CSISD can also use. The city needs a "downtown" area with restaurants, shops, etc. this town does not feel like a nice small town because there is no central location.

The South Knoll NRT was frustrating. Even the items that were not struck down by Council are not being enforced. Driving around town there are obvious issues like new buildings going up with no parking(on the bend of George Bush), front yards being paved (Laura Lane), houses with obviously more than 4 unrelated people and cars parked in the yard (Holleman). Even basic things like "no parking" signs haven't gone up. I have used the click and fix app but I am not the code police for the city and feel like nothing results from submitting issues.

Students who are renting. Please consider implementing a regulation that requires single-family homes to have no more than two unrelated occupants living in it. Or, alternatively, consider a regulation that limits the number of unrelated occupants to X in a neighborhood block. That would slow the spread. I don't mind having college students in the neighborhood. In fact, it sometimes is a pleasant experience. But for those houses that have so many people living there who are unresponsive to their duties as a neighborhood citizen, it really hurts the quality of life.

Overdevelopment in certain areas and not creating "green belts" or park areas to preserve at least a small portion of the wooded areas being rapidly developed (especially in South College Station).

Poor code enforcement in residential neighborhoods. It's the resident that should be held responsible, in most cases. It is not the property owner. Not patrolling neighborhoods for cars/trucks improperly parked. Allowing U-Turns on Texas Ave. and other major arteries. No yellow or white paint on raised street medians. Very dangerous at night. Street and roadway litter is a huge concern. City staff and Council have forgotten that it is the long-term resident (and those of the future) who should be considered in decision making...not "what's in it" for the city. That is a recent phenomenon. Lack of neighborhood park maintenance. Carter Park is a prime example.

Letting houses be built that pass under "single family homes" that (1) clearly will have more than 5 unrelated people living in them (e.g. 6.5 bathrooms and all but the 1/2 bath connected to a room -- I have walked through these under construction and then talked to students living in them), (2) end up with so many cars parking regularly in front of them that the streets are nearly blocked for fire and rescue vehicles, school busses, as well as normal traffic flows. I don't mind renters as neighbors as long as the integrity/quality of the neighborhoods is not degraded. The city staff enforcing codes really have nothing that will fix these problems -- the problems occur in spite of existing codes. An in-depth discussion and review of the codes is essential.

"Short-comings" is too mild. The City shows lack of concern for maintaining its heritage and character and is allowing, if not encouraging, destroying the neighborhoods it previously deemed historic. The cost of living is too high. Rents are insane and cater to students who live 3-5 to a dwelling. Single mothers must either live in unsafe neighborhoods or work more than one job to survive. The social service programs do not allow for "extravagant" rent (\$850 per month for a 3 bedroom house). The chain restaurants are okay, but the local businesses are overshadowed by them. I would seriously like to know 3 restaurants that you can only find in College Station. Outside of A&M, the city has lost its identity. Completely. Stop allowing developers to tear down our houses and build cheaply made student mansions. Additionally, I don't appreciate the police following older model cars around until the drivers get so intimidated they make a mistake and get a ticket. Profiling is NOT okay.

--Annexation of Wellborn over citizens' wishes. Now that it is annexed, it has not received complete city services-- sewer, gas, etc. --Purchase of Chimney Hill for development of convention center without delving into need for such property. --Altera

Not enforcing city codes

Not controlling parking or enforcing parking regulations on old neighborhood streets. Not keeping up with street re-surfacing. Are we spending too much tax money on "incentives" for new businesses, rather than honoring our obligations to the present population? Turning neighborhoods of single family dwellings into four-plex or eight-plex structures with no mandatory off street parking.

Insufficient pressure on agency building major roads in area to be sure they are for long term traffic needs.

The elected officials seem to support and serve the commercial interests of the city over that of the individual citizens.

(1) Not enough nice or family restaurants, especially in the south part of town. (2) Not enough up scale shopping or a nicer mall, especially for women aged 30-50 (think Ann Taylor, Banana Republic, etc.) (3) Not enough entertainment venues for families. (4) Building too many apartment complexes. (5) Not keeping in mind the school district cannot keep up with the growth...i.e. all of the new apartments attract students, so the old apartments attract lower income families with children. How about renovating some of the old apartments? (6) Not caring how our city looks....i.e....coming into town you see The Silk Stocking, a stone carrier, a rundown mobile home park. The city buildings are old and outdated. There is no cool downtown or square. Coming down Wellborn to Kyle Field you see old run down homes and run down Section 8 housing. (7) TX and University cannot handle all of the traffic the growth there is going to bring. (8) Not caring about building new parks and baseball and soccer fields for the families in town who are actually paying the taxes. Why do our kids have baseball games until 9:30 on school nights? Because there aren't enough fields.

Some of the construction on Hwy 6 lately it seems like might have been thought of sooner.

Bike trails that connect up to each other. They are very sporadic. Rock Prairie definitely needs one. I don't know why they didn't add one to Bird Pond Road where it was re-surfaced. The road noise from the type of surfacing used in places including HWY 6 (which I assume is the state) is extremely loud.

Failure to adopt a traffic plan that won't render the bypass gridlocked.

Neighborhoods being taken over by students and students not being held accountable for how they treat such neighborhoods. HOA's not enforce codes are not following up with complaints. The lack of patrol officers in neighborhoods in S CS.

City planners present plans and request citizen input but I got the impression that the plan they proposed as a "draft" was more than that and I found that the proposed plans rarely changed from what the staffers recommended. I got the impression that the planners were invested in "their" plans. I recommend that before anyone get invested that citizens be involved and public hearings conducted. I know it is hard to get input at that stage but repeated attempts at that point might get citizen input before staffers get invested in one plan over another.

Some of the squabbles between city officials/representatives and residents a few years ago were discouraging, but things appear to have improved in the last couple years. Listening to what residents want/need has made our city officials/representatives more credible leaders.

LOTS of money spent on "medians" on College Station roads as opposed to expanding them. Not very good breakfast restaurants - not to be picky, but some of us like to go out for breakfast...

We put very little requirement on what major developers have to do. The landscaping required is practically non-existent. We are going to end up with the "290 corridor" look all the way through on the bypass. The time to put requirements in place was 20 years ago but we failed then and continue to put BUSINESS first over everything else. College Station has no character, no center. It's just student housing and cheap development all over now. Also the way the Cafe Eccell issue was handled was deplorable. What a commentary on how independent business is treated here! No wonder all we get are chain restaurants and stores. I used to think Bryan was the lesser of our 2 cities but seeing what they have done downtown makes me yearn for that in CS. We also need serious water conservation efforts here and to get TAMU to comply as well!! We have spent enough on park development but do need to maintain what we have. We need to put more money into overall community appearance.

(1) Lack of transportation services for non-students. More bus routes and stops are needed. (2) High regulation over construction and zoning. (3) It seems that College Station is run by academics and that Bryan is run by businessmen. College Station officials make it difficult for business and construction.

Allow for all of George Bush East to be zoned commercial

Roads and infrastructure not being extended fast enough to encourage suburban residential (primarily) growth.

The problems include a relaxed effort in code enforcement and a slipping in help for neighborhood HOAs. Also, some public green spaces have gone down in the past 2-3 years.

Ridiculous requirements on builders and developers for new construction like the tree deal--that was nuts and some of the requirement of landscaping in parking lots like Tractor supply--no one ever thought someone might have a trailer to pick up supplies--and how you require businesses to plant a tree so when you get out of your car in a parking lot--you can get poked in the eye from branches.

Establishing the rental registration. I have received nothing for the money that I have put in to it. Do more to prevent building of more multifamily properties. They eventually turn down with time which is not a direction anyone should want to go. The addition of redlights and blocking of left turns. Its unneeded and causes more problems than it fixes.

Code enforcement especially for rental properties. Many older rental properties are NOT maintained by the owners and or the tenants. Lots of tall grass, trash, parking on both sides of the streets, and loud music. The city should focus on these properties and on aging single family properties. Failure to help residential neighborhoods to maintain their integrity.

Failing to protect older neighborhoods. Lack of code enforcement, sense that businesses and rental owners have priority over the residents.

City streets need improving and the city need to stay out of the real estate business purchasing land and building and sale later for a lost.

No new park development on the corridor between rock prairie road and Greens prairie road, the over development of northgate, Northgate is not a friendly place to venture, Lack of parking in Northgate, little diversity in northgate too many bars. Buying Triangle bowl, Building a fire station at University and Tarrow that is out of character with the community and function. It might have made a nice museum. Need for family entertainment in CS, The ice rink in wolf creek is only an ice rink it could have been an entertainment venue but it is too small and no food or drink. Rental registration is a bad idea, and is not used by other city departments. Rock Prairie Road is long overdue a major upgrade to 5 lanes with walking/biking lanes. This is a major feeder and is frankly dangerous in its current state.

The loss of the historic district. Allowing building 4+bedroom structures. The streets where many of these structures cannot accommodate 5 trucks X 7 structures (all looking the same).

