

PLANNING & DEVELOPMENT SERVICES NEWSLETTER

DECEMBER 2012



Building a Better Community with You

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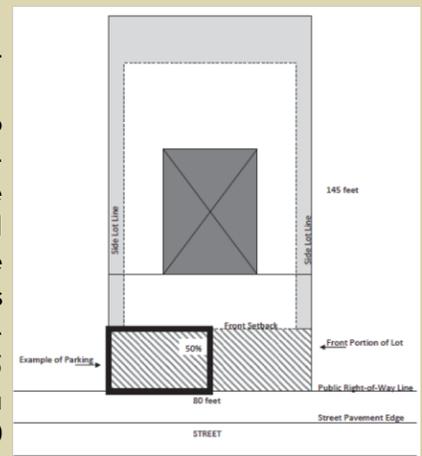
PLATTING AND PARKING CHANGES FOR SOME OLDER NEIGHBORHOOD AREAS

At the November 8th City Council meeting, an ordinance amendment was approved that removed the additional platting requirements for some older single-family areas and added specific parking requirements for new single-family houses in "Area V" of the Southside neighborhood.

For over a decade, additional platting requirements have applied to properties zoned or developed for single-family use and originally platted or developed prior to 1970. These requirements allow properties to further subdivide only if the new lots are at least 8,500 square feet and meet or exceed the average lot width of the lots in the block. The approved ordinance continues these requirements but adds a qualifier that the property must also be located in an area designated as Neighborhood Conservation in the City's Comprehensive Plan for them to apply.

As part of the implementation of the Southside Area Neighborhood Plan adopted in September 2012, the amendment also revises parking requirements for new single-family homes in the part of the neighborhood identified as Area V. This area includes properties located within the boundary of George Bush Drive, Montclair Avenue, Luther Street, and Wellborn Road. New single-family homes in this area are required to provide one parking space per bedroom, with a minimum of two and no more than four required. The parking area (required and additional) may be placed in the following locations:

1. Behind the structure with no limitation;
2. In the side yards of the lot with no limitation; and
3. In front of the structure with a limitation to the parking area. The parking area cannot exceed 50% of the square footage within the side lot lines, front setback and public right-of-way (see diagram). The driveway leading to the parking area is included in the area calculations. For example, if the lot is 80 feet wide and 145 feet deep, the maximum parking area allowed in front of the structure is 1,000 square feet (80 feet X 25-foot front setback X 0.5).



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If you have questions regarding the ordinance amendment, contact the Planner on Call at 979-764-3570 or POC@cstx.gov.



CONSTRUCTION DEMOLITION WASTE ORDINANCE

As the weather changes, the winds pick up. The wind picks up more than just dust and allergens, it picks up litter and debris. College Station has an ordinance in place designed to reduce the amount of debris that is blown off of construction sites. Each site is required to have a debris container on site. The Ordinance does not specify what the container should be. Containers can be anything from a metal roll-off to a hurricane fence box held together by t-posts and wire, just so long as the debris from the site is contained and not blowing through-out the neighborhood.

For reference, here is the Ordinance: *Chapter 11 Utilities: Section 5: Solid Waste Collection Regulations: (p) Construction demolition waste shall be contained on site. Rubbish that may be wind blown must be confined in a container or temporary holding pen. The construction site must be free from accumulations of rubbish which may act as a harborage for vermin and vectors.*



TRACKING THE NUMBERS

New Single-Family Homes:

YTD - 1 yr YTD - 2 yr
 ↑ 19% ↑ 20%

Year-to-date, single-family home permits increased in quantity when compared to last year at this time, December 2011, and increased when compared with two years ago, December 2010.

New Commercial:

YTD - 1 yr YTD - 2 yr
 ↓ 18% ↓ 18%

Year-to-date, new commercial permits experienced a decrease in quantity when compared to last year at this time, December 2011, and decreased when compared with two years ago, December 2010.

Total Permits:

YTD - 1 yr YTD - 2 yr
 ↑ 18% ↑ 35%

Year-to-date, total permits experienced an increase in quantity when compared to last year at this time, December 2011, and experienced an increase when compared with two years ago, December 2010.

BUILDING INSPECTIONS:

| MONTH | BUILDING | PLUMBING | ELECTRIC | MECHANICAL | LAWN | SIGN | POOL | TOTAL |
|--------------|-------------|-------------|-------------|-------------|-----------|------------|------------|--------------|
| JANUARY | 243 | 226 | 163 | 111 | 2 | 7 | 7 | 759 |
| FEBRUARY | 308 | 267 | 206 | 148 | 6 | 9 | 11 | 955 |
| MARCH | 422 | 319 | 187 | 170 | 6 | 9 | 5 | 1118 |
| APRIL | 464 | 367 | 262 | 254 | 7 | 6 | 7 | 1367 |
| MAY | 537 | 359 | 309 | 263 | 14 | 5 | 12 | 1499 |
| JUNE | 469 | 367 | 393 | 292 | 18 | 7 | 18 | 1564 |
| JULY | 468 | 316 | 294 | 264 | 4 | 7 | 18 | 1371 |
| AUGUST | 370 | 301 | 304 | 215 | 13 | 11 | 19 | 1233 |
| SEPTEMBER | 307 | 212 | 180 | 164 | 4 | 10 | 11 | 888 |
| OCTOBER | 367 | 252 | 169 | 115 | 3 | 15 | 7 | 928 |
| NOVEMBER | 242 | 252 | 121 | 121 | 8 | 6 | 5 | 755 |
| DECEMBER | 305 | 188 | 167 | 110 | 6 | 8 | 8 | 792 |
| TOTAL | 4502 | 3426 | 2755 | 2227 | 91 | 100 | 128 | 13229 |