Grocery carts on the sidewalk along FM 2818 - are they Wal-Mart's responsibility? Crime in the older area of CS - all those duplexes used to be student housing, now a student would hardly consider living in them - current residents are not taking care of them. The old Kroger shopping center - panhandlers (I always call the CSPD non-emergency number when I see them). Horrible median on FM 2818 - holds water on the eastbound side, between the high school and the fire department, during rainstorms. And westbound traffic - good luck getting into the library without doing strange things on Welsh! Who plans this stuff - horrible! When the guys tore up the sidewalks along SWPkwy (for the sewer replacement) they seemed to neglect returning the landscaping to decent form - grass and weeds just grew over the haphazard dirt piles! Way to look out for the residents in this area. Well, I guess families fleeing the area will just be the ebb and flow of ""big city"" living - urban flight? City park - soccer field use - priority seems to be to private club teams. So the common citizens' kids are practicing in the dark on the fields that are left - thanks! Why run a city league for soccer, if you can't provide practice fields for the teams? Maybe each team only gets to practice one night a week, UNDER LIGHTS, instead of selling the lights to club teams?

Roads need repaving in some neighborhoods like Wood Creek, traffic has dramatically increased- that issue needs to be addressed

Enforcement of keeping the neighborhoods attractive. Investors in rental houses should be made to maintain the property to include maintaining yards, drives and structures. I have a home in the "Historical" district and find there is a lack of preservation in this area. Do not allow homes to become overnight rentals/hotels in a neighborhood. Enforce ordinances i.e. max of 4 students to a house, homeowner lives in home that rents overnight.

Traffic and parking along roads is bad. More than four unrelated occupants on a regulars basis living in a residence.

Not monitoring rental properties. Investors buy single family homes and rent them to four students at a time. You see them buy one house after another down the street until the whole street is rentals. There should be regulations put in place like other cities have to restrict house rentals to one in every ten homes on a block in our residential neighborhoods. If investors want to build rental properties there are more appropriate areas of town to do that than invading existing family neighborhoods.

Failure to install Red Light Cameras. Lack of effective enforcement of the number of unrelated individuals in residential houses. Seeming lack of coordination in mowing or community service crews of main traffic thoroughfares on game, graduation, parent weekends. I'm unaware of any comprehensive efforts between the City and strip shopping centers or other high use areas to pick up trash that gets out of dumpsters or never seems to find a way into dumpsters and leaves a negative overall appearance in our community.

You have failed to protect permanent long term residents from an over influx of students on any one street. Everyone has the right to own property....including groups of students. They do not, however, have rights that supersede the rights of others. Large numbers of young college students on any street have created a "fraternity row" mentality. In addition to causing deterioration of property in the area, the neighborhood personality is destroyed and creates feelings of animosity. This could be prevented or at least mitigated by limiting the number in a household to two (three if two of the residents are related). Also, it should be a requirement that all cars/trucks belonging to residents must be parked in the drive or garage. On street parking should be limited by time and only allowed for visitors. Large cities have wider streets and even they utilize limitations. We are failing to help our young people develop into responsible adults. Perhaps that is the greatest fault we have committed in our failure to maintain neighborhood integrity.

Letting big business investors come in and dismantle our family oriented neighborhoods by tearing down good family houses to build multi student housing. No neighborhood is safe, even those with HOA's. Coupled with this problem is letting these developers either subdivide larger lots to build multi-student houses or combining smaller lots to build large multi-student apartments in the middle of older neighborhoods.

Growth. Increase in congestion on roads in certain areas.

Dependent on tourism and college.

Need to make the community bike friendly

See above for the ones that have now been remedied!

If feels as if you don't welcome investors in your city. There have been several times it feels as if you are trying to penalizing parents that purchase homes in your city under one set of rules and then you start to change the rules that would de-value our property because we rent it to college students. We are only 8 blocks from the university, so you would think that you would want to encourage this type of investment.

Spending the road maintenance funds on trees and then trying to ask the citizens to approve a tax increase to cover needed road maintenance. I can't begin to convey the level of dismay and disgust that I felt at such behavior. The development of the walking path along Harvey Mitchell Parkway between Texas and Welsh Ave. Perhaps its use has increased in the year since I left, but I fail to see the demand or use for such an expensive item. The area is exposed to the sun (and hot) and not wooded or attractive to walk in for exercise, and does not lead anywhere useful other than the high school--which limits its use to residents to get to commercial or other areas. The new fire station in University Drive is over-the-top. While a decent facility is necessary and warranted for the firefighters, and they deserve good technology and amenities to do their difficult job, that does not translate to a need to waste money on a palace or visual splendor. If the city has that much money to burn then it should lower taxes.

Expanding Rock Prairie AFTER hospital has been built and traffic is already slowed. Bee Creek rocks and Wolf Pen "improvements" look uncompleted and terrible with weeds growing through the expensive "improvement". Allowing student housing to be built in the middle of nice housing (Wellborn/Buggy Lane), not enforcing the code of 1 student/1 bedroom in homes in Southwood Valley, etc. Airport fiasco over management and trying to cut flights. I see too many red light runners at Holleman/Texas and Rock Prairie/Rio Grande, and no tickets being given and/or no traffic light timing adjustments. Taxes going up.

Event traffic management

Taxes. Fees for strange things.

See above...lack of services for the needy...bicycle lanes needed on Wellborn road and IGN road....and other roads well traveled by bicyclists...

The COMPLETE failure of the City to regulate/control the conversion of single-family homes to student rental properties.

Although I do not want the city to look more commercial, the need for more hotels is very apparent.

The "rule" that if you own a two bedroom condo you can put 4 unrelated folks in it and if you have a FIVE bedroom house you can ALSO ONLY put four unrelated folks in it is unfair, biased, and typical of government action. I would have hoped for more from a Texas town! Please change this rule! Also, can I get an exception? Charlie

My property is one of about 4 family homes on a block of student rentals. It is disturbing to me that the student rentals are not maintained and that parking in front of my property by multiple cars is a daily problem. My son lives in my property and says if he complains, students will take it out on his vehicle or my property. There are constantly loud parties in these rental properties in a neighborhood that house young children. I wish there was some way to restrict the areas that rent to students or require more surveillance in those single family neighborhoods.

High tax rate, overzealous know it all management.

I do not see my neighborhood having enough enforcement to keep the area clean. I am concerned about my properties value continuing to depreciate due to the lack of owners being responsible for keeping things clean and up keeping the appearances

The failure to pursue/secure high speed rail service between College Station and Houston Intercontinental Airport/Downtown Houston.

Spending a lot of money on trees at the bypass, especially since some are being cut down. Spending a lot of money on trees at 2818 and Wellborn Rd. Letting trees die in the parks and not replacing them. See Thomas Park as an example. Not have the traffic lights synched. Not using yellow flashing lights overnight. Water lines continue to be dug up and fixed. See Puryear Drive over and over again... Allowing multifamily redevelopment in single family areas. See new 3 story house between Lincoln and University Drive behind Pilger Tire.

The growth of so-called "single family homes" designed for four or more students. A nearly total lack of control of such growth by City Council. It is rare for neighborhoods to be protected from violations of the law.

Limited choice of ISP wifi providers as a property owner I have been made at times to be a pro me or an outsider even though I (we all) provide a valuable service to the community and students.

Budget constraints.

The City seems to hate individuals who own residential real estate rental property, especially if they do not live in the CS area. This law that requires landlords to pay \$15 per year to "register" their rental properties and then must have an "agent" that lives within 30 miles is nothing but a way to get additional tax dollars and does virtually nothing for the city.

Rising violent crime, continued funding of Christmas at the creek, wasteful spending on parks and trails.

From a retail economic development standpoint, would like to see more recreational opportunities for kids of all ages and more restaurants.

WHAT DO YOU CONSIDER TO BE THE GREATEST CHALLENGE FACING COLLEGE STATION AS WE CONTINUE TO GROW?

Providing basic services to citizens.

Keeping crime down as the city extends its growth, and traffic

Traffic, shortage of baseball fields, football fields, places for our youth to stay active.

How to manage all of the traffic and increasing crime.

Control the growth in positive direction.

Balancing desires of business growth (especially landlords and developers) versus quality of life in existing and new neighborhoods.

Traffic congestion is going to get worse. Development is happening at a rapid pace and infrastructure is failing to keep pace. Development should take on most of this burden and mitigate or pay for infrastructure needs.

For the government, it is being honest and following the intent of the law instead of switching it according to their whims.

Where is the growth going to go? What can be economically developed? We are running out of land that can be developed into residential. This makes development more expensive and the affordability of College Station diminish.

Traffic Congestion

Preventing the disintegration of our central neighborhoods into student rental communities.

The fact that the city seems to think we are still a small community and acting like the whole world moves around the University.

Traffic and redevelopment (mostly infill redevelopment); if we don't redevelop, then there will be areas susceptible to troubling behavior and ultimately reducing market value.

Maintaining existing roads while building new roads and infrastructure

Fixing the Rental Registration program.

Increasing poverty, people who are in poverty not able to break the cycle

Reducing sprawl... that's gonna be a tough one.

Illegal immigrants

(1) Get real highway traffic off Hwy 6. (2) Build loop or alternate routes around CS/Bryan. (3) Keep non family people and students out of neighborhoods. (4) Add to water and power needs early to prevent crisis situations.

A great challenge facing College Station is going to be the overall transformation from all the added people and activity outside of the university.

A university that is managed too much by Regents who assume bigger is always better. The city should not be an enabler in unreasonable endeavors of Regents, the governor and alumni. Becoming better does not require being bigger.

Traffic around a&m due to condensed student housing is about to be a huge problem. the city is going to have to look at pedestrian and bike bridges across texas and university to safely encourage some other means of getting to and from campus other than driving. The areas around A&M that were once family neighborhoods turning into student rentals. There are historic areas such as east gate that the small homes are being torn down and 4 bedroom 4 bath homes without a garage or access to a backyard are being built. These homes are being built with the specific purpose of being student rentals. Families today expect things like garages and outdoor living areas and larger indoor living areas. If these homes were really for single families these features would be included in the build. I know many of these houses are unsafe and needed to be demolished but when they are replaced with something that is so specific in design it is hard to see the tide turning back to single family. Individuals who want that feel will end up looking in Bryan for that pedestrian environment.

Learning that the city should be finite. It should not continue to expand and annex.

Controlling sprawl and enforcing building codes. Getting more attractive commercial spaces...why can't we have more appealing strip centers? Preserving neighborhood integrity

College students and neighborhood integrity.

Preserving the very few historic areas of the City that remain. Preserving neighborhood integrity and also setting aside land for park uses and preservation. I live in South College Station and have seen acres and acres of woods wiped out and replaced by concrete. If plans for any green belts exist, they are minimal. The 1.5 acres we live on is heavily wooded but at the rate of development around us, I fear we will have major highways all around our house in a few years. I think the placement of schools and commercial areas is highly important to manage traffic flow and preserve the peacefulness of what were once "country neighborhoods" like Wellborn Oaks, Sweetwater and Woodlake.

Keeping standards high in older neighborhoods and using city codes to reinforce them.

Less emphasis on money to be made in development and more on how to maintain quality city services (sewer, streets, traffic, utilities, street lighting, sidewalks, etc.) for those who reside here already. Infill in property to make it more densely populated is not necessarily the answer -- witness the several thousand new beds coming up in the Northgate area on South College and along University Drive in the next year. The amount of traffic that will dump onto University drive will be horrendous. How will we accommodate that?

It would appear that the greatest challenge for this particular administration is not selling out.

Avoiding becoming a town of rundown older properties with the push to expand city limits and develop more land under the guise of "economic progress". We don't want much of older College Station to become a slum with rundown vacant properties that lead to increase in crime.

Roads (traffic)

Traffic circulation. Development, re-development and utilities.

This is not an anti-apartment statement: city is allowing land development densities that will significantly outstrip the capacity of the street/road network to handle the resulting traffic. Start planning and building 6-lane arterials with 30-ft. wide medians (for dual lefts at all signalized intersections), and push transportation partners in that direction, or you have only begun to see traffic congestion that will result as the years unfold, and with it the loss of productive time and increases in air pollution. Contrary to some popular beliefs, transit and non-motorized travel cannot and will not make up the differences. If anyone brings a major arterial design that does not have at least a 28-ft wide raised median, send them back to the drawing board.

The expanding university student population that is moving into traditional single family neighborhoods is a major problem that impacts neighborhood integrity, appearance, safety, and traffic issues. The failure of the elected officials to support actions that would help retain neighborhood integrity and instead continue to support the developers who demonstrate no traditional community values.

The infrastructure and schools are not keeping up with population.

I'm curious about how the new hospital will affect business/families.

Traffic. Destruction of trees and open land of wildlife.

Traffic flow.

Traffic

Student/transient population and full time resident neighborhood relations, driving/reckless driving behavior in family neighborhoods and streets! Students living in residential neighborhoods and bringing the property value down.

Maintenance of the Parks due to adverse weather conditions is a on-going issue. I do not think CS has sufficient resources to keep up with the current Parks (dead tree cutting and clearing, cleaning concrete pathways, flood prevention)

Infrastructure to support a growing population. Also, a current and increasing short-coming for College Station is crime. Increasing the police force and adding programs to combat crime would benefit our community. It may be a natural phenomenon to have increased crime with increased growth, but it needs to be addressed earlier than later.

Overpopulation, and neglect of non-college population in building/development projects.

Community appearance and neighborhood integrity. We are allowing the older neighborhood between Texas Ave., Walton Drive, and George Bush fall by the wayside when it could have been a showpiece area across from the university. What a shame we never had a plan there that would have preserved and upgraded with dignity.

To provide enough jobs for full time workers and students. More students are coming and more families are moving here, but there is not an increase in new jobs and companies.

Keeping a good mix of homes and apartments. do not allow too much apts.

Physical limitations; i.e. Brazos River to west, Bryan to North, Navasota River/flood plain to the east and south.

Going back to a narrow and restricted mindset.

Support for neighborhoods in maintaining property values with code enforcement.

Growing without the infrastructure to be ready in advance instead of redoing everything after it happens.

Maintain a small town feel.

We must protect existing single family neighborhoods from apartments, condos or units that house four different (not in the same family) tenants! The city should consider greenbelts to buffer apartments and businesses from single family housing. Consider limiting no more than two non-related people in rental units.

Managing growth so that it is attractive and a benefit to the quality of life of current residents.

The flow of city traffic is starting to pick up and I hope the city stay ahead of the needs in planning.

Managing growth, become more internet connected, with more speed. Decentralize the government, move more services online. Reduce the image that the police department's sole mission is revenue generation. Harassment of the citizens, police stop a car and two patrol cars respond then 4 cars then it seems all the police on duty have heard this interesting call and they all respond even though there is no need, they were just curious. Lack of assistance from the police when properties are vandalized.

Keeping up with housing developments, utilities, zoning, schools, etc.

Keeping the older neighborhoods from becoming the slums -

How to handle the traffic in and around our community,

Safety for pedestrians and bicycle

The University is admitting more students and former students are moving back to be active with University events...so housing will continue to be added which creates jobs...so I don't see that there is a problem with job creation given the growth of the University. Students need to be near the campus to "get" the Spirit of Aggieland. As the University adds enrollment, it needs to be responsible for building and maintaining student housing better...housing near campus should keep with enrollment projections. Former students should be encouraged to invest in redevelopment efforts.

Traffic and maintaining the rental properties that are in poor condition at this time. It is only going to get worse with time. Students do not take care of rental property.

Protecting older established neighborhoods from changing from single family residences to student rental properties.

Neighborhood integrity. Water. Maintaining the Parks system.

Meeting the needs of the various groups. Continue to make the city beautiful. Install overhead street identification markers along all major roadways. This helps visitors to our community find things more easily.

Taking back the community to areas which are family oriented. Traffic is also going to become a major problem as there seems to be no plans announced to add more thoroughfares and arteries to carry the workday traffic. Along with the traffic problems are the on street parking problems in many of the residential areas of the city. Nothing will ever be done until there is a major accident or disaster.

Building appropriate roads/highways to meet growth in population

Economic diversity and job creation

Keeping it as a safe place to live.

Keeping the "older" neighborhoods intact. Although I realize that A & M DRIVES THIS TOWN THE CITY MUST PUT IN PLACE AND ADHERE to the neighborhood integrity plans. We must be prudent in allowing these alleged "single family homes" you know the 4 BDRMS 4 BA homes encroaching on all streets close to campus to be built. If 4 move in 16+ cars will be on property at one time or another

Moneyed interests trying to destroy the quality of living to make a profit.

Keeping the ordinances fair, balanced, and stable for those investing in houses in the city.

The tendency for a government bureaucracy to develop and exist for its own sake, rather than that of its constituents. Do not lose sight of the goals of the residents of College Station and their needs in pursuing what "the city" wants (and by residents I do not mean the limited number of individuals that sit on the city council or their pet projects). The next greatest challenge is the fact that the city is composed of so many college students. They drive the high retail and restaurant industries because most of their expenditures of imported money are spent in those areas. However, the school can only get so big before it simply cannot exist within a given geographical area--the roads can only move so many students to and from campus in a day. That limitation means that the school should (regardless of the view of some faculty and regents) stop growing at some point. The city will then need to look to other sources of population influx such as attracting industry. That, however, will alter the market forces behind property values and severely influence the price to attend school, which will have effects on the University and the demand for its services. The school and the city need to strike a balance. One consideration that should not be forgotten is that things do not always have to grow to be vibrant and thriving. The city can stop expanding and remain an excellent community--it will just involve planning and care to maintain existing value and change with the times to remain relevant and in demand. It is worth considering anyway because while the limit may be centuries away, no city can expand indefinitely. Also, looking at growth as a primary or sole factor of value may obscure the deterioration of existing services and declining actual value in the city. (Not that it is happening yet, but it is something to guard against.)

Tax base.

Maintaining family-oriented neighborhoods close to campus, Utility infrastructure & traffic flow

Making the city for all people not just college students. Allowing the emergency facilities, police, fire, hospitals, to grow with the city, offering competitive salaries for all their personal

Property Taxes are getting way out of hand!

Getting a City Council that isn't in the hip pocket of developers and investors and/or looking after their own interests ... but why should the next five years be different from the last 30.

Keeping the close/friendly atmosphere that we found here.

The city is growing faster than the road infrastructure. It should not take 30 minutes to drive 5 miles during rush hour. Apartment buildings are being built without adequate road infrastructure and traffic is congested.