CODE ENFORCEMENT ACTIVITIES SUMMARY:

| MONTH | HEALTH & SANITATION | PROPERTY MAINTENANCE | PUBLIC NUISANCE | FIRE PROTECTION | TRAFFIC CODE | SANITATION | UDO/ZONING | RENTAL REGISTRATION | TOTAL |
|--------------|---------------------|----------------------|-----------------|-----------------|--------------|-------------|------------|---------------------|-------------|
| JANUARY | 180 | 10 | 33 | 10 | 10 | 355 | 110 | 82 | 790 |
| FEBRUARY | 418 | 15 | 9 | 16 | 13 | 209 | 117 | 235 | 1032 |
| MARCH | 454 | 11 | 14 | 7 | 9 | 305 | 93 | 87 | 980 |
| APRIL | 429 | 7 | 24 | 19 | 16 | 154 | 105 | 111 | 865 |
| MAY | 406 | 11 | 27 | 21 | 10 | 352 | 84 | 141 | 1052 |
| JUNE | 312 | 27 | 21 | 17 | 8 | 175 | 76 | 205 | 481 |
| JULY | 323 | 13 | 25 | 25 | 10 | 44 | 43 | 269 | 752 |
| AUGUST | 96 | 7 | 8 | 0 | 10 | 256 | 46 | 198 | 621 |
| SEPTEMBER | 41 | 2 | 7 | 4 | 15 | 419 | 29 | 59 | 576 |
| OCTOBER | 176 | 6 | 13 | 2 | 6 | 294 | 35 | 114 | 646 |
| NOVEMBER | 163 | 2 | 26 | 2 | 6 | 76 | 21 | 67 | 363 |
| DECEMBER | 9 | 3 | 5 | 0 | 0 | 175 | 23 | 58 | 273 |
| TOTAL | 3007 | 114 | 212 | 123 | 113 | 2814 | 782 | 1626 | 8791 |

REZONING SCOOP:

| PROJECT NO | PROJECT NAME | LOCATION | ACRES | REQUEST | P&Z DATE | STATUS | COUNCIL DATE | STATUS |
|------------|----------------------|---------------------|-------|-----------|-----------|----------|--------------|----------|
| 12-500166 | Aggieland Outfitters | | 1.1 | Rez | 1-Nov-12 | Approved | 8-Nov-12 | Approved |
| 12-500236 | Emporium Center | 3800 SH6 S/C1 to GC | 1.2 | Replat | 6-Dec-12 | Approved | 10-Jan-13 | |
| 12-500247 | Copper Creek Condos | 301 SW Parkway | 6.3 | Amend PDD | 17-Jan-13 | | | |

POPULATION: THE DECEMBER POPULATION ESTIMATE IS 97,585





BUILDING PERMIT TOTALS:

| Month of December 2012 | | | | | | Month of December 2011 | | |
|-------------------------------------|-----------|------------|----------------|----------------|---------------------|------------------------|------------|---------------------|
| Type of Permit | Permit | Unit | Total Sq. Ft. | Heat Sq. Ft. | Amount | Permit | Unit | Amount |
| Single Family Home | 41 | 41 | 102,723 | 84,964 | \$6,921,439 | 84 | 84 | \$9,007,458 |
| Duplex | 0 | 0 | 0 | 0 | \$0 | 18 | 36 | \$3,237,755 |
| Tri-plex/Four-plex | 0 | 0 | 0 | 0 | \$0 | 0 | 0 | \$0 |
| Apartment | 3 | 200 | 402,767 | 397,903 | \$6,250,000 | 5 | 50 | \$4,962,577 |
| Residential Addition | 2 | N/A | 564 | 564 | \$83,500 | 3 | N/A | \$103,000 |
| Residential Remodel | 1 | N/A | 2,267 | 2,007 | \$54,000 | 8 | N/A | \$127,375 |
| Residential Garage/Carport Addition | 0 | N/A | N/A | N/A | \$0 | 1 | N/A | \$40,000 |
| Residential Demolition | 7 | N/A | N/A | N/A | \$25,600 | 2 | N/A | \$3,500 |
| Residential Slab Only-SF | 0 | N/A | N/A | N/A | \$0 | 0 | N/A | \$0 |
| Residential Slab Only-DPLX | 0 | N/A | N/A | N/A | \$0 | 0 | N/A | \$0 |
| Residential Slab Only-3&4 | 0 | N/A | N/A | N/A | \$0 | 0 | N/A | \$0 |
| Residential Slab Only-Apt. | 0 | N/A | N/A | N/A | \$0 | 0 | N/A | \$0 |
| Hotel / Motel / Inn | 0 | N/A | N/A | N/A | \$0 | 0 | N/A | \$0 |
| New Commercial | 0 | N/A | 0 | 0 | \$0 | 2 | N/A | \$700,000 |
| Commercial Remodel | 6 | N/A | 590 | 590 | \$350,000 | 8 | N/A | \$1,211,000 |
| Commercial Addition/Retaining Wall | 2 | N/A | 0 | 0 | \$20,675 | 3 | N/A | \$131,000 |
| Commercial Demolition | 0 | N/A | N/A | N/A | \$0 | 1 | N/A | \$8,000 |
| Commercial Slab Only | 0 | N/A | 0 | 0 | \$0 | 0 | N/A | \$0 |
| Swimming Pool | 3 | N/A | N/A | N/A | \$93,000 | 0 | N/A | \$0 |
| Sign | 9 | N/A | N/A | N/A | \$0 | 7 | N/A | N/A |
| Moving & Location | 0 | N/A | N/A | N/A | \$0 | 0 | N/A | \$0 |
| Storage / Accessory | 0 | N/A | N/A | N/A | \$0 | 3 | N/A | \$15,748 |
| Roofing | 3 | N/A | N/A | N/A | \$31,743 | 1 | N/A | \$3,000 |
| TOTALS | 77 | 241 | 508,911 | 486,028 | \$13,829,957 | 146 | 170 | \$19,550,413 |