The problems I mentioned in my first response regarding student housing and maintenance. I feel my property value is constantly threatened by the lackadaisical attention to the properties around it that are rented out to students.

College Station will not be able to have the kind of quality growth I know everyone wants if it does not deal with the virtual monopoly that Suddenlink Communications has on data access in this area. Another challenge will be to encourage redevelopment of existing older properties both commercial and residential so that they are kept in good condition and do not deteriorate into undesirable areas.

High property taxes, over bearing city government.

Constrained vehicular traffic among/between neighborhoods; requiring highway use to get from one neighborhood to another almost adjoining neighborhood.

Student housing taking over neighborhoods. Note keeping up with existing infrastructure, but getting distracted with expansion south of town.

College Station needs to not overdo it. People move here because they like the city the size that it is. People who want to live in huge metropolitan areas will go to Dallas or Houston. Please do not try to make College Station a big city.

Growth! Planning it well.

Transportation issues (keeping reasonable service levels as we grow)

Socialistic leanings.

Adequately building more public safety to keep pace with population. We are years behind already.

Keeping up with the growth. Need more recreational opportunities to keep tourism dollars in town.

Traffic right around the university is sometimes congested and along Texas. I think that putting in medians on all the streets has created big problems because people make U-turns all the time and this creates hazards. Perhaps it could be looked at, especially along Texas near the University. There must be better ways to allow people to change the direction of travel more easily without having to make U-turns.

HOW SHOULD THE GROWING POPULATION BE ACCOMODATED? (Examples include: annexation, redevelopment, infill development, or development of currently undeveloped land.)

Earth sheltered housing so your lawn is around and on your house, experiments to find out whether green roofs are less apt to be stripped away by storms or the Bernoulli principle can be lowered - an airplane gets lift by the air moving faster over the top of its wing than the bottom, a car stays on the track by doing just the opposite so why can't you tell people the best roofs to use on buildings? Thicker walls could reduce heating and cooling needs by reducing heat radiation and the building code could mandate them as well as better windows. If you are going to try to change anything to accommodate a growing population you have to make it financially worthwhile for developers. They will kick you to the curb if you don't. You can create more land by building man made hills so you

have more square feet on which to build - notice Holleman Drive going from Village to Wellborn. Notice the use of drainage and building into the hill and orienting buildings for privacy and so on. Instead of building bad looking dumps that people do not want to permit to dispose of cement and old road and things it can be the base of a hill. Look at how Texas A&M uses the land along George Bush Drive and University.

Currently undeveloped land.

Bigger and nicer athletic complex, other locations around us have much nicer facilities. We need more dining options on the south side of town. We really need a traffic light on William D. Fitch and Victoria where kids are crossing into Castlegate.

Infill development, definitely. Otherwise you're going to have Houston-style sprawl. Tear down ugly old strip malls and make mixed-use developments like the stuff going in at TX & Univ. Turn the cow pastures inside the city limits into either (1) parks or (2) forests or (3) multi-use developments. Oh, and plant food-producing trees rather than useless ornamentals, please. That might help take some of the load off the food banks. And PLEASE stop this nonsense of planting trees in the spring and summer! They are 99% likely to die when you do that! The time to plant trees here is November thru January! (Maybe Oct thru Feb on the outside if you take care of them). Better public transport and alternatives (such as separate, protected bike and pedestrian paths). How about some way for pedestrians and bikes to cross highway 6 in a reasonable, safe manner? Heck, even TX ave is a challenge.

More small housing by bad builders. This type of housing will become run down and hurt the value and quality of the neighborhoods. Bringing in more renters and placing additional burdens on the schools.

Higher density in Northgate area and along Texas with promotion of non-auto-based transport. Trade off higher density housing for parks (with trees) to discourage the creation of endless strip malls and cookie-cutter houses. Think long-term, not short-term: cheap looks cheap and deteriorates quickly. Try to minimize dependence on automobiles and the frustration of driving during peak times.

The pace of population growth will require all the above. It is important that compatible land uses be managed and infrastructure is provided for (i.e. water, sewer, transportation), especially transportation or the City will find itself with bumper to bumper traffic such as Houston.

Do you mean the student population? Why doesn't A&M build dorms?

The development of undeveloped land. TX like space and affordability. Infill and redevelopment is important, but it is costly and does not provide space. There is land all around College Station but the limiting factors are: utilities and land use plan.

In my opinion, this is not a concern. Multi-family dwellings are being constructed at a much faster pace than the population is increasing. These should continue to be built "in addition to" -- not at the expense of, or due to the demolition of -- existing neighborhoods of single-family dwellings.

An area needs to be set up for multi family living and strict code enforcement should be in place. The old sections of town that are going downhill need to be redeveloped for single family homes, not section 8 housing or student housing. Get city utilities in hand and lower the cost, they are not profit centers. Hire more Code enforcement staff and enforce the codes they have on the books. Get shopping carts off the streets and out of the neighborhoods.

Annexation, redevelopment, and infill development.

Build & improve roads east and south to promote development, redevelopment older areas like is being done around Thomas Park area. Redevelop the state street area around north and south of Lincoln Center.

Infill and redevelopment preferably, all other types of development generally contribute to urban sprawl. Urban sprawl in turn is costly with all the added infrastructure needed.

Annex so a more natural expansion takes place without government using other options and the city isn't involved unnecessarily.

Redevelopment/development of underdeveloped land of existing property would be the best option. It would allow to rebuild older run down property, improving community image, and also allow more efficient buildings in place (Example, better insulated properties cutting energy cost, and better plumbing).

Build student housing UP, not OUT further from the university. Provide student housing/services closer to the university so students aren't forced to have a car to commute long distances or take long bus rides. I haven't used the bus system, but I think it serves students well. Building housing closer in would ease the need for bus and road expansion.

Urban sprawl is a fact of life in Texas but as Houston is seeing with the Heights and fifth ward and others eventually the desire to live close to the city will occur. Future growth needs to be accommodated in all areas. Please keep the comprehensive plan in place to preserve the integrity of the neighborhoods. This will ensure they will still be there when the desire to live closer than 30 minutes away becomes the trend.

The portion of Rock Prairie road between Hwy 6 and William Fitch (US 40) is being expanded/improved; Since the Medical District includes this area, we need to expedite and make this a high priority for development; Simply calling it a Medical District is not enough; Need to make properties along the road ready for commercial development for medical offices; When you look at College Station from up above there is a glaring hole in the middle in terms of development in the Rock prairie rd area between Hwy 6 and Hwy 40; I suspect partly that I because of the landfill that previously existed; Now that the landfill is closed, lets develop this commercially before expanding further out and away.

The city should not continue to expand its geographically boundaries. It should define its boundaries and stick to them. The city is already so spread-out that it is losing its small town charm.

Redevelopment with sensitivity to the neighborhood character. Building more Aggie Shacks is not the answer.

I prefer redevelopment.

Redevelopment needs to be of the highest priority. This will help keep the inner city areas desirable places to live which will increase housing values and help with traffic flow. To continually develop raw land at the current rate would not be necessary and yet the tax base could still be increased without that new development.

Whether residential or business locations, people have located and invested based on past and current codes and plans. Hold redevelopment, infill, and undeveloped lands to the same standards as current owners. Respect codes and plans already on the books. With regard to annexation, it seems that developers are building outside the city without regard to city standards...and, just as quickly as they are complete, ask for annexation. And, the city foolishly allows this!

We need first to review all codes related to rental housing -- number of unrelated people in a unit, where notices/fines go (currently to owner, not renters), and make a logical system that encourages renters to maintain their property and behave in a manner expected for the neighborhood -- not just fining the owners and hoping it all works out in the end. Some of the historically underrepresented population neighborhoods have gone entirely

to student housing -- it is sad that the city doesn't see the historic neighborhoods as ones to preserve. Annexation is only desirable as it is seen to be so by those being annexed.

Accommodate the traffic a lot better than the ridiculous planning and current strictures in place, stop raising property taxes, and let citizens worry about where they're going to live.

Redevelopment.

Undeveloped land

Current undeveloped land is holding/ conserving water when we get rain. Do not build on swampy land just because we are in a drought. Plan for and practice water conservation. Industrial parks should be on the east or west sides of the extended BCS community.

Annexation should be used only if City gets real serious about providing municipal services in annexed areas. Infill development should only be considered if compatible with surrounding uses. Redevelopment and expansion development will be driven by market with or without City actions. Most permanent of land uses are those set aside for parks, and for roadway system... be sure these are well done because they will serve many, many generations. Truth is, City has only partial control over most land uses; but it can exercise very high degree of control over configuration, continuity, size, and design of land strips set aside for the street/road system.

Population growth with long-term positive impacts should be follow a plan that includes zoning, traffic, and public transportation considerations. Priorities should be first to develop current undeveloped land then annexation. Too much of current development seems haphazard.

Only with single family homes and QUALITY businesses coming in to support the growth.

I have no idea about this stuff! Sorry.

Development of currently undeveloped land as long as some of the trees are left.

Redevelopment, and development of undeveloped land. There are a lot of developed and undeveloped properties in College Station; and around the University; that have fallen in disrepair and are boarded up. Not only does this give a negative image to a growing and thriving community, it tends to harbor unhealthy and potentially criminal elements.

Annexation

Annexation poses lots of problem with utilities and over commitment of city resources.

Redevelopment of older structures and sites into new/renovated locations for businesses, housing, etc.

Focus in on schools and quality of education, clearing out/redeveloping property that has been left unattended, potential annexation of surrounding communities.

Maybe we shouldn't encourage more growth! Growth isn't everything! It certainly brings on more problems. How about some serious thoughts on the future requirements for all this growth-for-growth's-sake!

Development of undeveloped land would be my first vote. Also, allowing for rezoning of some areas if needed.

Good balance and strict on building

annexation, MUD districts, expand the Comp Land use plan to where more land is available for moderately priced housing--not everyone can afford 1+ acres and a \$350,000+ house. the average home price in BCS is \$190,000. Allow development for that product.

Lower the friction for private enterprise to address market needs. MMD, MUD, economic development agreements as examples.

Currently undeveloped land.

Any means necessary to improve the overall feel of town. Do away with the community housing projects that increase crime in our town.

Listen to the people who could be annexed by the city. I really feel like the residents of Wellborn were not listened to by the city council. Use some of the undeveloped lands for more parks and greenbelts.

All of the above

Annexation and redevelopment.

All of the above, is this a trick question.

Development of undeveloped land and annexation. Infill development should fit into the current development. College Station is losing its individuality. Mixed use needs to be encouraged. Using some creativity in subdivisions can help CS not look ugly.

How about taking care of what you have - stop annexing other areas and stop letting so many stinking apartments be built.

Use of undeveloped land and areas that are vacant appearing.. like the shopping center on SW parkway and Texas Ave.

A overwalk for students at A&M Consolidated that is OVER 2818 Parkway.

Upscale redevelopment and infill with great transportation to TAMU events and to shopping, restaurants, theaters. More hotels will come...plan for them to be further from campus and make them offer or "tax them" with greater transportation solutions to campus.

Have stricter codes and make people adhere to them.

Continue developing land around the city borders that is available.

Any of the above when it appears applicable

See message below for developers re: attraction of retirees.

It should be accommodated in several ways. Families moving to the area look at older housing and the congestion caused by parking problems, unkempt yards and lack of landscaping etc and want to settle in an area where there is less, thus the new subdivisions...hoping for peace and quiet. If the city could improve the infrastructure of the older areas, this might entice families to move there. There is too much of the older part of C.S. which will become slum areas unless the city steps up now to offer incentives to revitalize the areas. By this I DO NOT mean tear everything down to build more student housing. All construction near the University seems to be student oriented. Several of the older areas have schools in which the majority of the students are bused there. Few families live

near so their children can walk to school since student rentals have taken over the areas around the schools. Let's put incentives to make these areas inviting so the children can walk safely to school.

Redevelopment. Development of undeveloped land.

Free space development (parks and athletic complexes) to encourage tournaments and public benefit.

Development of currently undeveloped land

Redevelopment of older run down properties should be encouraged of new construction. CS has done better than some other places I have lived. However there are still run down retail areas and housing. Run down retail area with unused spaced reduce property values and drive business out of the neighboring areas. Run down apartments are turned into low income housing that lead to more crime and less productive citizens.

We have plenty of room to grow. This is not a problem. The developers, with their influence and uninhibited desire for making money, need to be controlled.

Annexation

The city should look to redevelopment and infill development first. After that, let the people live outside of the city. I do not understand the pathological need cities have to have people live within their limits. Wellborn is a good example--why not allow residents to live in another community adjacent to College Station without annexing them? They can provide their own services, or contract with the city for them independently. If the tax revenue of the city cannot support the current size and expenditures, and annexation is sought to increase revenue, then there will be problems when the city also begins realizing the increased expenses of the annexed area--there still won't be enough money. If the thought is that they are driving into the city and using city services, well that is nothing unique or different from any other city. The taxes on the businesses and other things they come into the city to use should account for that. Constant annexation and expansion of city limits just for the sake of a bigger city with more people within the boundaries is absurd, and thinking that they are all better off for being in the city is arrogant.

Unsure

Redevelopment helps keep areas from becoming blighted. Developing undeveloped land leads to loss of open spaces, and causes many environmental problems, often overlooked in the zeal to expand.

All residents should have to pay something for their housing etc...no free rides...

Property should be annexed but developments should not be permitted unless adequate roads, water, sewer, and gas lines are put in first. The overall impact on traffic flows throughout the city and outer areas should be considered and limitations fixed before permits are given. No annexation should be done without resources to put in the complete infrastructure.

It may not be practical but a designation of certain areas for student housing would be a positive move so that they are not sprinkled through single family residential areas.

Urban sprawl is an ongoing nationwide problem. Encouraging infill and redevelopment (tax abatement or some other incentives) will help to slow the inevitable moving to the ""easy to build on"" undeveloped areas. Encouraging mixed-use developments and not just having the typical retail center on every corner. Sooner or later they all look crappy. With the sprawl issue come transportation issues, before we know it we will be looking at mass transit.

The growing population will be accommodated primarily by private interests. Hopefully the city will not muck it up too much and will be able to provide police, fire and garbage services

Development that is less dependent on individual automobile transportation, including closer proximity between housing and businesses.

Join forces with Bryan. Why do it alone.

Annexation should be limited to places that wish to be annexed. Development of currently undeveloped land should also not be overdone. Keep some of the greenbelts that make this area nice. Please do something to rein in the amount of overbuilding that is going on.

First, infill development not expansion.

Focus on infill, greenfield, and redevelopment. Annex only as needed.

Redevelopment of existing run down areas, old apartment complexes and section 8 housing.

It is important to keep a "town-like" feel in College Station. Students like the opportunity to live in a house and creating apartments everywhere does not allow students who live in these situations to adjust to an adult life where you experience an adult-like way of living.. getting the mail in a real mailbox, paying rent to a land lord, changing your own air filters, mowing your lawn, etc. While I realize that these are challenges for students, they are practical skills and allow one to assume more responsibility, so I like giving the students areas such as the Historic South District. It is good for students be able to live in these older, cheaper houses where they can afford the cost of living.

ADDITIONAL COMMENTS:

Have you made every part of the city an area you would want to live in?

I would love to be able to ride my bicycle to work, but have had enough close encounters I'm afraid to do so, except at "off" times when there isn't much traffic. Visited Boulder, CO last year - PARADISE. That is the way to do bike lanes. I know there is a very vocal bike club in town that is big on "share the road" and "bikes belong on the road." They don't speak for all of us. I'd like more separation between myself and aggressive jerks in multi-ton pickups.

We have lived in 29 areas in the US. College Station is special ... lets keep it that way.

Just as CSISD tries to ensure than none of our elementary schools has such a high rate of low-income students that it is seen as a poor (and thus bad school), so too should the city by codes and enforcement try to prevent the decline of family-based neighborhoods into student suburbs.

The reputation of our City Council members is rapidly declining. The perception now is they care ONLY about the desires of real estate developers.

Tell the city council to get off its high horse and work as a community team and not a special interest team!

Someone tell the Council it is OK to raise taxes to build infrastructure and a Conference Center.

The Texas T-Bone for High Speed Rail (HSR) is not something that College Station can afford to loose. I believe that the city should include plans for it within their comp plan, we need to let decision makers know that College Station is serious about HSR. The comp plan needs to address how it will accommodate the growth created by an HSR stop in College Station. Specifically it needs to address public transportation corridors where Bus Rapid Transit or tram lines will go and then focus growth on those corridors. We may not have those types of transit today, but in order for them to be efficient in the future we must plan for them today. Doing so will lower those costs in the future as well as increase the support for it when it comes time to develop that transit infrastructure.

(1) Keep a strong police force to keep crime low so families and neighborhoods can have more peaceful lives. (2) Strictly enforce our laws and use the fullest punishment on the books for those who break our laws. (3) Keep drugs out of our city and protect or children so they can play and grow up without being afraid to be outside alone in their neighborhoods. (4) Encourage and support neighborhood associations.

Thank you for taking the time to invite people to the open house to discuss issues, and providing this survey.

Thanks for all you do.

College Station needs to make jobs and growth a top priority; Its a sina quo non. Everything else will follow if the city has an economic base and facilities that don't just solely rely on Texas A&M. Right now, as a (multiple) business owner, I have elected to locate 2 new businesses in Bryan because the planners were much more accommodating to encourage new business; There are too many developmental roadblocks in City Hall at the moment.

Continued geographic growth will harm the city in the long run. It is already on the road to losing the small town charm that made it famous. Growth in the county does not mean the city must expand its borders. How big do you want to city to be?? Why don't we have a define boundary and concentrate on making that defined city the best it can be - instead of using our limited resources to expand and expand? I'd be happy to volunteer for a committee looking at future growth issues, to include a new natatorium. Karl Kehrberg, 9210 Stonebrook Dr, College Station, TX 77845.

I hate to sound defeatist but I don't know that the citizens are heard over the developers.

I feel the rapid development of South College Station has not been adequately planned. The roads such as Greens Prairie barely support the traffic now much less once the new neighborhoods are completed. The placement of the 9th elementary is of concern since it will draw all traffic to a small area between Greens Prairie Elem, Forest Ridge

Elem and the new one. Building the school further south and drawing traffic that direction (from developments such as Saddlecreek) would seem more reasonable.