| January 1, 2012 -December 31, 2012 | | | | | | January 1, 2011-December 31, 2011 | | |
|-------------------------------------|-------------|-------------|------------------|------------------|----------------------|-----------------------------------|-------------|----------------------|
| Type of Permit | Permit | Unit | Total Sq. Ft. | Heat Sq. Ft. | Amount | Permit | Unit | Amount |
| Single Family Home | 555 | 555 | 1,302,749 | 1,031,195 | \$78,811,907 | 466 | 466 | \$60,455,466 |
| Duplex | 47 | 94 | 165,700 | 155,146 | \$8,237,951 | 23 | 46 | \$4,212,869 |
| Tri-plex/Four-plex | 1 | 3 | 4,504 | 4,420 | \$285,000 | 8 | 32 | \$3,916,134 |
| Apartment | 11 | 447 | 783,781 | 650,757 | \$49,321,650 | 62 | 474 | \$43,104,658 |
| Residential Addition | 55 | N/A | 40,103 | 18,284 | \$1,939,047 | 74 | N/A | \$3,065,166 |
| Residential Remodel | 91 | N/A | 26,824 | 22,786 | \$1,985,314 | 121 | N/A | \$2,351,279 |
| Residential Garage/Carport Addition | 17 | N/A | N/A | N/A | \$197,489 | 7 | N/A | \$211,700 |
| Residential Demolition | 45 | N/A | N/A | N/A | \$1,123,200 | 31 | N/A | \$267,520 |
| Residential Slab Only-SF | 88 | N/A | N/A | N/A | \$2,636,378 | 39 | N/A | \$453,551 |
| Residential Slab Only-DPLX | 37 | N/A | N/A | N/A | \$667,783 | 10 | N/A | \$193,412 |
| Residential Slab Only-3&4 | 0 | N/A | N/A | N/A | \$0 | 1 | N/A | \$20,000 |
| Residential Slab Only-Apt. | 4 | N/A | N/A | N/A | \$733,350 | 24 | N/A | \$3,022,326 |
| Hotel / Motel / Inn | 0 | N/A | N/A | N/A | \$0 | 0 | N/A | \$0 |
| New Commercial | 51 | N/A | 128,541 | 117,678 | \$49,068,576 | 61 | N/A | \$111,524,073 |
| Commercial Remodel | 75 | N/A | 110,753 | 110,753 | \$15,870,032 | 79 | N/A | \$7,690,267 |
| Commercial Addition/Retaining Wall | 15 | N/A | 4,890 | 3,410 | \$846,434 | 21 | N/A | \$3,499,973 |
| Commercial Demolition | 16 | N/A | N/A | N/A | \$853,761 | 20 | N/A | \$288,638 |
| Commercial Slab Only | 6 | N/A | 3,778 | 7,629 | \$190,056 | 2 | N/A | \$226,654 |
| Swimming Pool | 54 | N/A | N/A | N/A | \$2,223,195 | 47 | N/A | \$2,254,588 |
| Sign | 124 | N/A | N/A | N/A | \$240 | 130 | N/A | NA |
| Moving & Location | 0 | N/A | N/A | N/A | \$0 | 1 | N/A | \$1,500 |
| Storage / Accessory | 38 | N/A | N/A | N/A | \$649,811 | 45 | N/A | \$547,947 |
| Roofing | 203 | N/A | N/A | N/A | \$1,574,954 | 58 | N/A | \$603,466 |
| TOTALS | 1533 | 1099 | 2,571,623 | 2,122,058 | \$217,216,128 | 1330 | 1018 | \$247,911,187 |

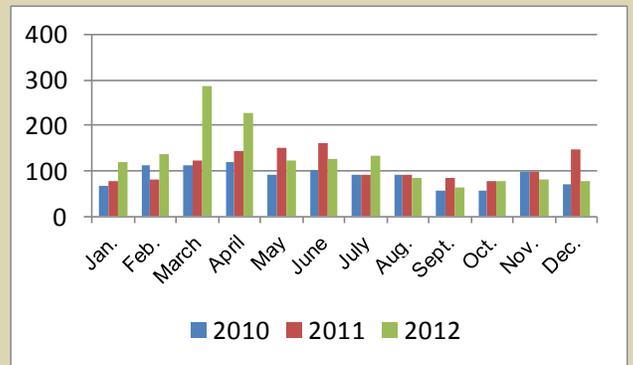


NORTHGATE WONDERLAND EVENT

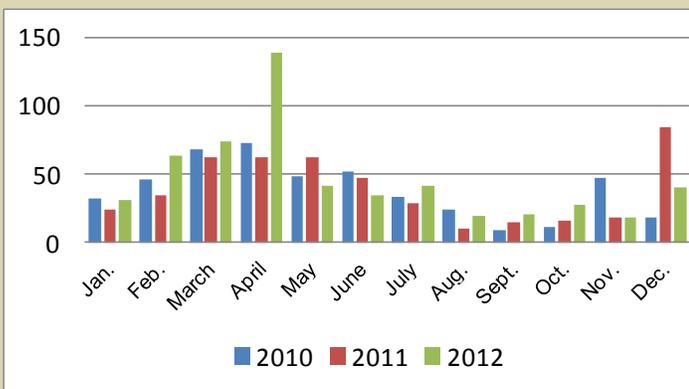
**PERMITS BY TYPE
YEAR TO DATE**

| Type of Permit | Permit | Unit | Amount |
|--------------------|--------|------|--------------|
| Single-Family Home | 555 | 555 | \$78,811,907 |
| Duplex | 47 | 94 | \$8,237,951 |
| Tri-Plex/Four-plex | 1 | 3 | \$285,000 |
| Apartment | 11 | 447 | \$49,321,650 |
| New Commercial | 51 | N/A | \$49,068,576 |
| Commercial Remodel | 75 | N/A | \$15,870,032 |

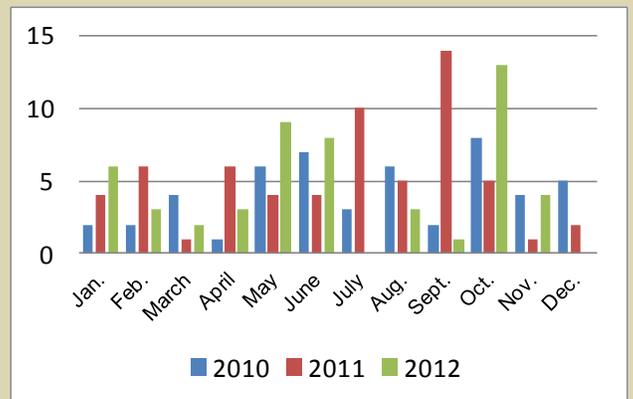
**TOTAL PERMITS
3 YEAR—COMPARISON BY MONTH**



**NEW SINGLE FAMILY PERMITS
3 YEAR—COMPARISON BY MONTH**



**NEW COMMERCIAL PERMITS
3 YEAR—COMPARISON BY MONTH**





CITY OF COLLEGE STATION PARTICIPATION IN REGIONAL TRANSPORTATION PLANNING

Most citizens of College Station are not aware that there is an organization county wide that is tasked by federal and state government with regional transportation planning. That organization is the Bryan/College Station Metropolitan Planning Organization (BCSMPO).

The 2000 US Census has identified over 400 regions throughout the United States that they consider to be urbanized. Urban Areas, by definition, contain a population greater than 50,000. Federal law mandates the creation of a Metropolitan Planning Organization (MPO) for each census defined urbanized area, with the purpose of involving local governments in transportation decisions involving federal highway and federal transit funds. In 1970 the Bryan/College Station Metropolitan Planning Organization (MPO) was designated by the Governor of Texas as the agency responsible for regional transportation planning for Brazos County.

The MPO is governed by a Policy Committee which consists of five members representing Brazos County, City of Bryan, City of College Station, Texas A&M University (TAMU) and the Texas Department of Transportation (TxDOT). The Policy Committee is the decision-making component of the MPO and their duties include adopting metropolitan transportation policy and determining regional transportation priorities. The Mayor, Nancy Berry of the City of College Station, is the representative member on the Policy Committee.

In addition to the Policy Committee, there is a Technical Advisory Committee composed of engineering, planning, and other technical professionals from member governments, the transit authority, TxDOT engineers, MPO staff, and other transportation interests. The Technical Advisory Committee, along with the MPO Staff, provide the Policy Committee with the technical assistance necessary for the decision making process. The City of College Station's Transportation Planning Coordinator Joe R. Guerra Jr. AICP, PTP is the representative member of the Technical Advisory Committee for the City of College Station. The MPO has a planning staff that organizes, researches, and coordinates activities among transportation-related stakeholders and the MPO Policy Committee.

Because the BCSMPO is funneled a finite amount of federal and state transportation dollars, project prioritizing is an important function of the MPO. Generally Category 2 Metro Area Corridor Funds are funds made available to MPOs specifically. The other funding categories are specific to TxDOT, however TxDOT has the flexibility to make these funds available and can be included in the MPO long range plan.

Continued ...