Thankfully, College Station is a city with no deteriorating "downtown." Housing and commerce are conveniently located across the city and growth has been slow and deliberate. With the rapid acceleration of the process, some of the things that have guided city leaders of the past may be disregarded in the future, unfortunately, because city department heads and management staff are here for the short term...not with the intention of deep roots, sadly.

The city needs to create and maintain easy ways for neighborhoods to "talk to the city". I know we have a neighborhood coordinator, but what if there was a city staff person who was named a liaison for each neighborhood? Those in the planning office, perhaps? Then, we might be able to get information from them that impacts our neighborhoods in a timely manner because they are 'assigned' to us to help us with communication with the city. Or, do you have a listserv to which we can subscribe to get updates about what the city is doing? I can't peruse the website daily -- I would happily scan a weekly e-mail with key news in it.

The only reason I live in College Station and not Bryan is because the schools in College Station are superior to Bryan's, though the case could be made that, since this doesn't even begin to resemble the College Station I grew up in, I don't really live in College Station either. The only proof that I have that this is the same city is that my mailing address says so. There is no culture. No theatre, no art. The only thing artistic in College Station is the Arts Council office, but everything they do is in Bryan. Three priority choices above are not adequate. I have my needs and the community has its needs. Rent is too high, utilities are too high- those are personal needs. Lack of integrity, arts, and decent traffic planning are community needs and are as important.

Need to get more feedback from citizenry and show you listen to them. More town hall meetings to hear the concerns of individual home owners and small business owners, similar to those meetings surrounding the possible Wal-Mart superstore at Rock Prairie when the existing Wal-Mart had adjacent property to provide for that development of a superstore. That transition went fairly smoothly and people felt you listened.

Feel there's a need to organize a city wide dept. for neighborhood integrity.

Start thinking of roadways as a land use, because they are. Start planning for high-capacity road system nodes (intersections and interchanges) then include them, and links between them in master plan. High capacity roadway nodes will include dual left turn lanes (not to be confused with two-way "chicken" lanes), raised non-traversable medians, and long right turn deceleration lanes with channelized right turns at locations likely to be signalized. Without such nodes, capacity of links between nodes cannot be well utilized. Avoid limitations as at Texas & University, Texas & G Bush, Texas & SW Parkway, Texas & Holliman (what a mess), Texas and 2818 ... most are nodes lacking the capacity to well serve the links feeding them; most present long-term limitations that will aggravate mobility and safety for generations to come. Well planned nodes will have ROW space for dual lefts (30-ft medians) & right turn lanes, even if not constructed at the outset. For example try to picture retro-fitting dual lefts on all four approaches at Texas & SW Parkway. The roadway land use is very undersized. Right of Way on SW Parkway is same at node as on its links, oops!

The city needs to do a better job of convincing investors that while on paper it may look like we cannot support certain businesses, in fact we can and families and retirees are clamoring for it. Also that a lot of the college students these days actually have money to spend.

I don't think the police patrol the housing areas enough. I have lived where I live for 8 years and all the folks speed through the streets. We have 2 cut-through streets where the speed limit is 35 on one and 30 on the other. Very few people pay any attention to the speed they are driving. The few times I have seen police officers on them was on a Sunday afternoon or 3 in the afternoon. Never at 5:30 p.m. of 8:00 a.m.

Thank you for asking :-)

I enjoy living in College Station and would like to see more local restaurants and businesses opened up, and less chain restaurants.

College Station is doing a good job. The staff and council is much more business friendly as well as consumer friendly/customer service oriented. Must keep on this tract.

Stop building low income houses in areas that they don't fit in. It doesn't work and it's a waste of money.

Protect existing residents, support neighborhoods, focus cannot solely be on businesses while letting regular folks suffer.

Overall I enjoy living in College Station but the internet infrastructure is key to growth. The cable company has a strangle hold on internet and they have slow and unreliable service. We need to compete for Blinn college expansion by giving them City land.

Appreciate that someone is surely trying to do the right thing - although my observations as a resident that returned to the area about 8 years ago tend to make me think people like to ""play politics"" and think about their own self-interest not what would be good for the whole city.

I am new to the area and concerned with the safety of the students. I drive 2818 twice a day and have witnessed several accidents near and around the high school. I see students cross at the crosswalks, however, it would enhance safety by considering an overwalk. I'm not sure if this idea has been considered but why wait until a person is injured or killed.

Reach out to former students since so many are choosing to move back to Aggieland. They have been incredibly successful in their businesses and can become involved in making College Station and "Aggieland" the best place to live. They want to meet other former student and what better way than to have a purpose. When we were here in the 60's, 70's, 80's...College Station was "Aggieland". Efficient Event Transportation via limos, buses, carpools etc. could help with traffic issues that will become horrific problems. They too like to drink and have a good time, so transportation with sober drivers will help.

Don't give rich developers advantages like free land.

The city seriously needs to look at how once residential neighborhoods are being changed to streets full of rental properties. Allowing four unrelated people to live in a single family home is designating it for student rental and not family residences. That number should be lowered to two or three. And a change in current requirements that would limit the number of rental properties in residential areas is much needed to stop this ongoing deterioration of family neighborhoods, especially in the older neighborhoods around campus.

You have a big...and important...job. You must balance the current and future citizens. I believe there could be valuable development in the area of attracting future Aggie ...and other...retirees to the area. This would be a "clean industry" with the main disadvantage being additional demands placed on health services and public transportation. For the developers, most of us in this age group would like nice homes with great interiors that are designed for the older generation. (My personal rule is not to buy a home in which I can't personally change the light bulbs).

Increase parks and aesthetics of community as a whole. Build adequate roads BEFORE the population growth comes

Once these neighborhood integrity plans are voted on and "allegedly" settled. Then they need to be " THE LAW" once and for all. I'm personally tired but more than that DISGUSTED that my neighborhood once every 3-5 years has to go before some board and once again justify why this or that isn't wanted. Enough is enough when are these encroachment/rental issue finally put to bed. Either it's the law or not but don't espouse this BS about neighborhood integrity and continue on the same path. Stand up, shut up or sit down. REALLY TIRED OF CONTINUALLY HERING THIS GARBAGE.... I HOPE I MADE MY POINT

The city is now working much better than at many times in the past.

Thank you for the opportunity to provide feedback.

I love the way the city is run. Everyone is so helpful and makes doing business with the city so easy.

Why is it that College Station is obsessed with crazy curbs and no turn lanes to control traffic.? I have lived here for over 2 years. This is the craziest traffic control solution i have ever seen. In the end it just creates more problems than it fixes. Also, the signage on Rudder Freeway is just plain stupid. I will use the Rock Prairie sign going south as an example. The sign is posted just before the emerald parkway exit. So confusing. It is emerald parkway going south and Harvey Mitchell going north.!! It would be nice if someone would actually think about these things before a sign goes up. I am sure this is some state issue but the city of CS should be able to get these things fixed. try telling a visitor directions and it becomes obvious how confusing it is.

Listen to the citizens and have shorter Council meetings.

I love this community and the opportunities it's afforded my family, my career, and our lifestyle.

Creating a positive environment for students and the community is really important to me, public spaces and events can really bring everyone together!

Appendix D – Open House Response Evaluation & Appraisal Report

Open House Meeting Priorities Exercise

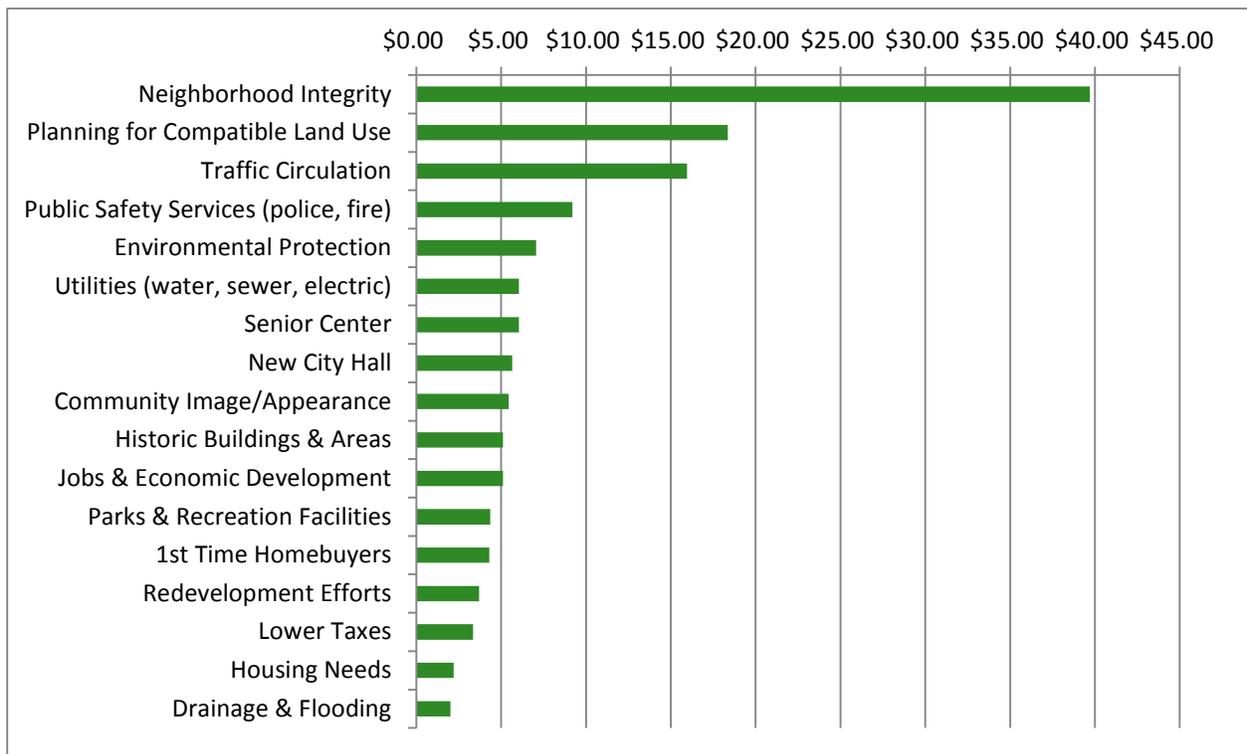
Tell Us: What Is Most Important To You?