| FUNDING CATEGORY | | Transportation Network 25-Year Projected Funding (2010-2035) | | |
|------------------|---|--|---------------------------------------|----------------------|
| | | Funding Source | Category of Work | Revenue Estimate |
| WARRANTY | 1 - Preventive Maintenance and Rehabilitation | Federal - FHWA | 1- State preventative Maint. & Rehab. | - |
| | 6 - Structures Replacement and Rehabilitation | | 2- Metro Corridor Projects | - |
| | 6 - Safety | | 3- Urban Corridor Projects | \$17,100,000 |
| | | | 4- Statewide Connectivity | - |
| | | | 5- CMAQ | - |
| | | | 6- Structure Rehabilitation | \$35,000,000 |
| | | | 7- Metro Mobility | - |
| | | | 8- Safety * | \$18,000,000 |
| | | | 9- Enhancements | - |
| | | | 10- Miscellaneous | - |
| MPO | 2 - Metropolitan Area Corridor Projects | | 11- District Discretionary * | \$10,000,000 |
| | 3 - Urban Area Corridor Projects | | 12- Strategic Priority | - |
| | 4 - Statewide Connectivity Corridor Projects | | Governor's Award | - |
| | 5 - Congestion Mitigation and Air Quality Improvement | | TOTAL: Federal FHWA | \$80,100,000 |
| | 7 - Metropolitan Mobility/Rehabilitation | Federal - FTA | Section 5309 (Section 3) | \$125,000,000 |
| | 9 - Transportation Enhancements | | Section 5307 (Section 9) | \$42,034,384 |
| | | | Section 5310 (Section 16) | \$3,138,336 |
| | | | State TDC's | \$627,680 |
| | | | Section 5311 (Section 18) | \$48,186,250 |
| | | | TOTAL - Federal FTA | \$218,956,650 |
| | Transit- Matches | State Match for Transit Projects | \$6,600,128 | |
| | | Local Match for Transit Projects | \$32,329,968 | |
| | TOTAL - Transit Matches | | \$38,930,096 | |
| | Local- Local Funding | | \$4,500,000 | |
| | TOTAL - | | \$4,500,000 | |

The revenue estimates are given for all known modes and categories of funding to the extent possible as of October 2009. The MPO is not eligible for all categories of funding, and the 25-year funding forecast was projected for the 2010-2035 plan period. A historical perspective of each work category was calculated to represent the funds expected within the MPO boundary.

* Categories 8 & 11 are used for Grouped TIP projects.

| Legislative Earmarks & ARRA funding | | | |
|--|----------------|--------------|--|
| Projects | Earmarks/ ARRA | Total | |
| HWY 21 | Earmarks | \$7,883,248 | |
| University Dr. (SH6 to FM 158) | Earmarks | \$5,390,418 | |
| Texas Transportation Institute (ITS pilot) | Earmarks | \$990,000 | |
| Rail Relocation Project | Earmarks | \$22,984,486 | |
| Barron Rd | Earmarks | \$2,137,790 | |
| | ARRA funds | \$8,795,450 | |
| Parking Terminal/ Garage | Earmarks | \$4,229,293 | |
| | ARRA funds | \$2,793,817 | |

Brazos County has had strong leadership in Congress in securing earmarks for needed transportation projects. The American Recovery & Reinvestment Act (ARRA) of 2009, also provided additional monies that have helped fund needed projects.

Source: BCSMPO Metropolitan Transportation Plan



Below is a list of important summarized information regarding the BCSMPO:

- ◆ The planning area for the BCSMPO is co-terminus with the boundaries of Brazos County
- ◆ Planning generally applies to TxDOT facilities (On-system)
- ◆ MPO prioritizes projects for federal funding and state metro funds including transit projects
- ◆ MPO has a long range plan 25-year planning horizon and a short range plan 3 – 5 years
- ◆ Metropolitan Transportation Plan (MTP) 25 years is the long range plan
- ◆ In the MTP the BCSMPO has adopted both the City of Bryan and the City of College Station's Thoroughfare Plan
- ◆ Transportation Improvement Program (TIP) 3-5 years is the short range plan. Projects must have appropriated federal or state money to move from the long range plan to the short range plan. Projects must be let within the 3-5 year time period covered by the TIP.

For more information regarding the BCSMPO, please visit them on the web: <http://bcsmo.org/>



Source: BCSMPO Metropolitan Transportation Plan

| | Issue Area | Project | Const. Cost | TPC | Potential Funding Source |
|----|------------------------------------|--|-------------|---------|--------------------------------|
| 1 | SH 6 @ Rock Prairie Rd. | 6 lane bridge with turn-arounds with pedestrian facilities | \$6M | \$8M | Category 3 |
| 2 | FM 1179 (SH 6 to E. 29th) | raised median, turn lanes | \$7M | \$11M | Category 3 |
| 3 | Rock Prairie Rd. (SH6 to Longmire) | widen to 6 lanes with intersection improvements | \$2M | \$5M | Local funding (CS) |
| 4 | FM 60 (SH6 to FM 158) | widen to 6 lanes | \$12M | \$25M | Category 3 |
| 8 | SH 6 @ SH 40 (Fitch) | direct connect | \$10M | \$15M | Category 6 |
| 13 | FM 2347 @ FM 2154/ UPRR | grade separation | \$25M | \$48M | Category 6 |
| | SH 47 @ Health Science Center Pkwy | grade Spared Interchange | \$8M | \$15.2M | Prop 14/ Local funding (Bryan) |
| | SH 21 (FM 974 to Navasota River | widen to four lanes | \$7M | \$8.6M | Category 10 |

Notes:
 *TPC=Total Project Costs
 The # to far left indicates order of where it ranked overall (see Appendices for complete list)
 Category 3 funds are only projected to cover costs associated with projects #1, 2, and 4.
 Only certain types of projects are eligible to receive Category 6 types of funds, which is why the numbers on the left jump down further on the ranking list.