Use your "money" to tell us what your priorities are!
You may spend all of your money on one idea or distribute it however you see fit.

Community Image / Appearance	Place Stickers Here
Drainage & Flooding	Place Stickers Here
Environmental Protection	Place Stickers Here
Historic Buildings & Areas	Place Stickers Here
Housing Needs	Place Stickers Here
Jobs & Economic Development	Place Stickers Here
Neighborhood Integrity	Place Stickers Here
Parks & Recreation Facilities	Place Stickers Here
Planning for Compatible Land Use	Place Stickers Here
Public Safety Services (police, fire)	Place Stickers Here
Redevelopment Efforts	Place Stickers Here
Traffic Circulation	Place Stickers Here
Utilities (water, sewer, electric)	Place Stickers Here
Other: LOWER TAXES	Place Stickers Here
Other: 1 st Time Homebuyers	Place Stickers Here
Other: SENIOR CENTER	Place Stickers Here
Other: NEW CITY HALL	Place Stickers Here

Attendees were asked to tell us what they believe that the City should focus on over the next five to ten years by "spending their money." Each participant was given four stickers: \$1, 50¢, 25¢ and 10¢ to place next to their priorities. Participants were able to "spend their money" on one idea or distribute it as they saw fit.

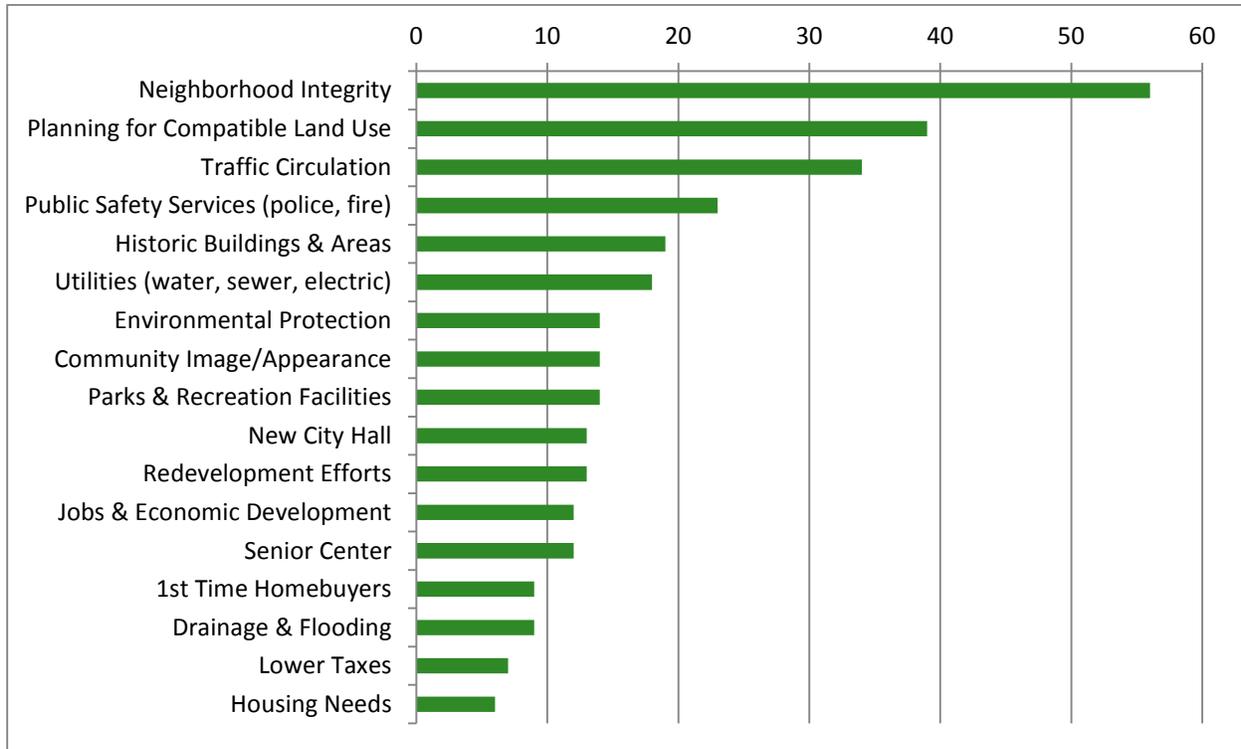
Monetary Distribution



Priorities	\$\$\$
Neighborhood Integrity	\$39.70
Planning for Compatible Land Use	\$18.35
Traffic Circulation	\$15.95
Public Safety Services (police, fire)	\$9.20
Environmental Protection	\$7.05
Utilities (water, sewer, electric)	\$6.05
Senior Center	\$6.05
New City Hall	\$5.65
Community Image/Appearance	\$5.45
Historic Buildings & Areas	\$5.10
Jobs & Economic Development	\$5.10
Parks & Recreation Facilities	\$4.35
1st Time Homebuyers	\$4.30
Redevelopment Efforts	\$3.70
Lower Taxes	\$3.35
Housing Needs	\$2.20
Drainage & Flooding	\$2.00

Total Votes

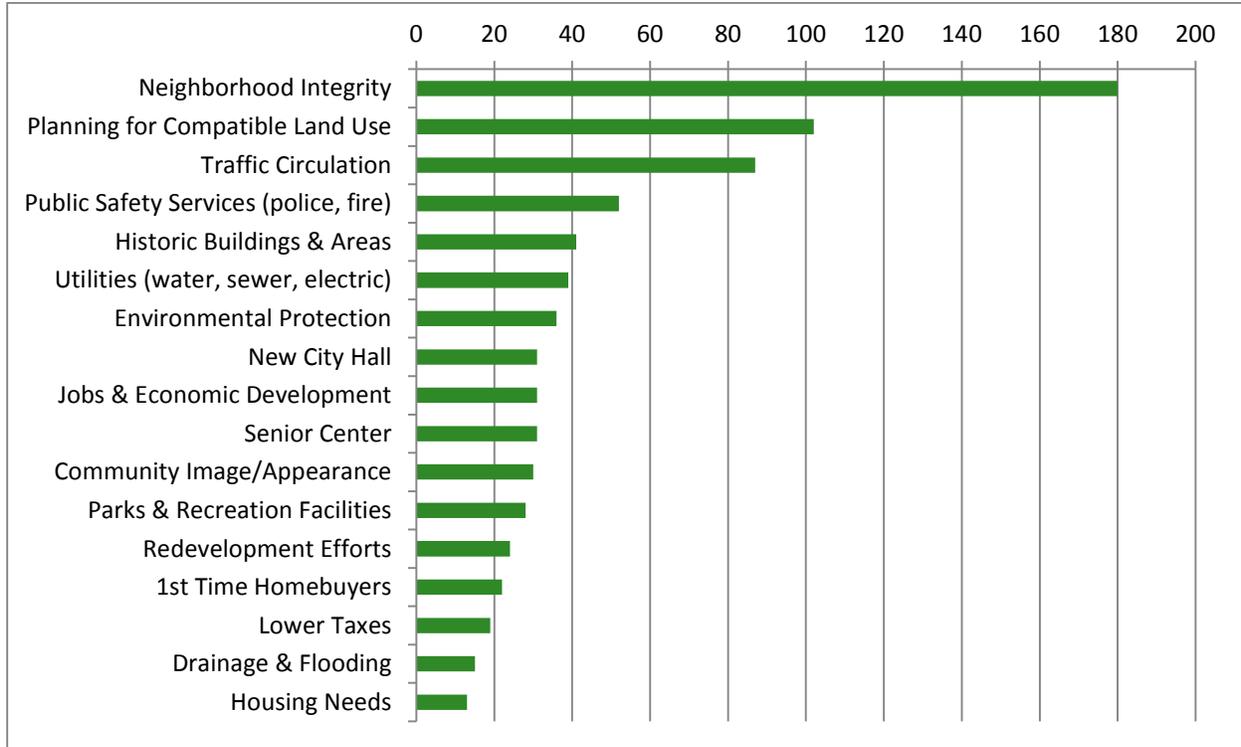
Total votes for each category were determined by assuming an equal weight for each sticker or vote cast.