Source: BCSMPO Metropolitan Transportation Plan

| | Issue Area | TOTAL | Project | Const. Cost | TPC * |
|----|------------------------------------|-------|---|-------------|-------|
| 1 | SH 6 @ Rock Prairie Rd. | 241 | 6 lane bridge with turn-arounds with ped facilities | \$6M | \$8M |
| 2 | FM 1179 (SH 6 to E. 29th) | 227 | raised median, turn lanes | \$7M | \$11M |
| 3 | Rock Prairie Rd. (SH6 to Longmire) | 220 | widen to 6 lanes with intersection improvements | \$2M | \$5M |
| 4 | FM 60 (SH6 to FM 158) | 204 | widen to 6 lanes | \$12M | \$25M |
| 5 | FM 60 (FM 2154 to BS6-R) | 202 | median, turn lane, ped facilities | \$4M | \$5M |
| 6 | FM 158 (Villa Maria to SH 6) | 200 | raised median, turn lanes | \$4M | \$5M |
| 7 | FM 60 (BS-6-R to SH 6) | 196 | complete median, complete ped facilities | \$2M | \$3M |
| 8 | SH 6 @ SH 40 (Fitch) | 196 | direct connect | \$10M | \$15M |
| 9 | SH 6 (FM 158 to Rock Prairie Rd.) | 194 | widen to 6 lanes | \$20M | \$25M |
| 10 | SH 6 (FM 158 to Rock Prairie Rd.) | 194 | x ramps | \$35M | \$43M |
| 11 | FM 2818 (FM 2154 to SH 6) | 193 | turn lane, raised median | \$8M | \$11M |
| 12 | BS6-R @ FM 1179 | 185 | median, turn lane, ped facilities | \$3M | \$8M |
| 13 | FM 2347 @ FM 2154/ UPRR | 182 | grade separation | \$25M | \$48M |
| 14 | SH 6 @ FM 60 | 180 | turn around structures | \$5M | \$7M |
| 15 | FM 2154 (FM 60 to FM 2347) | 178 | widen, turn lanes, medians | \$8M | \$12M |
| 16 | SH 21 (BS6-R to SH 6) | 178 | widen, turn lanes, medians | \$8M | \$14M |
| 17 | BS6-R @ FM 60 | 174 | median, turn lane, ped facilities | \$3M | \$8M |
| 18 | SH 6 @ FM 1179 | 174 | turn around structures | \$5M | \$7M |
| 19 | BS6-R (29th St to SH 21) | 171 | median, turn lane, ped facilities, widening | \$10M | \$20M |
| 20 | SH 6 @ SH 30 | 168 | | | |
| 21 | SH 6 @ FM 158 | 166 | | | |
| 22 | SH 30 (BS6-R to SH 6) | 164 | | | |
| 23 | FM 60 (FM 2154 to FM 2818) | 153 | | | |
| 24 | BS6-R (FM 1179 to 29th St) | 152 | | | |
| 25 | SH 6 @ SW Parkway/ Raintree | 148 | | | |
| 26 | BS6-R (FM 60 to FM 1179) | 147 | | | |
| 27 | FM 1179 (E. 29th to BS6-R) | 147 | | | |
| 28 | FM 2818 (FM 2154 to FM 60) | 145 | | | |

* TPC = Total Project Cost

Source: BCSMPO Metropolitan Transportation Plan



CITY OF COLLEGE STATION PARTICIPATES IN NORTHGATE WONDERLAND EVENT

Planning & Development Services and the Police Department recently participated in the second annual Northgate Wonderland event, sponsored by the Northgate District Association. Participation in Northgate Wonderland involved adopting one of the many live oak trees along the Northgate promenade. A total of 18 trees were adopted by various businesses and organizations as part of Northgate Wonderland. Each tree was creatively decorated and remained lit throughout the holiday season.

The businesses and organizations that participated in the Northgate Wonderland event were also encouraged to participate in the angel tree program. Christmas Angels were made available by St. Mary's Church in Northgate, and the gifts provided through the program directly benefited the Early Childhood Intervention office of MH-MR and the St. Vincent de Paul outreach.





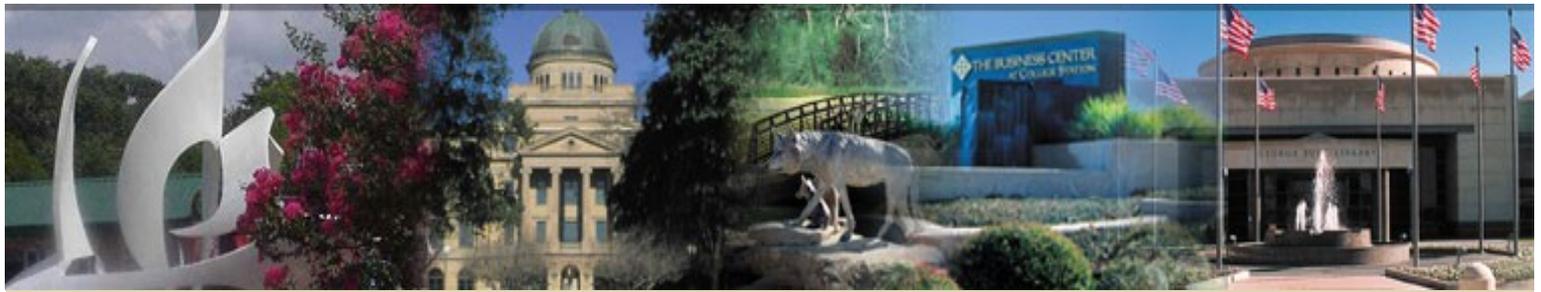
THE BICYCLE, PEDESTRIAN, AND GREENWAYS MASTER PLAN IMPLEMENTATION UPDATE

About three years have passed since City Council adopted the Bicycle, Pedestrian, and Greenways Master Plan on January 28, 2010. The City continues to make great strides in accomplishing a number of tasks outlined in the plan to continue to move towards becoming more bikeable and walkable and to promote greenways. Some of the accomplishments over the past year and current projects underway are highlighted below.

- ◆ 8.22 acres of flood-prone property protected through the Greenways Program for a total of 641 acres.
- ◆ New bike lanes along Eagle Avenue as well as sidewalks and bike lanes along Barron Road and a new section of Victoria Avenue.
- ◆ Completion of sidewalks along Pedernales Road, Manuel Drive, Lassie Lane and Holleman Drive with Community Development Block Grant funds.
- ◆ The Adopt-A-Greenway Program was initiated where residents and businesses can play an active and on-going role in cleaning and beautifying our open spaces, creeks, parks and trails. For more information visit www.cstx.gov/adoptagreenway.
- ◆ A Children's Bicycle Rodeo was held to encourage safe riding and promote May as National Bike Month.
- ◆ A preliminary design study was initiated for the University Drive Pedestrian Safety Improvements Project. The goal of the project is to improve biking and walking along and across the University Drive corridor with sidewalks, intersection improvements, etc.
- ◆ A preliminary design study was completed for the Lick Creek Greenway Trail. Design will begin in the coming months. The trail, approximately 3.5 miles in length will follow Lick Creek between Barron Road/SH 6 S and Lick Creek Park. It will also connect residential neighborhoods with area schools, parks, and bicycle and pedestrian facilities. Please visit www.cstx.gov/lickcreektrail to learn more.
- ◆ The design of the second phase of the trail along Harvey Mitchell Parkway (FM 2818) is nearing completion. The trail will connect the existing trail that starts at Texas Avenue South and will continue past Welsh Avenue to Southwest Parkway through Campus Village Apartments and Southwest Park.

If you would like more information about the Bicycle, Pedestrian, and Greenways Master Plan or related projects, please visit our website at www.cstx.gov/bikepedgreenways or contact Venessa Garza, Greenways Program Manager at 979-764-3674 or by email vgarza@cstx.gov.





SPECIAL FINANCING TOOLS FOR COLLEGE STATION'S MEDICAL DISTRICT

Last October, the City Council approved an amendment of the City's Comprehensive Plan to include the College Station Medical District Master Plan. The Master Plan establishes guiding principles for the development of approximately 1,700 acres in south College Station to accommodate medical facilities, walkable village centers, commercial space, and a variety of residential unit types, all in close proximity to parks, open space, and trails. There are, however, significant barriers to development of the Medical District area that must be overcome, including the lack of basic infrastructure, such as potable water, fire flow, sanitary sewer, etc., and lack of transportation facilities. The area also lacks a sufficient management structure to ensure the long-term success of the District.

The approved Master Plan identifies a series of financial and management tools necessary to overcome these barriers and to maximize the development potential of the area, including the use of **Tax Increment Reinvestment Zones (TIRZ)** and **Municipal Management Districts (MMD)**. The emphasis of the TIRZ will be funding the necessary infrastructure. The emphasis of the MMD will be marketing and promotion of the District, District enhancements (landscaping, maintenance of public works, etc.) and limited improvement projects (signage, public works enhancements, etc.).

Tax Increment Reinvestment Zone

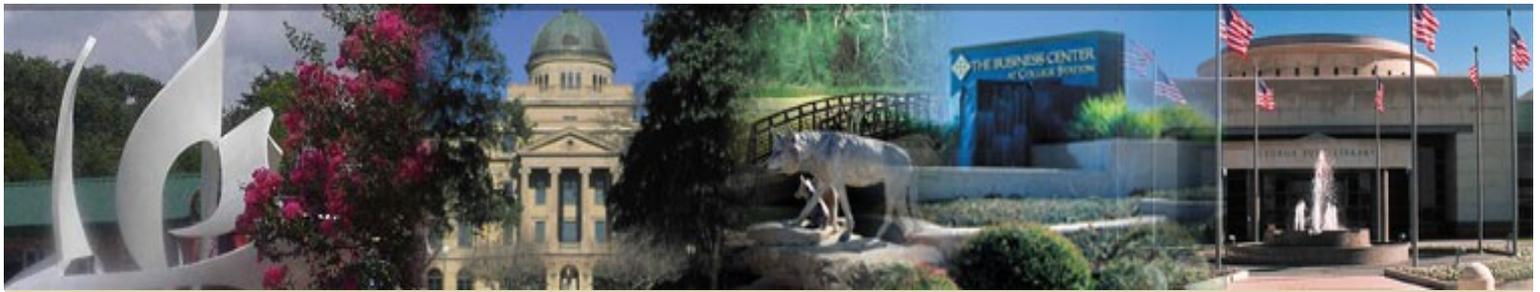
TIRZ are authorized under Chapter 311 of the Texas Tax Code and are intended for areas that are underdeveloped due to some inadequate or defective condition. TIRZ are used to fund large capital projects, infrastructure improvements, or other hard-costs within a created zone. These costs are funded by future ad valorem tax revenue within the zone. Essentially, the property owner continues to pay his tax bill as he always has, but the increment (the increase in revenue due to increased value) goes into a fund that will be used for improvements within the District.

The City Council creates the reinvestment zone and the TIRZ board of directors is responsible for creating a Financing Plan and Project Plan. Once the projects included in the TIRZ are complete, the zone dissolves. The TIRZ has the potential to fund much of the needed infrastructure in the Medical District over the next 20 years.