Priorities	1	2	3	4	Total votes
Neighborhood Integrity	32	11	6	7	56
Planning for Compatible Land Use	8	14	11	6	39
Traffic Circulation	8	10	9	7	34
Public Safety Services (police, fire)	5	3	8	7	23
Historic Buildings & Areas	1	7	5	6	19
Utilities (water, sewer, electric)	2	2	11	3	18
Environmental Protection	5	1	5	3	14
Community Image/Appearance	3	3	1	7	14
Parks & Recreation Facilities	1	4	3	6	14
New City Hall	3	3	3	4	13
Redevelopment Efforts	1	3	2	7	13
Jobs & Economic Development	1	6	4	1	12
Senior Center	4	2	3	3	12
1st Time Homebuyers	3	1	2	3	9
Drainage & Flooding	0	2	2	5	9
Lower Taxes	1	4	1	1	7
Housing Needs	1	1	2	2	6

Weighted Distribution

When considering a weighted distribution, each sticker was assigned a numerical value in lieu of its monetary value. Numerical values were assigned as follows: \$1 (4), 50¢ (3), 25¢ (2), 10¢ (1).



Priorities					Weighted
	1	2	3	4	priorities
Neighborhood Integrity	32	11	6	7	180
Planning for Compatible Land Use	8	14	11	6	102
Traffic Circulation	8	10	9	7	87
Public Safety Services (police, fire)	5	3	8	7	52
Historic Buildings & Areas	1	7	5	6	41
Utilities (water, sewer, electric)	2	2	11	3	39
Environmental Protection	5	1	5	3	36
New City Hall	3	3	3	4	31
Jobs & Economic Development	1	6	4	1	31
Senior Center	4	2	3	3	31
Community Image/Appearance	3	3	1	7	30
Parks & Recreation Facilities	1	4	3	6	28
Redevelopment Efforts	1	3	2	7	24
1st Time Homebuyers	3	1	2	3	22
Lower Taxes	1	4	1	1	19
Drainage & Flooding	0	2	2	5	15
Housing Needs	1	1	2	2	13

Written Comments from Open House Meeting

We were promised that the road out of S&W on Rock Prairie would not connect to Stonebrook. Thanks for lying to us.

The water lines on Glade St. north of Haines (area not renovated yet) have a break or leak every few months for decades now. When will they be replaced like the area south of Haines was last year? Robert McGeachin 1208 Glade St., College Station TX 77845 r-mcgeachin@tamu.edu

Municipal water is good but any individual not inside the city limits should have the right to drill and keep an individual well.

Please look at and consider the land at the entry of Nantucket. The current plan shows the land as restricted suburban. It has always been intended as commercial. There are two businesses there now and have always been.

There is not enough single family land that can be developed. Need to look at reworking some of the rural estate uses to general suburban. Strong demand for affordable housing (sub 200) but nowhere to build.

Please train all officers to city codes so the codes can be enforced.

We own 70 acres on Rock Prairie (NE) of WD Fitch. We would like to do smaller lots than Williams Creek. We have people who would love this area but can't afford one acre prices. We would like to utilize the seven close to the property for more roof tops. The demographics have changed since the plan due to the new Scott & White. Joe & Janet Johnson 979-229-0310

There is a need for hiring more police.

The city has the most retarded recycling system ever.

Make sure PD and Fire are sufficiently staffed, so they can keep up their good level of service.

Police undermanned and underfunded. Need vision to get ahead of growth not just catch up.

Why do you claim Hensel Park as a "C.S." park? It isn't. It is TAMU – there is another TAMU park on Ashburn. Why is one C.S. but not both?

College Station needs to pay more attention to street and road maintenance. Fix potholes folks.

I live at 1005 Ashburn and we are very concerned about the increasing houses being rented to students in our neighborhood and especially around Thomas Park. These are supposed to be single family residences and they are not. It is time for the city to implement some regulations to control rentals and stop this destruction of single family neighborhoods all around the University. Please consider ideas other cities use such as: 1. Lower number of unrelated people in General Suburban to two. 2. Limit of one rental house in each ten in General Suburban neighborhoods. This is becoming an alarming problem. I just look at what has occurred on Kyle street in the past years. These rental homes discourage family buyers next to them and more and more homes

down the street become rentals and our family neighborhood disappears. Please consider this issue seriously.

Thanks for doing this! Everything looks good. I'm happy as long as you leave the area I fought for alone.

We, as citizens and families of college station, are challenged by one problem: maintaining true neighborhood integrity. Where our city should be upholding this ideal - as state college home of Penn State University does in all neighborhoods where the rule is only one in every 10 houses can be rented to students, as the town where I grew up and much like College station protects family neighborhoods they know how important this is! Other towns limit two unrelated persons per rent house, another good idea!

It is important to make crossings for pedestrians and bicycles at schools, parks, and busy stretches of major thoroughfares.

I would like a sidewalk on Park Place, esp. between Dexter and Glade, to but put back on the plan. I have a child who walks to school along this route, as do other children. The city should put the welfare of children and its citizens ahead of a few homes owners who might be moving in a few years.

Sidewalks? Highlands etc.

We need more bike lanes. Especially ones that connect to others to complete a path to a destination.

The amount of traffic on some "2-lane" roads, like Holleman Drive, already require four lanes some times of the day. City wide traffic planning is very inadequate and has been for decades or we would have already had the street infrastructure in place. New development should be required to provide 42' with sidewalks on both sides as a minimum for all streets, otherwise we will never keep up.

Long term planning? Which efforts has College Station undertaken (besides flood planning) to address issues from further climate change? Water Planning? Energy Supply? Extreme events (not flooding)?

I lived in Metroplex and even they managed traffic flow better.

Living in Shenandoah and with expansion of Barron Rd and CSHS, really need signal light either at Newport and Barron or Alexandria and Barron

The thoroughfare plan needs to be re-evaluated. Relief around campus- widening some of the bypasses.

What are you doing to deal with the congestion on the streets for parked cars that literally prevent school buses, fire trucks, etc. from getting down the streets? (Southgate, Eastgate, Northgate areas)

Traffic in West Park will only continue to get worse as large lots are replatted and 4 bedroom/4 bath homes are build on smaller lots. Parking as well as traffic, will increase.

Minimize the time during when all cars at an intersection with traffic signals are stopped. I.E. the light is green for the direction from which NO cars are coming.

This process is a joke. Having devoted many hours to the development of the South Knoll plan, following the process specified by the City, only to see the Council ignore the efforts of the volunteers it recruited, destroys confidence in city leadership and any desire to participate in city efforts.

“Expecting sensitive development and management?” Why from 4 unrelated people in a house to 6? “Historic District?” What happened?

The plans mention neighborhood integrity but the city only seems to care about the high income neighborhoods. I wish the city would stop letting business owners run everything.

City website is hard to use – not easy to find things on. Let us help redesign it.

Why does the city allow the homes on the Southside to be torn down, only to be replaced by more cheap student housing? Shame on you!

Neighborhoods are promised certain codes but when there are violations regarding size or other features the city just lets the builder break them with no consequences. Why?

The destruction of neighborhood character and integrity by the definition of “single family” residence of up to 4 unrelated individuals can only be stopped by lowering the definition to two unrelated individuals city wide.

I live in 1005 Ashburn and the Comprehensive Plan for our neighborhood has been extremely important in defending our properties from investors wanting to divide large lots into small ones to build rental houses in what is supposed to be a family residence neighborhood. The various ways it helps protect our neighborhood integrity and unique characteristic is invaluable.

Keep our existing meters – no “smart” meters.

Neighborhood Integrity Goals: Citizens proposed actions consistent with goals. CITY COUNCIL REJECTED.

What’s character? More concrete and two story units. Where are the single family lower income?

I want dedicated bike paths (separate form road). More sidewalks. More ways to protect our water and air and preventing homes from fracking.

Vision for CS – “safe tranquil clean and healthy neighborhoods with character” is not achievable unless the city is willing to work with long term residents to control student rentals in older neighborhoods.

Is there a plan? – Or does anybody who wants to level trees, lay concrete, and build two story units for students. More cars, no parking for the vehicles. No trees or landscaping. Future flooding? Becoming a concrete city.

Development is too hodgepodge. Need more long range vision too much quick development in what should be prime retail.

So far, community integrity does not appear to be high on the list of priorities. Historic homes have been demolished, large, tree filled lots have been subdivided, owner occupants have been ignored, and the nature of the neighborhoods that have gone thru “redevelopment” is gone. College Station is now, truly, a “gown town” with everything that includes.

Need to protect existing neighborhoods from commercial development. There needs to be a separation between residential and commercial properties, including setbacks, vegetative barriers and other means of providing both distance and physical barriers.

About the only department doing a good job.

How are you passing the 5,6,7 bedroom/bath homes being built as “single family”? Have you done a study to see if ANY of the ones built are actually being used for single vs. multi-family use? Practice has proven they are approved by the city as single family but are used for multi-family.

Parks – Wolf Pen Creek concerts (summer) – charge a small fee, see if we can get better groups.