Quick facts:

- ◆ City Council's role is to appoint the board of directors, approve the final Financing / Project Plan, approve development financing agreements, and approve the issuance of debt.
- ◆ The role of the board of directors for the TIRZ will be to recommend the Financing / Project Plan to City Council, evaluate projects to ensure compliance with the Project Plan, recommend development financing agreements, and recommend the issuance of debt to City Council.
- ◆ The City submits an annual report to Brazos County, CSISD, and the Texas Comptroller.
- ◆ A TIRZ expires on the termination date designated in the ordinance creating the zone, or on the date on which all project costs, tax increment bonds, and interest on those bonds have been paid in full.

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Municipal Management District

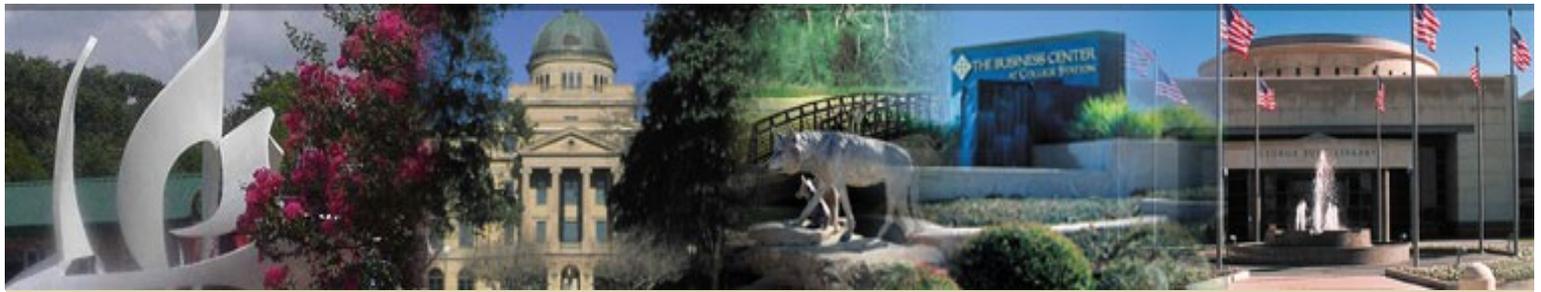
A Municipal Management District (MMD) is a self-governed District that is used to fund costs within a special district. The Medical District will include two MMDs – one for the area that is largely developed (the “west” MMD) and a second for the largely undeveloped area (the “east” MMD). The MMD boards will be made up of representatives of property owners in the Districts and can have the authority to levy taxes (only in the “west” MMD) and assess properties for District improvements or marketing. The MMDs can be dissolved by the City Council; however, the City would then assume the financial obligations and any property of the MMD.

Quick Facts:

- ◆ MMDs are governed by a board of directors initially appointed through enabling legislation then by City Council appointment.
- ◆ MMDs may be financed through property assessments, ad valorem taxes, and through the issuance of debt.
- ◆ The City Council maintains oversight of the MMD by appointments to the board, consent to the issuance of any bonds, and consent to add area to the district, and have the ability to dissolve the district.
- ◆ Of the two MMDs being created for the Medical District, only one would have Ad Valorem taxing authority.
- ◆ The primary purpose of the “east” MMD is construction of improvements and enhanced services, promotion and marketing.
- ◆ The primary purpose of the “west” MMD is enhanced services, promotion, and marketing.

To learn more about Municipal Management Districts, Tax Increment Reinvestment Zones or College Station’s Medical District, visit our webpage at www.cstx.gov/medicaldistrict.





PLANNER ON CALL FREQUENTLY ASKED QUESTIONS

The Planner on Call system helps over 1,800 people a year that call, email, or come into the P&DS office with questions related to planning and development. This section highlights some of the more common questions. If you have questions for the Planner on Call, please contact us at 979-764-3570 or POC@cstx.gov.

- Q:** I own a business in town and my distributor is sending an abundance of products, due to rising demand, that overflow our shelves and warehouse. I wanted to place a portable storage container in the parking lot to store the products. Do I need to get a permit?
- A:** Yes, a permit is required except for properties that have an active building permit or that is zoned M-2 Heavy Industrial or BPI Business Park Industrial and not located next to residential districts. If your property does not qualify for an exemption, it would be required to obtain the necessary permit depending on the duration the container is to be on-site.

If the container is to be on-site for temporary use, a building permit is required. This allows the container to be on-site for up to 45 days. Multiple storage containers are allowed if no more than 5% of the parking area is utilized or 16 parking spaces, whichever is smaller. Also, the container must meet the setbacks for the zoning district and be placed in the rear or side of the site, where it does not interfere with on-site traffic flow. It is not allowed in the front of a site or adjacent to public streets, though alternative locations can be approved if these requirements cannot be met. A permit may be obtained up to 3 times a year as long as each permit is at least 30 days apart.

If your business is in need of a permanent storage container, a site plan must be submitted for review. The placement of the container must meet building setbacks and must be screened from view if visible from the street or adjacent properties. Such screening will be done with landscaping and an 8-foot wooden fence or wall. The square feet of storage containers also count towards the required parking for the site.

Regardless if the container is temporary or permanent it must be placed on an improved surface, on private property, and out of the traffic sight triangle.

For more information on portable storage containers, please contact the Planner-On-Call.

